



## CITY OF FISHERS AGENDA

**BOARD/COMMISSION:** Board of Public Works and Safety

**DATE:** 8/26/2025 at 9:00 AM

**ADDRESS:** 1 Municipal Drive,  
Fishers, IN 46038

Members of the public are encouraged to [submit comments to the board via form submittal](#) before 12 p.m. on the day of the meeting.

See the list of board members at [FishersIN.gov/BPWS](https://fishersin.gov/BPWS).

- 1. Meeting Called to Order**
- 2. Announcements**
- 3. Presentations**
- 4. Consent Agenda**
  - a. Request to review the previous meeting memoranda: Meeting Minutes 8-12-25.
  - b. Request to approve the accounts payable register: Accounts Payable 8-26-25.
- 5. Resolution**
  - a. **R082625** – Request to Approve Opioids Settlement Agreement.
  - b. **R082625A** – Request to Approve Indiana Department of Health Public Health Emergency Preparedness (PHEP) Grant Agreement.
  - c. **R082625B** – Request to Approve Amendment to Parking Schedule VII.
  - d. **R082625C** – Request to Approve Special Purchase (Turnout Gear).

- e. **R082625D** – Request to Approve 2025 Fire and EMS Services Contracts for Delaware and Fall Creek Townships.
- f. **R082625E** – Request to Approve Right of Entry and Indemnification Agreement with Kid City USA (Cyntheanne Park).
- g. **R082625F** – Request to Approve First Amendment to Professional Services Agreement for On-Call Services with Butler, Fairman & Seufert.
- h. **R082625G** – Request to Approve a Sewer Variance for The Crossing Retail Building 1.
- i. **R082625H** – Request to Approve a Sewer Variance for The Crossing Retail Building 2.
- j. **R082625I** – Request to Award Bid and Approve Professional Services Agreement with City Wide Facility Solutions.

**6. Regular Items**

**7. Unfinished/New Business**

- a. Spyglass Traffic Study Update

**8. Meeting Adjournment**





## **CITY OF FISHERS AGENDA**

**BOARD/COMMISSION:** Board of Public Works and Safety

**DATE:** 8/12/2025 at 9:00 AM

**ADDRESS:** Fishers Municipal Center: Nickel Plate Conference Room,  
1 Municipal Drive, Fishers, IN 46038

Members of the public are encouraged to [submit comments to the board via form submittal](#) before 12 p.m. on the day of the meeting.

See the list of board members at [FishersIN.gov/BPWS](https://fishersin.gov/BPWS).

### **1. Meeting Called to Order**

- The meeting was called to order at 9:06 am by Scott Fadness. Board members Jeff Lantz and Scott Fadness were present.
- Staff present/Legal: Ed Gebhart, Jeremy Schmitt, Ami Webb, Lindsey Bennett, Eric Steiner, and Kari Adriano.
- Members of the public were able to submit comments to the Board via form submission. No public comments.

### **2. Announcements**

### **3. Presentations**

### **4. Consent Agenda**

a. Request to review the previous meeting memoranda: Meeting Minutes 7-29-25.

- Jeff Lantz made a motion to table the meeting minutes. Scott Fadness seconded the motion. There was no remonstrance, and the motion passed 2 in favor.

b. Request to approve the accounts payable register: Accounts Payable 8-12-25.

- Jeff Lantz made a motion to approve the accounts payable 8-12-25. Scott Fadness seconded the motion. There was no remonstrance, and the motion passed 2 in favor.

## 5. Resolution

a. **R081225** – Request to Approve a Sewer Variance.

- Jeremy Schmitt, Stormwater Engineer, presented **R081225** to the board.
- Jeff Lantz made a motion to approve **R081225**. Scott Fadness seconded the motion. There was no remonstrance, and the motion passed 2 in favor, 0 opposed.

b. **R081225A** – Request to Declare Certain Property as Surplus.

- Ed Gebhart, Chief of Police, presented **R081225A** to the board.
- Jeff Lantz made a motion to approve **R081225A**. Scott Fadness seconded the motion. There was no remonstrance, and the motion passed 2 in favor, 0 opposed.

c. **R081225B** – Request to Approve Quote and Award Contract for Fishers Arts and Municipal Building Pergola.

- Eric Steiner, Chief of Staff, Department of Public Works, presented **R081225B** to the board.
- Scott Fadness made a motion to approve **R081225B**. Jeff Lantz seconded the motion. There was no remonstrance, and the motion passed 2 in favor, 0 opposed.

d. **R081225C** – Request to Approve Quote and Award Contract to Blue Peak.

- Eric Steiner, Chief of Staff, Department of Public Works, presented **R081225C** to the board.
- Jeff Lantz made a motion to approve **R081225C**. Scott Fadness seconded the motion. There was no remonstrance, and the motion passed 2 in favor, 0 opposed.

## 6. Regular Items

## 7. Unfinished/New Business

## 8. Meeting Adjournment

- Jeff Lantz made a motion to adjourn the meeting. Scott Fadness seconded the motion.
- There was no remonstrance, and the motion passed 2 in favor, 0 opposed.

- The meeting was adjourned at 9:09 a.m.

I hereby certify that each of the above listed vouchers and the invoices, or bills  
  
attached there to, are true and correct and I have audited same in accordance with  
IC 5-11-10-1.6.

August 26 , 2025

\_\_\_\_\_  
Fiscal Officer

|                                               |
|-----------------------------------------------|
| <b>ALLOWANCE OF ACCOUNTS PAYABLE VOUCHERS</b> |
|-----------------------------------------------|

CITY OF FISHERS

We have examined the Accounts Payable Vouchers listed on the foregoing Register of Accounts Payable Vouchers consisting of 107 pages and except for accounts payables not allowed as shown on the Register such accounts payables are hereby allowed in the total amount of \$3,691,324.78.

Dated this 26th day of August, 2025.

|       |       |       |
|-------|-------|-------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

Signatures of Governing Board

## A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 99900000 10100 APCash  
 CHECK NO CHK DATE TYPE VENDOR NAME

| CHECK NO | CHK DATE   | TYPE | VENDOR NAME               | VOUCHER              | INVOICE        | INV DATE                   | PO    | WARRANT             | NET   |
|----------|------------|------|---------------------------|----------------------|----------------|----------------------------|-------|---------------------|-------|
| 79813    | 08/14/2025 | PRTD | 1417 Hamilton County Reco | 110554               | 81125LIENSP    | 08/11/2025                 |       | 81425EP             | 25.00 |
|          |            |      |                           | 25.00                | 60601013 43100 | Professional Services      |       |                     |       |
|          |            |      |                           |                      |                | CHECK                      | 79813 | TOTAL:              | 25.00 |
|          |            |      |                           | NUMBER OF CHECKS     | 1              | *** CASH ACCOUNT TOTAL *** |       |                     | 25.00 |
|          |            |      |                           |                      |                | COUNT                      |       | AMOUNT              |       |
|          |            |      |                           | TOTAL PRINTED CHECKS |                | 1                          |       | 25.00               |       |
|          |            |      |                           |                      |                |                            |       | *** GRAND TOTAL *** | 25.00 |

## A/P CASH DISBURSEMENTS JOURNAL

 CASH ACCOUNT: 99900000 10100 APCash  
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

PO

WARRANT

NET

79814 08/18/2025 MANL 2452 Regions Bank

|          |                     |                          |       |           |
|----------|---------------------|--------------------------|-------|-----------|
| 110583   | 725CC-Police        | 07/31/2025               | 725CC | 44,402.62 |
| 22.00    | 10108015 43200      | Comms And Transportation |       |           |
| 933.88   | 10108015 43200      | Comms And Transportation |       |           |
| 624.23   | 10108011 42200      | Operating Supplies       |       |           |
| 35.00    | 10108013 43200      | Comms And Transportation |       |           |
| 35.00    | 10108013 43200      | Comms And Transportation |       |           |
| 6.00     | 10108013 43200      | Comms And Transportation |       |           |
| 7.00     | 10108013 43200      | Comms And Transportation |       |           |
| 7.00     | 10108013 43200      | Comms And Transportation |       |           |
| 5.00     | 10108015 43200      | Comms And Transportation |       |           |
| 5.00     | 10108015 43200      | Comms And Transportation |       |           |
| 45.00    | 10108015 43200      | Comms And Transportation |       |           |
| 35.00    | 10108015 43200      | Comms And Transportation |       |           |
| 998.67   | 10108015 43200      | Comms And Transportation |       |           |
| 864.60   | 10108015 43200      | Comms And Transportation |       |           |
| 54.00    | 10108013 43200      | Comms And Transportation |       |           |
| 122.99   | 10108013 42200      | Operating Supplies       |       |           |
| 254.80   | 10108013 42200      | Operating Supplies       |       |           |
| 16.11    | 10108013 42200      | Operating Supplies       |       |           |
| 10.00    | 10108013 43100      | Professional Services    |       |           |
| 217.00   | 10108013 43100      | Professional Services    |       |           |
| 2,546.54 | 10108013 43100      | Professional Services    |       |           |
| 51.38    | 10108015 43200      | Comms And Transportation |       |           |
| 252.96   | 10108015 42200      | Operating Supplies       |       |           |
| -275.73  | 10108015 42200      | Operating Supplies       |       |           |
| 275.73   | 10108015 42200      | Operating Supplies       |       |           |
| 1,095.00 | 10108012 43200      | Comms And Transportation |       |           |
| 55.98    | 10108015 42200      | Operating Supplies       |       |           |
| 616.97   | 10108015 43200      | Comms And Transportation |       |           |
| 616.97   | 10108015 43200      | Comms And Transportation |       |           |
| 616.97   | 10108015 43200      | Comms And Transportation |       |           |
| 228.88   | 10108015 42200      | Operating Supplies       |       |           |
| 644.12   | 10108015 43200      | Comms And Transportation |       |           |
| 314.49   | 10108013 43200      | Comms And Transportation |       |           |
| 632.50   | 10108015 43200      | Comms And Transportation |       |           |
| 4,400.00 | 10108015 43200      | Comms And Transportation |       |           |
| 2,200.00 | 10108012 43200      | Comms And Transportation |       |           |
| 445.50   | 10108012 43200      | Comms And Transportation |       |           |
| 46.32    | 10108015 42200      | Operating Supplies       |       |           |
| 1,800.00 | 10108012 43200      | Comms And Transportation |       |           |
| 90.03    | 10108015 42200      | Operating Supplies       |       |           |
| -623.15  |                     |                          |       |           |
|          | E 81322001 .Train . | .                        |       |           |
|          | 27058010 43200      | Comms And Transportation |       |           |
| 148.24   | 10108015 42200      | Operating Supplies       |       |           |
| -623.15  |                     |                          |       |           |
|          | E 81322001 .Train . | .                        |       |           |
|          | 27058010 43200      | Comms And Transportation |       |           |
| -623.15  |                     |                          |       |           |
|          | E 81322001 .Train . | .                        |       |           |
|          | 27058010 43200      | Comms And Transportation |       |           |
| 118.28   | 10108015 42200      | Operating Supplies       |       |           |

# A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 99900000 10100 APCash  
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

PO

WARRANT

NET

|          |          |       |                          |
|----------|----------|-------|--------------------------|
| 454.36   | 10108015 | 43200 | Comms And Transportation |
| 161.36   | 10108011 | 42200 | Operating Supplies       |
| 127.71   | 10108011 | 42200 | Operating Supplies       |
| 179.18   | 10108011 | 42200 | Operating Supplies       |
| 96.13    | 10108011 | 42200 | Operating Supplies       |
| 165.00   | 10108011 | 43100 | Professional Services    |
| 150.00   | 10108011 | 43100 | Professional Services    |
| 660.00   | 10108015 | 43100 | Professional Services    |
| 325.69   | 10108011 | 43100 | Professional Services    |
| 40.25    | 10108015 | 42200 | Operating Supplies       |
| 46.00    | 10108015 | 42200 | Operating Supplies       |
| 150.00   | 10108011 | 43100 | Professional Services    |
| 341.00   | 10108011 | 43100 | Professional Services    |
| 425.00   | 10108011 | 43100 | Professional Services    |
| 149.26   | 10108013 | 43100 | Professional Services    |
| 273.49   | 10108013 | 43100 | Professional Services    |
| 530.00   | 10108015 | 43100 | Professional Services    |
| 71.00    | 10108015 | 43100 | Professional Services    |
| 64.50    | 10108013 | 43100 | Professional Services    |
| 273.49   | 10108013 | 43100 | Professional Services    |
| 2,015.28 | 10108015 | 42200 | Operating Supplies       |
| 20.00    | 10108015 | 43200 | Comms And Transportation |
| 436.33   | 10108015 | 42200 | Operating Supplies       |
| 33.28    | 10108015 | 42200 | Operating Supplies       |
| 63.94    | 10108015 | 42200 | Operating Supplies       |
| 171.16   | 10108012 | 42200 | Operating Supplies       |
| 425.86   | 10108015 | 42200 | Operating Supplies       |
| 125.00   | 10108011 | 43100 | Professional Services    |
| 1,199.00 | 10108012 | 43100 | Professional Services    |
| 359.19   | 10108015 | 42200 | Operating Supplies       |
| 100.00   | 10108012 | 42200 | Operating Supplies       |
| 742.00   | 10108013 | 43100 | Professional Services    |
| 100.00   | 10108013 | 43100 | Professional Services    |
| 25.00    | 10108013 | 43100 | Professional Services    |
| 54.03    | 10108015 | 42200 | Operating Supplies       |
| 6,638.34 | 10108015 | 42200 | Operating Supplies       |
| 51.54    | 10108015 | 42200 | Operating Supplies       |
| 124.30   | 10108015 | 43200 | Comms And Transportation |
| 12.99    | 10108013 | 42200 | Operating Supplies       |
| 179.00   | 10108012 | 43200 | Comms And Transportation |
| 4,019.00 | 10108015 | 43100 | Professional Services    |
| 2,100.00 | 10108012 | 42200 | Operating Supplies       |
| 114.90   | 10108011 | 42200 | Operating Supplies       |
| 144.00   | 10108011 | 42200 | Operating Supplies       |
| 14.00    | 10108015 | 43100 | Professional Services    |
| 199.00   | 10108015 | 42200 | Operating Supplies       |
| 573.72   | 10108012 | 42200 | Operating Supplies       |
| 84.52    | 10108012 | 42200 | Operating Supplies       |
| 153.65   | 10108012 | 42200 | Operating Supplies       |
| 90.21    | 10108012 | 42200 | Operating Supplies       |

## A/P CASH DISBURSEMENTS JOURNAL

 CASH ACCOUNT: 99900000 10100 APCash  
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

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WARRANT

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CHECK 79814 TOTAL: 44,402.62

79815 08/18/2025 MANL 2452 Regions Bank

|          |                  |                          |       |           |
|----------|------------------|--------------------------|-------|-----------|
| 110584   | 725CC-Recreation | 07/31/2025               | 725CC | 31,916.11 |
| 5,091.00 | 10107010 43200   | Comms And Transportation |       |           |
| 1,751.49 | 10107010 43100   | Professional Services    |       |           |
| 583.83   | 10107010 43100   | Professional Services    |       |           |
| 45.88    | 10107010 42200   | Operating Supplies       |       |           |
| 1,656.00 | 10107010 43100   | Professional Services    |       |           |
| -524.85  | 10107010 42200   | Operating Supplies       |       |           |
| 1,543.80 | 10107010 43100   | Professional Services    |       |           |
| 1,260.00 | 10107010 43100   | Professional Services    |       |           |
| 43.82    | 10107010 42200   | Operating Supplies       |       |           |
| 99.00    | 10107010 43100   | Professional Services    |       |           |
| 1,905.50 | 10107010 43100   | Professional Services    |       |           |
| 21.40    | 10107010 42200   | Operating Supplies       |       |           |
| 73.00    | 10107010 42200   | Operating Supplies       |       |           |
| 162.04   | 10107010 42200   | Operating Supplies       |       |           |
| 63.82    | 10107010 42200   | Operating Supplies       |       |           |
| 402.50   | 10107010 43100   | Professional Services    |       |           |
| 382.95   | 10107010 43100   | Professional Services    |       |           |
| 69.53    | 10107010 42200   | Operating Supplies       |       |           |
| 1,096.90 | 10107010 42200   | Operating Supplies       |       |           |
| 23.64    | 10107010 43100   | Professional Services    |       |           |
| 4.31     | 10107010 43100   | Professional Services    |       |           |
| 163.30   | 10107010 42200   | Operating Supplies       |       |           |
| 11.06    | 10107010 42200   | Operating Supplies       |       |           |
| 58.01    | 10107010 42200   | Operating Supplies       |       |           |
| 360.52   | 10107010 42200   | Operating Supplies       |       |           |
| 7,734.00 | 10107010 43100   | Professional Services    |       |           |
| 204.99   | 10107010 42200   | Operating Supplies       |       |           |
| 35.00    | 10107010 43100   | Professional Services    |       |           |
| 510.00   | 10107010 43100   | Professional Services    |       |           |
| 200.00   | 10107010 43100   | Professional Services    |       |           |
| 1,332.00 | 10107010 43100   | Professional Services    |       |           |
| 470.76   | 10107010 43100   | Professional Services    |       |           |
| 47.00    | 10107010 43100   | Professional Services    |       |           |
| 5.34     | 10107010 42200   | Operating Supplies       |       |           |
| 225.00   | 10107010 43100   | Professional Services    |       |           |
| 2,016.00 | 10107010 43100   | Professional Services    |       |           |
| 19.99    | 10107010 43100   | Professional Services    |       |           |
| 8.78     | 10107010 43100   | Professional Services    |       |           |
| 120.58   | 10107010 42200   | Operating Supplies       |       |           |
| 166.07   | 10107010 42200   | Operating Supplies       |       |           |
| 35.97    | 10107010 42200   | Operating Supplies       |       |           |
| 12.20    | 10107010 43100   | Professional Services    |       |           |
| -63.98   | 10107010 42200   | Operating Supplies       |       |           |
| 189.80   | 10107010 42200   | Operating Supplies       |       |           |
| 112.40   | 10107010 42200   | Operating Supplies       |       |           |
| 66.07    | 10107010 42200   | Operating Supplies       |       |           |
| 130.43   | 10107010 42200   | Operating Supplies       |       |           |
| 230.86   | 10107010 42200   | Operating Supplies       |       |           |



## A/P CASH DISBURSEMENTS JOURNAL

 CASH ACCOUNT: 99900000 10100 APCash  
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

PO

WARRANT

NET

|       |            |      |      |              |          |            |       |                          |          |        |           |
|-------|------------|------|------|--------------|----------|------------|-------|--------------------------|----------|--------|-----------|
|       |            |      |      |              | 24.99    | 10107010   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 79.15    | 10107010   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 52.93    | 10107010   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 901.25   | 10107010   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 75.92    | 10107010   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 203.56   | 10107010   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 335.00   | 10107010   | 43100 | Professional Services    |          |        |           |
|       |            |      |      |              | 85.60    | 10107010   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              |          |            |       | CHECK                    | 79815    | TOTAL: | 31,916.11 |
| 79816 | 08/18/2025 | MANL | 2452 | Regions Bank | 110578   | 725CC-Fire |       | 07/31/2025               | 22401173 | 725CC  | 31.02     |
|       |            |      |      |              | 31.02    | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              |          |            |       | CHECK                    | 79816    | TOTAL: | 31.02     |
| 79817 | 08/18/2025 | MANL | 2452 | Regions Bank | 110579   | 725CC-Fire |       | 07/31/2025               |          | 725CC  | 24,195.23 |
|       |            |      |      |              | 799.98   | 10105013   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 71.76    | 10105013   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 228.03   | 10105013   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 69.52    | 10105013   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 74.66    | 10105013   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 40.50    | 10105015   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 2,793.30 | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 5,562.00 | 10105012   | 43100 | Professional Services    |          |        |           |
|       |            |      |      |              | 383.70   | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 244.34   | 10105016   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 1,729.40 | 10105012   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 181.50   | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 1,596.95 | 10105012   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 4,535.74 | 10105012   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 50.89    | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 183.50   | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 52.07    | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 64.32    | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 142.92   | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 126.55   | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 51.00    | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 2,571.00 | 10105014   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 398.72   | 10105014   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 827.10   | 10105014   | 43100 | Professional Services    |          |        |           |
|       |            |      |      |              | 55.96    | 10105014   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 750.00   | 10105014   | 43200 | Comms And Transportation |          |        |           |
|       |            |      |      |              | 44.97    | 10105011   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 533.93   | 10105012   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | -34.93   | 10105012   | 42200 | Operating Supplies       |          |        |           |
|       |            |      |      |              | 65.85    | 10105011   | 42200 | Operating Supplies       |          |        |           |

## A/P CASH DISBURSEMENTS JOURNAL

 CASH ACCOUNT: 99900000 10100 APCash  
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

PO

WARRANT

NET

CHECK 79817 TOTAL: 24,195.23

79818 08/18/2025 MANL 2452 Regions Bank

|          |                     |                                |       |           |
|----------|---------------------|--------------------------------|-------|-----------|
| 110581   | 725CC-HealthDept    | 07/31/2025                     | 725CC | 13,655.13 |
| 50.00    | 21105058 42200      | Operating Supplies             |       |           |
| 240.83   |                     |                                |       |           |
|          | E 21224004 .PROFSE. |                                |       |           |
|          | 27055058 43100      | Professional Services          |       |           |
| 745.00   | 21105058 43100      | Professional Services          |       |           |
| 1,499.00 |                     |                                |       |           |
|          | E 21224004 .EQUIP . |                                |       |           |
|          | 27055058 44910      | Non Infrastructure Rltd Assets |       |           |
| 137.85   | 27055058 43100      | Professional Services          |       |           |
| 46.35    | 21205058 42200      | Operating Supplies             |       |           |
| 102.93   | 21105058 43300      | Printing And Advertising       |       |           |
| 48.06    | 21105058 42200      | Operating Supplies             |       |           |
| 34.94    | 21205058 42200      | Operating Supplies             |       |           |
| 151.01   | 21105058 42200      | Operating Supplies             |       |           |
| 25.80    | 21205058 42200      | Operating Supplies             |       |           |
| 122.64   | 21105058 42200      | Operating Supplies             |       |           |
| 91.47    | 21105058 43300      | Printing And Advertising       |       |           |
| 232.07   | 21205058 42200      | Operating Supplies             |       |           |
| 75.44    | 21205058 42200      | Operating Supplies             |       |           |
| 206.00   | 21205058 43202      | Postage                        |       |           |
| -35.00   | 21105058 43100      | Professional Services          |       |           |
| 19.99    | 21205058 43100      | Professional Services          |       |           |
| 159.43   | 21105058 43100      | Professional Services          |       |           |
| 25.00    | 21205058 43100      | Professional Services          |       |           |
| 145.35   | 21105058 43100      | Professional Services          |       |           |
| 4,345.60 | 21205058 42200      | Operating Supplies             |       |           |
| 125.00   | 21105058 43100      | Professional Services          |       |           |
| 46.87    | 21105058 42200      | Operating Supplies             |       |           |
| 22.31    | 21105058 42200      | Operating Supplies             |       |           |
| 64.16    | 21105058 42200      | Operating Supplies             |       |           |
| 15.37    | 21105058 42200      | Operating Supplies             |       |           |
| 35.97    | 21205058 43200      | Comms And Transportation       |       |           |
| 5.00     | 21205058 43200      | Comms And Transportation       |       |           |
| 81.15    | 21105058 42200      | Operating Supplies             |       |           |
| 5.00     | 21205058 43200      | Comms And Transportation       |       |           |
| 15.97    | 21205058 43200      | Comms And Transportation       |       |           |
| 88.70    | 21105058 42200      | Operating Supplies             |       |           |
| 105.00   | 21105058 43100      | Professional Services          |       |           |
| -48.15   | 21205058 42200      | Operating Supplies             |       |           |
| 35.00    |                     |                                |       |           |
|          | E 21225001 .Train . |                                |       |           |
|          | 27055058 43200      | Comms And Transportation       |       |           |
| 35.00    |                     |                                |       |           |
|          | E 21225001 .Train . |                                |       |           |
|          | 27055058 43200      | Comms And Transportation       |       |           |
| 1,012.54 |                     |                                |       |           |
|          | E 21225001 .Train . |                                |       |           |
|          | 27055058 43200      | Comms And Transportation       |       |           |

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| 123.77   | E 21225001 .Train . | .                        |
|          | 27055058 43200      | Comms And Transportation |
| 54.00    | E 21225001 .Train . | .                        |
|          | 27055058 43200      | Comms And Transportation |
| 41.74    | 21105058 43100      | Professional Services    |
| 129.50   | 10103011 43200      | Comms And Transportation |
| 305.00   | 10103011 43200      | Comms And Transportation |
| 289.50   | 10103011 43200      | Comms And Transportation |
| 250.00   | 10103011 43200      | Comms And Transportation |
| 250.00   | 10103011 43200      | Comms And Transportation |
| 305.00   | 10103011 43200      | Comms And Transportation |
| 250.00   | 10103011 43200      | Comms And Transportation |
| 59.90    | 10103011 42200      | operating Supplies       |
| 41.85    | 10103011 42200      | operating Supplies       |
| 229.58   | 10103011 42200      | operating Supplies       |
| 47.42    | 10103011 42200      | operating Supplies       |
| 52.25    | 10103011 42200      | operating Supplies       |
| 37.44    | 10103011 42200      | operating Supplies       |
| 29.10    | 10103011 42200      | operating Supplies       |
| 43.15    | 10103011 42200      | operating Supplies       |
| 1,001.28 | 21105058 43200      | Comms And Transportation |

CHECK 79818 TOTAL: 13,655.13

79819 08/18/2025 MANL 2452 Regions Bank

|          |                |                          |       |
|----------|----------------|--------------------------|-------|
| 110582   | 725CC-IT       | 07/31/2025               | 725CC |
| 95.20    | 10106050 43100 | Professional Services    |       |
| 125.00   | 10106050 43200 | Comms And Transportation |       |
| 2,017.93 | 10106050 43100 | Professional Services    |       |
| 807.17   | 10106050 43100 | Professional Services    |       |
| 403.58   | 10106050 43100 | Professional Services    |       |
| 39.19    | 10106050 43100 | Professional Services    |       |
| 15.67    | 10106050 43100 | Professional Services    |       |
| 7.84     | 10106050 43100 | Professional Services    |       |
| 415.99   | 10101012 43100 | Professional Services    |       |
| 819.65   | 10106050 43100 | Professional Services    |       |
| 29.85    | 10106050 43100 | Professional Services    |       |
| .30      | 10106050 43100 | Professional Services    |       |
| 20.16    | 10106050 43200 | Comms And Transportation |       |
| 8.06     | 60606050 43200 | Comms And Transportation |       |
| 4.03     | 62606050 43200 | Comms And Transportation |       |
| 5.77     | 10106050 43200 | Comms And Transportation |       |
| 2.31     | 60606050 43200 | Comms And Transportation |       |
| 1.15     | 62606050 43200 | Comms And Transportation |       |
| 5.89     | 10106050 43200 | Comms And Transportation |       |
| 2.35     | 60606050 43200 | Comms And Transportation |       |
| 1.18     | 62606050 43200 | Comms And Transportation |       |
| 13.49    | 10106050 43200 | Comms And Transportation |       |
| 5.40     | 60606050 43200 | Comms And Transportation |       |
| 2.70     | 62606050 43200 | Comms And Transportation |       |

13,164.61

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| 994.50 | 10106050 | 43200 | Comms And Transportation |
| 397.80 | 60606050 | 43200 | Comms And Transportation |
| 198.90 | 62606050 | 43200 | Comms And Transportation |
| 9.79   | 10106050 | 43200 | Comms And Transportation |
| 3.92   | 60606050 | 43200 | Comms And Transportation |
| 1.96   | 62606050 | 43200 | Comms And Transportation |
| 14.99  | 10106050 | 43200 | Comms And Transportation |
| 5.99   | 60606050 | 43200 | Comms And Transportation |
| 3.00   | 62606050 | 43200 | Comms And Transportation |
| 26.13  | 10106050 | 43100 | Professional Services    |
| 10.45  | 60606050 | 43100 | Professional Services    |
| 5.22   | 62606050 | 43100 | Professional Services    |
| 19.99  | 10106050 | 43100 | Professional Services    |
| 86.70  | 10106050 | 42200 | operating Supplies       |
| 108.00 | 10106050 | 43100 | Professional Services    |
| 989.16 | 10106050 | 43200 | Comms And Transportation |
| 395.66 | 60606050 | 43200 | Comms And Transportation |
| 197.83 | 62606050 | 43200 | Comms And Transportation |
| 25.00  | 10106050 | 43100 | Professional Services    |
| 10.00  | 10106050 | 43100 | Professional Services    |
| 5.00   | 10106050 | 43100 | Professional Services    |
| 247.48 | 10106050 | 43100 | Professional Services    |
| 98.99  | 60606050 | 43100 | Professional Services    |
| 49.49  | 62606050 | 43100 | Professional Services    |
| 247.48 | 10106050 | 43200 | Comms And Transportation |
| 98.99  | 60606050 | 43200 | Comms And Transportation |
| 49.49  | 62606050 | 43200 | Comms And Transportation |
| 284.85 | 10106050 | 43100 | Professional Services    |
| 139.90 | 10106050 | 43100 | Professional Services    |
| 134.90 | 10106050 | 43100 | Professional Services    |
| 458.09 | 10106050 | 43100 | Professional Services    |
| 134.90 | 10106050 | 43100 | Professional Services    |
| 161.85 | 60606050 | 43100 | Professional Services    |
| 279.85 | 10106050 | 43100 | Professional Services    |
| 214.90 | 21206050 | 43100 | Professional Services    |
| 134.90 | 10106050 | 43100 | Professional Services    |
| 252.00 | 10106050 | 43100 | Professional Services    |
| 296.80 | 10106050 | 43100 | Professional Services    |
| 134.90 | 10106050 | 43100 | Professional Services    |
| 139.90 | 10106050 | 43100 | Professional Services    |
| 209.85 | 10106050 | 43100 | Professional Services    |
| 148.85 | 10106050 | 43100 | Professional Services    |
| 89.90  | 10106050 | 43100 | Professional Services    |
| 229.80 | 10106050 | 43100 | Professional Services    |
| 279.85 | 10106050 | 43100 | Professional Services    |
| 286.85 | 10106050 | 43100 | Professional Services    |

CHECK 79819 TOTAL: 13,164.61

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79820 08/18/2025 MANL 2452 Regions Bank

 110570 725CC-DPW  
 165.60 62609014 43200

 07/31/2025 22401191 725CC  
 Comms And Transportation

165.60

CHECK 79820 TOTAL: 165.60

79821 08/18/2025 MANL 2452 Regions Bank

 110571 725CC-DPW  
 555.00 60609014 43200

 07/31/2025 22401269 725CC  
 Comms And Transportation

555.00

CHECK 79821 TOTAL: 555.00

79822 08/18/2025 MANL 2452 Regions Bank

 110572 725CC-DPW  
 3,623.54 60609014 43500

 07/31/2025 22401410 725CC  
 Utility Services

3,623.54

CHECK 79822 TOTAL: 3,623.54

79823 08/18/2025 MANL 2452 Regions Bank

 110573 725CC-DPW  
 1,002.60 10106193 42200  
 240.00 20106191 42200  
 578.84 10106192 42200  
 729.98 10106192 42200  
 212.26 10109012 43100  
 212.26 10109012 43100  
 14.94 10106192 42200  
 3,548.06 10109012 43100  
 24.90 10106192 42200  
 43.42 10106192 42200  
 320.98 10106192 42200  
 200.00 10109013 43100  
 3.41 10106192 42200  
 1,028.65 10106192 42200  
 44.69 10106192 42200

 07/31/2025 725CC  
 operating Supplies  
 Operating Supplies  
 operating Supplies  
 operating Supplies  
 Professional Services  
 Professional Services  
 operating Supplies  
 Professional Services  
 operating Supplies  
 operating Supplies  
 operating Supplies  
 operating Supplies  
 Professional Services  
 operating Supplies  
 operating Supplies  
 operating Supplies

8,204.99

CHECK 79823 TOTAL: 8,204.99

79824 08/18/2025 MANL 2452 Regions Bank

 110562 725CC-Admin  
 80.64 60601015 43100  
 44.77 10101011 42200  
 55.59 10101016 43300  
 83.29 10101017 42200  
 49.43 10101017 42200  
 59.47 10101017 42200  
 41.91 10101017 42200  
 166.90 10101017 42200  
 45.14 10101017 42200  
 100.00 10101017 42200  
 30.03 10107010 42200  
 49.02 10107010 42200

 07/31/2025 725CC  
 Professional Services  
 operating Supplies  
 Printing And Advertising  
 operating Supplies  
 operating Supplies  
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 operating Supplies  
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10,379.23

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|--------|----------|-------|--------------------------|
| 71.28  | 10107010 | 42200 | Operating Supplies       |
| 23.54  | 10107010 | 42200 | Operating Supplies       |
| 127.22 | 10107010 | 42200 | Operating Supplies       |
| 15.98  | 10107010 | 42200 | Operating Supplies       |
| 278.62 | 10101011 | 42200 | Operating Supplies       |
| 978.40 | 10108011 | 42200 | Operating Supplies       |
| 66.37  | 10101011 | 43100 | Professional Services    |
| 27.00  | 10101011 | 43100 | Professional Services    |
| 2.45   | 10101011 | 43100 | Professional Services    |
| 366.41 | 10101011 | 43100 | Professional Services    |
| 45.95  | 10101011 | 43100 | Professional Services    |
| 53.99  | 10101011 | 42200 | Operating Supplies       |
| 58.48  | 10101011 | 42200 | Operating Supplies       |
| 45.78  | 10101011 | 42200 | Operating Supplies       |
| 66.53  | 10101011 | 42200 | Operating Supplies       |
| 43.16  | 10101011 | 42200 | Operating Supplies       |
| 33.00  | 10101011 | 43100 | Professional Services    |
| 38.99  | 10101011 | 43100 | Professional Services    |
| 43.31  | 10101011 | 42200 | Operating Supplies       |
| 68.27  | 10101011 | 42200 | Operating Supplies       |
| 71.18  | 10101011 | 42200 | Operating Supplies       |
| 82.80  | 10101011 | 42200 | Operating Supplies       |
| 36.78  | 10101011 | 42200 | Operating Supplies       |
| 43.20  | 10101011 | 43100 | Professional Services    |
| 22.23  | 10101011 | 42200 | Operating Supplies       |
| 111.14 | 10101011 | 42200 | Operating Supplies       |
| 158.03 | 10101011 | 42200 | Operating Supplies       |
| 12.00  | 10101011 | 43100 | Professional Services    |
| 220.71 | 10101011 | 42200 | Operating Supplies       |
| 9.96   | 10101011 | 42200 | Operating Supplies       |
| 25.19  | 10101011 | 42200 | Operating Supplies       |
| 66.89  | 21205058 | 43100 | Professional Services    |
| 875.16 | 10101011 | 43100 | Professional Services    |
| 863.20 | 10101011 | 43100 | Professional Services    |
| 838.14 | 10101011 | 43100 | Professional Services    |
| 71.02  | 10101011 | 42200 | Operating Supplies       |
| 898.46 | 10101011 | 42200 | Operating Supplies       |
| 19.93  | 10101011 | 42200 | Operating Supplies       |
| 353.91 | 10101012 | 43100 | Professional Services    |
| 601.85 | 27907059 | 43300 | Printing And Advertising |
| 250.00 | 10101016 | 43300 | Printing And Advertising |
| 20.00  | 10101016 | 43100 | Professional Services    |
| -9.99  | 10101016 | 43100 | Professional Services    |
| 59.00  | 10101016 | 43100 | Professional Services    |
| 11.03  | 10101016 | 42200 | Operating Supplies       |
| 35.00  | 10101016 | 43100 | Professional Services    |
| 13.46  | 10101016 | 42200 | Operating Supplies       |
| 193.00 | 10101011 | 42200 | Operating Supplies       |
| 22.13  | 10101016 | 42200 | Operating Supplies       |
| 128.86 | 10101016 | 42200 | Operating Supplies       |
| 16.04  | 10101016 | 43100 | Professional Services    |
| 20.00  | 10101016 | 43100 | Professional Services    |

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|-------|------------|------|------|--------------|----------|-------------------|------------|--------------------------|-------|--------|-----------|--|
|       |            |      |      |              | 9.99     | 10101016          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 143.76   | 10101016          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 24.93    | 10101016          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 772.01   | 10101016          | 43300      | Printing And Advertising |       |        |           |  |
|       |            |      |      |              | 27.31    | 10101016          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              |          |                   |            | CHECK                    | 79824 | TOTAL: | 10,379.23 |  |
| 79825 | 08/18/2025 | MANL | 2452 | Regions Bank | 110575   | 725CC-Engineering | 07/31/2025 | 22500629                 | 725CC |        | 2,240.00  |  |
|       |            |      |      |              | 2,240.00 | 27074010          | 44200      | Infrastructure           |       |        |           |  |
|       |            |      |      |              |          |                   |            | CHECK                    | 79825 | TOTAL: | 2,240.00  |  |
| 79826 | 08/18/2025 | MANL | 2452 | Regions Bank | 110576   | 725CC-Engineering | 07/31/2025 |                          | 725CC |        | 2,696.96  |  |
|       |            |      |      |              | 50.00    | 62604010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 310.00   | 62604010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 22.99    | 60604010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 100.00   | 20104010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 99.81    | 60604010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 10.55    | 62604010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 194.00   | 62604010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 63.25    | 60604010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 562.24   | 20104010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 1,255.33 | 20104010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 7.48     | 20104010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 21.31    | 20104010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              |          |                   |            | CHECK                    | 79826 | TOTAL: | 2,696.96  |  |
| 79827 | 08/18/2025 | MANL | 2452 | Regions Bank | 110580   | 725CC-Fleet       | 07/31/2025 |                          | 725CC |        | 4,866.68  |  |
|       |            |      |      |              | 15.00    | 20106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 12.00    | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 45.00    | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 41.84    | 10106010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 584.98   | 10106010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 7.20     | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 97.34    | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 35.70    | 10106010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 211.00   | 20106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 36.66    | 10106010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 30.77    | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 225.00   | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 58.20    | 10106010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 45.00    | 20106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 3,342.09 | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 8.55     | 10106010          | 42200      | operating Supplies       |       |        |           |  |
|       |            |      |      |              | 20.59    | 10106010          | 43100      | Professional Services    |       |        |           |  |
|       |            |      |      |              | 49.76    | 10106010          | 42200      | operating Supplies       |       |        |           |  |



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|       |            |      |                   | CHECK    |                  | 79827 TOTAL:             | 4,866.68 |          |
| 79828 | 08/18/2025 | MANL | 2452 Regions Bank | 110577   | 725CC-CommCtr    | 07/31/2025               | 725CC    | 3,984.84 |
|       |            |      |                   | 43.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 48.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 53.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 59.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 12.50    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 25.79    | 27907051 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 65.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 1,772.25 | 27907051 43910   | IT Contracts             |          |          |
|       |            |      |                   | 72.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 49.22    | 27907051 42231   | Uniforms                 |          |          |
|       |            |      |                   | 650.00   | 27907055 43100   | Professional Services    |          |          |
|       |            |      |                   | 47.08    | 27907051 42231   | Uniforms                 |          |          |
|       |            |      |                   | 80.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | 920.00   | 27907051 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 88.00    | 27907051 43300   | Printing And Advertising |          |          |
|       |            |      |                   | CHECK    |                  | 79828 TOTAL:             | 3,984.84 |          |
| 79829 | 08/18/2025 | MANL | 2452 Regions Bank | 110566   | 725CC-Controller | 07/31/2025 22301416      | 725CC    | 1,103.97 |
|       |            |      |                   | 947.50   | 10101013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | 156.47   | 10101013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | CHECK    |                  | 79829 TOTAL:             | 1,103.97 |          |
| 79830 | 08/18/2025 | MANL | 2452 Regions Bank | 110567   | 725CC-Controller | 07/31/2025 22301417      | 725CC    | 1,042.50 |
|       |            |      |                   | 19.37    | 60601013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | 11.63    | 62601013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | 6.25     | 60601013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | 3.75     | 62601013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | 33.75    | 60601013 43100   | Professional Services    |          |          |
|       |            |      |                   | 20.25    | 62601013 43100   | Professional Services    |          |          |
|       |            |      |                   | 592.19   | 60601013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | 355.31   | 62601013 43200   | Comms And Transportation |          |          |
|       |            |      |                   | CHECK    |                  | 79830 TOTAL:             | 1,042.50 |          |
| 79831 | 08/18/2025 | MANL | 2452 Regions Bank | 110568   | 725CC-Controller | 07/31/2025 22401383      | 725CC    | 198.95   |
|       |            |      |                   | 11.91    | 10101013 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 1.98     | 60601013 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 1.99     | 62601013 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 98.37    | 10101013 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 16.39    | 60601013 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 16.39    | 62601013 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 38.94    | 10101013 42200   | Operating Supplies       |          |          |
|       |            |      |                   | 6.49     | 60601013 42200   | Operating Supplies       |          |          |



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 CASH ACCOUNT: 99900000 10100 APCash  
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

PO

WARRANT

NET

|       |            |      |                   |        |                  |            |                          |  |          |  |
|-------|------------|------|-------------------|--------|------------------|------------|--------------------------|--|----------|--|
|       |            |      |                   | 6.49   | 62601013         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   |        | CHECK            | 79831      | TOTAL:                   |  | 198.95   |  |
| 79832 | 08/18/2025 | MANL | 2452 Regions Bank | 110569 | 725CC-Controller | 07/31/2025 | 725CC                    |  | 1,374.17 |  |
|       |            |      |                   | 6.25   | 60601013         | 43200      | Comms And Transportation |  |          |  |
|       |            |      |                   | 3.75   | 62601013         | 43200      | Comms And Transportation |  |          |  |
|       |            |      |                   | 9.71   | 60601013         | 43200      | Comms And Transportation |  |          |  |
|       |            |      |                   | 5.83   | 62601013         | 43200      | Comms And Transportation |  |          |  |
|       |            |      |                   | 14.69  | 10101013         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 58.67  | 62601013         | 43200      | Comms And Transportation |  |          |  |
|       |            |      |                   | 97.79  | 60601013         | 43200      | Comms And Transportation |  |          |  |
|       |            |      |                   | 99.00  | 10101013         | 43100      | Professional Services    |  |          |  |
|       |            |      |                   | 26.42  | 10101013         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 960.06 | 10101013         | 43200      | Comms And Transportation |  |          |  |
|       |            |      |                   | 92.00  | 10101013         | 43100      | Professional Services    |  |          |  |
|       |            |      |                   |        | CHECK            | 79832      | TOTAL:                   |  | 1,374.17 |  |
| 79833 | 08/18/2025 | MANL | 2452 Regions Bank | 110585 | 725CC-Planning   | 07/31/2025 | 725CC                    |  | 371.02   |  |
|       |            |      |                   | 25.92  | 10103012         | 43300      | Printing And Advertising |  |          |  |
|       |            |      |                   | 14.33  | 10103012         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 33.39  | 10103012         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 30.03  | 10103012         | 43300      | Printing And Advertising |  |          |  |
|       |            |      |                   | 19.20  | 10103012         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 80.96  | 10103012         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 7.08   | 10103012         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 33.94  | 10103012         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 33.53  | 10103012         | 43300      | Printing And Advertising |  |          |  |
|       |            |      |                   | 27.03  | 10103012         | 43300      | Printing And Advertising |  |          |  |
|       |            |      |                   | 29.03  | 10103012         | 43300      | Printing And Advertising |  |          |  |
|       |            |      |                   | 25.92  | 10103012         | 43300      | Printing And Advertising |  |          |  |
|       |            |      |                   | 10.66  | 10103012         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   |        | CHECK            | 79833      | TOTAL:                   |  | 371.02   |  |
| 79834 | 08/18/2025 | MANL | 2452 Regions Bank | 110574 | 725CC-EconDev    | 07/31/2025 | 725CC                    |  | 102.05   |  |
|       |            |      |                   | 38.15  | 10101014         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 10.52  | 10101014         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 12.54  | 10101014         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   | 40.84  | 10101014         | 42200      | Operating Supplies       |  |          |  |
|       |            |      |                   |        | CHECK            | 79834      | TOTAL:                   |  | 102.05   |  |
| 79835 | 08/18/2025 | MANL | 2452 Regions Bank | 110565 | 725CC-Clerk      | 07/31/2025 | 725CC                    |  | 78.10    |  |
|       |            |      |                   | 39.05  | 10102010         | 43100      | Professional Services    |  |          |  |
|       |            |      |                   | 39.05  | 10102010         | 43100      | Professional Services    |  |          |  |

A/P CASH DISBURSEMENTS JOURNAL

|                     |       |                            |            |            |
|---------------------|-------|----------------------------|------------|------------|
|                     | CHECK | 79835                      | TOTAL:     | 78.10      |
| NUMBER OF CHECKS    | 22    | *** CASH ACCOUNT TOTAL *** |            | 168,352.32 |
|                     |       | COUNT                      | AMOUNT     |            |
| TOTAL MANUAL CHECKS |       | 22                         | 168,352.32 |            |
|                     |       | *** GRAND TOTAL ***        |            | 168,352.32 |

## A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 99900000 10100 APCash  
CHECK NO CHK DATE TYPE VENDOR NAME

|       |                 | VOUCHER                  | INVOICE                                                                    | INV DATE              | PO    | WARRANT                    | NET       |
|-------|-----------------|--------------------------|----------------------------------------------------------------------------|-----------------------|-------|----------------------------|-----------|
| 79836 | 08/19/2025 MANL | 406 Indiana State Treasu | 110988 0-024-056-088<br>18,978.50 81201013 39800<br>-138.54 10101013 43100 | 07/31/2025            |       | ST81825                    | 18,839.96 |
|       |                 |                          |                                                                            | Sales Tax Received    |       |                            |           |
|       |                 |                          |                                                                            | Professional Services |       |                            |           |
|       |                 |                          |                                                                            | CHECK                 | 79836 | TOTAL:                     | 18,839.96 |
| 79837 | 08/19/2025 MANL | 406 Indiana State Treasu | 110989 0-023-996-171<br>2,076.01 81201013 39800<br>-15.15 10101013 43100   | 07/31/2025            |       | ST81825                    | 2,060.86  |
|       |                 |                          |                                                                            | Sales Tax Received    |       |                            |           |
|       |                 |                          |                                                                            | Professional Services |       |                            |           |
|       |                 |                          |                                                                            | CHECK                 | 79837 | TOTAL:                     | 2,060.86  |
| 79838 | 08/19/2025 MANL | 406 Indiana State Treasu | 110990 0-024-142-544<br>2,076.01 81201013 39800<br>-15.15 10101013 43100   | 07/31/2025            |       | ST81825                    | 2,060.86  |
|       |                 |                          |                                                                            | Sales Tax Received    |       |                            |           |
|       |                 |                          |                                                                            | Professional Services |       |                            |           |
|       |                 |                          |                                                                            | CHECK                 | 79838 | TOTAL:                     | 2,060.86  |
|       |                 |                          |                                                                            | NUMBER OF CHECKS      | 3     | *** CASH ACCOUNT TOTAL *** | 22,961.68 |
|       |                 |                          |                                                                            | COUNT                 | 3     | AMOUNT                     | 22,961.68 |
|       |                 |                          |                                                                            | TOTAL MANUAL CHECKS   |       |                            |           |
|       |                 |                          |                                                                            | *** GRAND TOTAL ***   |       |                            | 22,961.68 |

## A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 99900000 10100 APCash  
CHECK NO CHK DATE TYPE VENDOR NAME

|       |            | VOUCHER             | INVOICE                                                                     | INV DATE           | PO                 | WARRANT  | NET        |
|-------|------------|---------------------|-----------------------------------------------------------------------------|--------------------|--------------------|----------|------------|
| 79839 | 08/19/2025 | MANL                | 805 Republic Services of 111004 0761-006909515<br>386,767.27 66040000 34900 | 05/31/2025         |                    | 725trash | 386,767.27 |
|       |            |                     |                                                                             | Other User Charges |                    |          |            |
|       |            |                     |                                                                             | CHECK              | 79839              | TOTAL:   | 386,767.27 |
| 79840 | 08/19/2025 | MANL                | 805 Republic Services of 111008 0761-00944243<br>392,336.46 66040000 34900  | 06/30/2025         |                    | 725trash | 392,336.46 |
|       |            |                     |                                                                             | Other User Charges |                    |          |            |
|       |            |                     |                                                                             | CHECK              | 79840              | TOTAL:   | 392,336.46 |
|       |            | NUMBER OF CHECKS    | 2                                                                           | ***                | CASH ACCOUNT TOTAL | ***      | 779,103.73 |
|       |            |                     |                                                                             | COUNT              | AMOUNT             |          |            |
|       |            | TOTAL MANUAL CHECKS |                                                                             | 2                  | 779,103.73         |          |            |
|       |            |                     |                                                                             | ***                | GRAND TOTAL        | ***      | 779,103.73 |

## A/P CASH DISBURSEMENTS JOURNAL July 2025

| CASH ACCOUNT: 99900000 10102 |            |      |                          | FIB Payroll Account |                |                            |         |                     |           |
|------------------------------|------------|------|--------------------------|---------------------|----------------|----------------------------|---------|---------------------|-----------|
| CHECK NO                     | CHK DATE   | TYPE | VENDOR NAME              | VOUCHER             | INVOICE        | INV DATE                   | PO      | WARRANT             | NET       |
| 7312025                      | 08/22/2025 | MANL | 231 Metropolitan Life In | 111218              | 07312025       | 07/31/2025                 |         |                     | 36,589.10 |
|                              |            |      |                          | 36,589.10           | 80600000 29008 | Elective Benefits          |         |                     |           |
|                              |            |      |                          |                     |                | CHECK                      | 7312025 | TOTAL:              | 36,589.10 |
|                              |            |      |                          | NUMBER OF CHECKS    | 1              | *** CASH ACCOUNT TOTAL *** |         |                     | 36,589.10 |
|                              |            |      |                          |                     |                | COUNT                      |         | AMOUNT              |           |
|                              |            |      |                          | TOTAL MANUAL CHECKS |                | 1                          |         | 36,589.10           |           |
|                              |            |      |                          |                     |                |                            |         | *** GRAND TOTAL *** | 36,589.10 |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625H 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10103 |                       |                | FIB Health/Flex Account |     |            |            |             |               |          |         |       |
|------------------------------|-----------------------|----------------|-------------------------|-----|------------|------------|-------------|---------------|----------|---------|-------|
| VENDOR                       |                       |                | REMIT                   | PO  | TYPE       | DUE DATE   | INVOICE     | AMOUNT        | DOCUMENT | VOUCHER | CHECK |
| 2650                         | Community Health Netw |                | 0000                    |     | EFT        | 09/17/2025 | EHS-002205  |               | 103902   | 111003  |       |
|                              | ACCOUNT DETAIL        |                |                         |     |            |            | LINE AMOUNT |               |          |         |       |
|                              | 1                     | 70400000 43100 |                         | EHF | PROSERVICE |            | 40,610.60   |               |          |         |       |
|                              |                       |                |                         |     |            |            |             | 40,610.60     |          |         |       |
|                              |                       |                |                         |     |            |            | CHECK TOTAL | 40,610.60     |          |         |       |
| 3097                         | Southeastern Indiana  |                | 0000                    |     | EFT        | 09/11/2025 | HOD081225   |               | 103901   | 111002  |       |
|                              | ACCOUNT DETAIL        |                |                         |     |            |            | LINE AMOUNT |               |          |         |       |
|                              | 1                     | 70400000 43100 |                         | EHF | PROSERVICE |            | 181.08      |               |          |         |       |
|                              |                       |                |                         |     |            |            |             | 181.08        |          |         |       |
| 3097                         | Southeastern Indiana  |                | 0000                    |     | EFT        | 09/01/2025 | 0000060269  |               | 103970   | 111073  |       |
|                              | ACCOUNT DETAIL        |                |                         |     |            |            | LINE AMOUNT |               |          |         |       |
|                              | 1                     | 70400000 43100 |                         | EHF | PROSERVICE |            | 828,338.97  |               |          |         |       |
|                              |                       |                |                         |     |            |            |             | 828,338.97    |          |         |       |
|                              |                       |                |                         |     |            |            | CHECK TOTAL | 828,520.05    |          |         |       |
| 1315                         | Tx: Team Rehab Inc    |                | 0000                    |     | EFT        | 08/30/2025 | 1946        |               | 103900   | 111001  |       |
|                              | ACCOUNT DETAIL        |                |                         |     |            |            | LINE AMOUNT |               |          |         |       |
|                              | 1                     | 70400000 43100 |                         | EHF | PROSERVICE |            | 14,700.00   |               |          |         |       |
|                              |                       |                |                         |     |            |            |             | 14,700.00     |          |         |       |
|                              |                       |                |                         |     |            |            | CHECK TOTAL | 14,700.00     |          |         |       |
| 4                            | INVOICES              |                | WARRANT TOTAL           |     |            |            | 883,830.65  | 883,830.65    |          |         |       |
|                              |                       |                | CASH ACCOUNT BALANCE    |     |            |            |             | -8,503,040.54 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                       |      |            |             |        |          |         |       |
|------------------------------|-----------------------|--------|-----------------------|------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                    | TYPE | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 316                          | AAA Exterminating Inc | 0000   |                       | EFT  | 06/23/2025 | 689520      |        | 103371   | 110445  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 21105058 43100      |        | MNCPLHDFNBROSERVICE   |      |            | 105.00      | 105.00 |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087              | EFT  | 09/05/2025 | 704316      |        | 103372   | 110446  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild PROSERVICE |      |            | 40.00       | 40.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |                       | EFT  | 08/25/2025 | 701734      |        | 103373   | 110447  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 21105058 43100      |        | MNCPLHDFNBROSERVICE   |      |            | 105.00      | 105.00 |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087              | EFT  | 09/05/2025 | 704278      |        | 103374   | 110448  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild PROSERVICE |      |            | 45.00       | 45.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |                       | EFT  | 08/16/2025 | 699634      |        | 103441   | 110517  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10107010 43100      |        | GenParks PROSERVICE   |      |            | 140.00      | 140.00 |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |                       | EFT  | 08/31/2025 | 702976      |        | 103442   | 110518  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10107010 43100      |        | GenParks PROSERVICE   |      |            | 140.00      | 140.00 |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087              | EFT  | 09/12/2025 | 705948      |        | 103753   | 110845  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild PROSERVICE |      |            | 60.00       | 60.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087              | EFT  | 09/12/2025 | 705982      |        | 103754   | 110846  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild PROSERVICE |      |            | 55.00       | 55.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087              | EFT  | 09/12/2025 | 706002      |        | 103755   | 110847  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild PROSERVICE |      |            | 30.00       | 30.00  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |        |          |         |       |  |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|--------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/12/2025 | 706043      |        | 103756   | 110848  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 60.00       |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 60.00  |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/12/2025 | 706191      |        | 103757   | 110849  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 25.00       |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 25.00  |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705697      |        | 103758   | 110850  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 225.00      |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 225.00 |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705729      |        | 103759   | 110851  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 80.00       |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 80.00  |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705746      |        | 103760   | 110852  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 60.00       |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 60.00  |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705720      |        | 103762   | 110854  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 45.00       |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 45.00  |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705767      |        | 103764   | 110856  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 30.00       |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 30.00  |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705756      |        | 103766   | 110858  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 60.00       |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 60.00  |          |         |       |  |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705715      |        | 103767   | 110859  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 240.00      |        |          |         |       |  |
|                              |                       |        |            |            |            |             | 240.00 |          |         |       |  |



## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |        |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 316                          | AAA Exterminating Inc | 0000   |            | EFT        | 09/14/2025 | 706436      |        | 103768   | 110860  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 140.00      | 140.00 |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/11/2025 | 705662      |        | 103769   | 110861  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 60.00       | 60.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |            | EFT        | 09/13/2025 | 706280      |        | 103802   | 110895  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 15.00       | 15.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |            | EFT        | 09/13/2025 | 706283      |        | 103803   | 110896  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 40.00       | 40.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/17/2025 | 707066      |        | 103940   | 111043  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 25.00       | 25.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/17/2025 | 707073      |        | 103942   | 111044  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 45.00       | 45.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |            | EFT        | 09/18/2025 | 707284      |        | 104018   | 111123  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 55.00       | 55.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |            | EFT        | 09/18/2025 | 707255      |        | 104019   | 111124  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 70.00       | 70.00  |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   |            | EFT        | 09/18/2025 | 707275      |        | 104020   | 111125  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 50.00       | 50.00  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 316                          | AAA Exterminating Inc | 0000   |            | EFT        | 09/18/2025 | 707278      |          | 104021   | 111126  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 35.00       |          |          |         |       |
|                              |                       |        |            |            |            |             | 35.00    |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/18/2025 | 707220      |          | 104027   | 111132  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 45.00       |          |          |         |       |
|                              |                       |        |            |            |            |             | 45.00    |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/18/2025 | 707268      |          | 104028   | 111133  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 60.00       |          |          |         |       |
|                              |                       |        |            |            |            |             | 60.00    |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/18/2025 | 707297      |          | 104029   | 111134  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 40.00       |          |          |         |       |
|                              |                       |        |            |            |            |             | 40.00    |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/18/2025 | 707310      |          | 104030   | 111135  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 25.00       |          |          |         |       |
|                              |                       |        |            |            |            |             | 25.00    |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/18/2025 | 707326      |          | 104031   | 111136  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 40.00       |          |          |         |       |
|                              |                       |        |            |            |            |             | 40.00    |          |         |       |
| 316                          | AAA Exterminating Inc | 0000   | 22500087   | EFT        | 09/18/2025 | 707334      |          | 104032   | 111137  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 60.00       |          |          |         |       |
|                              |                       |        |            |            |            |             | 60.00    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 2,350.00 |          |         |       |
| 4942                         | Aaron Williamson      | 0000   |            | INV        | 08/22/2025 | 62625A      |          | 104067   | 111173  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10101012 43200      |        | GenBSG     | COMMTRANS  |            | 398.85      |          |          |         |       |
|                              |                       |        |            |            |            |             | 398.85   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 398.85   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |           |          |         |       |  |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|-----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |  |
| 62                           | Accent Coatings LLC   | 0000   | 22500430   | EFT        | 06/28/2025 | 4206        |           | 103578   | 110662  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 5,450.00    |           |          |         |       |  |
|                              |                       |        |            |            |            |             | 5,450.00  |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 5,450.00  |          |         |       |  |
| 2078                         | Action Equipment Sale | 0000   |            | EFT        | 08/17/2025 | PSI25-5105  |           | 103529   | 110610  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 97.44       |           |          |         |       |  |
|                              |                       |        |            |            |            |             | 97.44     |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 97.44     |          |         |       |  |
| 179                          | Advanced Turf Solutio | 0000   | 22500504   | EFT        | 09/04/2025 | SO1353655   |           | 103121   | 110185  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10106193 42200      |        | GFICPKSMNT | OPERSUP    |            | 2,151.21    |           |          |         |       |  |
|                              |                       |        |            |            |            |             | 2,151.21  |          |         |       |  |
| 179                          | Advanced Turf Solutio | 0000   | 22500504   | EFT        | 09/25/2025 | SO1364628   |           | 103714   | 110802  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10106193 42200      |        | GFICPKSMNT | OPERSUP    |            | 8,187.86    |           |          |         |       |  |
|                              |                       |        |            |            |            |             | 8,187.86  |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 10,339.07 |          |         |       |  |
| 124                          | Airgas, Inc.          | 0000   |            | EFT        | 08/27/2025 | 9163406115  |           | 103254   | 110325  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10105012 43100      |        | GenEMS     | PROSERVICE |            | 49.97       |           |          |         |       |  |
|                              |                       |        |            |            |            |             | 49.97     |          |         |       |  |
| 124                          | Airgas, Inc.          | 0000   |            | EFT        | 09/03/2025 | 9163631593  |           | 103566   | 110650  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10105012 43100      |        | GenEMS     | PROSERVICE |            | 57.15       |           |          |         |       |  |
|                              |                       |        |            |            |            |             | 57.15     |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 107.12    |          |         |       |  |
| 699                          | Jim Alderman          | 0000   |            | INV        | 09/04/2025 | 103577      |           | 103577   | 110661  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10105011 43200      |        | GenFireAdm | COMMTRANS  |            | 406.85      |           |          |         |       |  |
|                              |                       |        |            |            |            |             | 406.85    |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 406.85    |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |            |         |            |                |        |          |         |       |
|------------------------------|------------------|--------|------------|---------|------------|----------------|--------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE        | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 08/30/2025 | 1X4G-4P1G-RHXX |        | 102988   | 110042  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10101016 42200 |        | GenPR      | OPERSUP |            | 83.78          | 83.78  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/03/2025 | 19TR-LCHL-9THN |        | 103194   | 110254  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10108015 42200 |        | GenPDSpprt | OPERSUP |            | 53.90          | 53.90  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 08/31/2025 | 1YHG-XDGM-CJN4 |        | 103195   | 110264  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 21105058 42200 |        | MNCPLHDFND | OPERSUP |            | 12.86          | 12.86  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/03/2025 | 1PV7-QLKJ-7GCR |        | 103196   | 110265  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10108013 42200 |        | GenInvstgt | OPERSUP |            | 59.99          | 787.42 |          |         |       |
|                              | 2 10108015 42200 |        | GenPDSpprt | OPERSUP |            | 58.46          |        |          |         |       |
|                              | 3 10108012 42200 |        | GenPatrol  | OPERSUP |            | 668.97         |        |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/03/2025 | 1HRX-TQ6N-9XLJ |        | 103219   | 110286  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10108012 42200 |        | GenPatrol  | OPERSUP |            | 23.09          | 23.09  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/01/2025 | 1XWM-PDKM-13QX |        | 103263   | 110334  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10101017 42200 |        | GenFndCS   | OPERSUP |            | 71.99          | 71.99  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 08/31/2025 | 1VMX-6K4W-H646 |        | 103264   | 110335  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10101017 42200 |        | GenFndCS   | OPERSUP |            | 32.02          | 32.02  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/05/2025 | 1L6J-W7JY-69CY |        | 103271   | 110344  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10108013 42200 |        | GenInvstgt | OPERSUP |            | 942.22         | 942.22 |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/06/2025 | 1KY3-4XQR-J4WH |        | 103370   | 110444  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10108015 42200 |        | GenPDSpprt | OPERSUP |            | 29.96          | 29.96  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                |                | APCash |                    |      |            |                |          |          |         |       |
|------------------------------|----------------|----------------|--------|--------------------|------|------------|----------------|----------|----------|---------|-------|
| VENDOR                       |                |                | REMIT  | PO                 | TYPE | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 09/03/2025 | 1RDQ-RRWX-4KKC |          | 103375   | 110449  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 21105058 42200 |        | MNCPLHDFNDPERSUP   |      |            | 89.98          | 89.98    |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 09/06/2025 | 1Q6K-Q1D6-KKYW |          | 103381   | 110456  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 21105058 42200 |        | MNCPLHDFNDPERSUP   |      |            | 151.21         | 151.21   |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 09/05/2025 | 1TRK-X9F3-4N4H |          | 103384   | 110459  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 10106193 42200 |        | GFICPKSMNTOPERSUP  |      |            | 11.08          | 11.08    |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 09/06/2025 | 1HMR-FRLJ-KY7D |          | 103385   | 110460  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 10106192 42200 |        | GFICBLDGMNOPERSUP  |      |            | 5.97           | 5.97     |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 09/06/2025 | 1FMR-QHVM-HYV3 |          | 103397   | 110473  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 10105016 42200 |        | GenExAff OPERSUP   |      |            | 39.31          | 39.31    |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 09/04/2025 | 1HRX-TQ6N-TYCV |          | 103400   | 110475  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 10105013 42200 |        | GenLogist OPERSUP  |      |            | 164.04         | 164.04   |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 08/24/2025 | 1NJJ-F1XR-H63K |          | 103414   | 110489  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 10108011 42200 |        | GenPDAdmin OPERSUP |      |            | 13.38          | 13.38    |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 08/24/2025 | 1CVV-YV7G-HYCH |          | 103416   | 110492  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 10108015 42200 |        | GenPDSpprt OPERSUP |      |            | 63.52          | 63.52    |          |         |       |
| 808                          | Amazon.com LLC |                | 0000   |                    | EFT  | 08/24/2025 | 1M7G-QDVC-JKD1 |          | 103418   | 110494  |       |
|                              | ACCOUNT DETAIL |                |        |                    |      |            | LINE AMOUNT    |          |          |         |       |
|                              | 1              | 10108015 42200 |        | GenPDSpprt OPERSUP |      |            | 320.03         |          |          |         |       |
|                              | 2              | 10108012 42200 |        | GenPatrol OPERSUP  |      |            | 715.17         |          |          |         |       |
|                              | 3              | 10108013 42200 |        | GenInvstgt OPERSUP |      |            | 272.77         |          |          |         |       |
|                              |                |                |        |                    |      |            |                | 1,307.97 |          |         |       |

Report generated: 08/22/2025 12:05:53  
 User: Carrie Clark (clarkc)  
 Program ID: apwarrnt

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |            |         |            |                |          |          |         |       |
|------------------------------|------------------|--------|------------|---------|------------|----------------|----------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/10/2025 | 11F6-1VWN-RC7V |          | 103474   | 110555  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27907054 42200 |        | CCFHlthWII | OPERSUP |            | -29.38         | -29.38   |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/10/2025 | 13DP-YLH7-X7CP |          | 103479   | 110560  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27907051 42200 |        | CCFAdmin   | OPERSUP |            | 89.91          | 89.91    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/07/2025 | 1K6V-7NJ7-D3KQ |          | 103480   | 110561  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10105016 42200 |        | GenExAff   | OPERSUP |            | 53.98          | 53.98    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/06/2025 | 1RNY-HGKP-KWCP |          | 103518   | 110598  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106010 42200 |        | GenFleet   | OPERSUP |            | 164.89         | 164.89   |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 07/22/2025 | 176M-1TWM-4H61 |          | 103539   | 110620  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27058010 42200 |        | GRNTPD     | OPERSUP |            | 349.68         | 349.68   |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 07/02/2025 | 1CPD-666W-6GJ3 |          | 103540   | 110621  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27058010 42200 |        | GRNTPD     | OPERSUP |            | 949.68         | 949.68   |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 06/26/2025 | 1PDG-FNXC-4FXM |          | 103541   | 110622  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27058010 42200 |        | GRNTPD     | OPERSUP |            | 1,175.96       | 1,175.96 |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 07/17/2025 | 1LJ1-XVFH-T1FJ |          | 103543   | 110624  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27058010 42200 |        | GRNTPD     | OPERSUP |            | 1,774.79       | 1,774.79 |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 07/02/2025 | 1P9V-WCJQ-4TXM |          | 103544   | 110625  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27058010 42200 |        | GRNTPD     | OPERSUP |            | 1,899.36       | 1,899.36 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |            |         |            |                |           |          |         |       |
|------------------------------|------------------|--------|------------|---------|------------|----------------|-----------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE        | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 06/25/2025 | 1RT7-YYKL-1TPT |           | 103545   | 110626  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 27058010 42200 |        | GRNTPD     | OPERSUP |            | 150.38         | 150.38    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/10/2025 | 1NXH-NTHC-1G96 |           | 103553   | 110637  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10105012 42200 |        | GenEMS     | OPERSUP |            | 49.95          | 49.95     |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/11/2025 | 1MN6-F334-NQHD |           | 103614   | 110698  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10106193 42200 |        | GFICPKSMNT | OPERSUP |            | 120.99         | 120.99    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 08/30/2025 | 13WR-X7HH-TYR1 |           | 103638   | 110722  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10108015 42200 |        | GenPDSpprt | OPERSUP |            | 17.98          | 17.98     |          |         |       |
| 808                          | Amazon.com LLC   | 0000   | 22500724   | EFT     | 09/10/2025 | 19TV-V3K1-YTKR |           | 103645   | 110731  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10106192 42200 |        | GFICBLDGMN | OPERSUP |            | 15,249.25      | 15,249.25 |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/13/2025 | 1NYT-QCRH-37HW |           | 103657   | 110743  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10105013 42200 |        | GenLogist  | OPERSUP |            | 53.47          | 53.47     |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/12/2025 | 1TKP-CPMV-7F1N |           | 103697   | 110785  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10101015 42200 |        | GenHR      | OPERSUP |            | 211.58         |           |          |         |       |
|                              | 2 10101011 42200 |        | GenMayorOf | OPERSUP |            | 85.88          | 297.46    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/13/2025 | 1NYT-QCRH-37PF |           | 103698   | 110786  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10101017 42200 |        | GenFndCS   | OPERSUP |            | 31.99          | 31.99     |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/11/2025 | 1MVY-TG3X-LGFM |           | 103704   | 110792  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 21105058 42200 |        | MNCPLHDFN  | OPERSUP |            | 68.45          | 68.45     |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |            |         |            |                |          |          |         |       |
|------------------------------|------------------|--------|------------|---------|------------|----------------|----------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/13/2025 | 14XX-VDPC-6QQ4 |          | 103705   | 110793  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10101016 42200 |        | GenPR      | OPERSUP |            | 22.97          | 22.97    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/13/2025 | 1VY9-T9R9-63XC |          | 103716   | 110804  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106192 42200 |        | GFICBLDGMN | OPERSUP |            | 197.68         | 197.68   |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/11/2025 | 1Q63-P6VJ-NVJD |          | 103720   | 110805  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106192 42200 |        | GFICBLDGMN | OPERSUP |            | 1,202.65       | 1,202.65 |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/13/2025 | 1CGW-QKV1-7RXK |          | 103731   | 110822  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10105011 42200 |        | GenFireAdm | OPERSUP |            | 149.99         | 149.99   |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/13/2025 | 1NFW-V4WW-3J4P |          | 103732   | 110823  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10105013 42200 |        | GenLogist  | OPERSUP |            | 29.85          | 29.85    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT     | 09/13/2025 | 1FNQ-T34R-4K3F |          | 103806   | 110899  |       |
|                              | ACCOUNT DETAIL   |        |            |         |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 27907052 42200 |        | CCFAquatic | OPERSUP |            | 87.89          | 87.89    |          |         |       |



# ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |           |            |            |                    |          |          |         |       |
|------------------------------|-----------------------|--------|-----------|------------|------------|--------------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO        | TYPE       | DUE DATE   | INVOICE            | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC        | 0000   | 22500636  | EFT        | 09/03/2025 | 1P1C-7LG9-YC3Y     |          | 103833   | 110929  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 10106050 42200      |        | GenIT     | OPERSUP    |            | 235.46             |          |          |         |       |
|                              | 2 60606050 42200      |        | SewIT     | OPERSUP    |            | 22.43              |          |          |         |       |
|                              | 3 62606050 42200      |        | SWIT      | OPERSUP    |            | 22.43              |          |          |         |       |
|                              | 4 10106050 42200      |        | GenIT     | OPERSUP    |            | 782.37             |          |          |         |       |
|                              | 5 10106050 42200      |        | GenIT     | OPERSUP    |            | 9.26               |          |          |         |       |
|                              | 6 60606050 42200      |        | SewIT     | OPERSUP    |            | 31.31              |          |          |         |       |
|                              | 7 62606050 42200      |        | SWIT      | OPERSUP    |            | 3.53               |          |          |         |       |
|                              | 8 27907051 43910      |        | CCFAdmin  | ITCONTRACT |            | 9.49               |          |          |         |       |
|                              | 9 10106050 42200      |        | GenIT     | OPERSUP    |            | 1,480.28           |          |          |         |       |
|                              | 10 60606050 42200     |        | SewIT     | OPERSUP    |            | 82.24              |          |          |         |       |
|                              | 11 62606050 42200     |        | SWIT      | OPERSUP    |            | 82.24              |          |          |         |       |
|                              | 12 10106050 42200     |        | GenIT     | OPERSUP    |            | 72.20              |          |          |         |       |
|                              | 13 60606050 42200     |        | SewIT     | OPERSUP    |            | 69.36              |          |          |         |       |
|                              | 14 10105013 42200     |        | GenLogist | OPERSUP    |            | 255.31             |          |          |         |       |
|                              |                       |        |           |            |            |                    | 3,157.91 |          |         |       |
| 808                          | Amazon.com LLC        | 0000   |           | EFT        | 09/06/2025 | 14CJ-R3WR-KVLV     |          | 103851   | 110946  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 20104010 42200      |        | MVHEng    | OPERSUP    |            | 434.32             |          |          |         |       |
|                              |                       |        |           |            |            |                    | 434.32   |          |         |       |
| 808                          | Amazon.com LLC        | 0000   |           | EFT        | 09/04/2025 | 1Y3M-R7Y4-L7KD     |          | 103863   | 110958  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 20104010 42200      |        | MVHEng    | OPERSUP    |            | 293.79             |          |          |         |       |
|                              |                       |        |           |            |            |                    | 293.79   |          |         |       |
| 808                          | Amazon.com LLC        | 0000   |           | EFT        | 09/17/2025 | 11TP-FNT4-61DW     |          | 103864   | 110960  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 20104010 42200      |        | MVHEng    | OPERSUP    |            | -273.75            |          |          |         |       |
|                              |                       |        |           |            |            |                    | -273.75  |          |         |       |
| 808                          | Amazon.com LLC        | 0000   |           | EFT        | 09/17/2025 | 1CCF-P3HT-4WDC     |          | 103867   | 110962  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 20104010 42200      |        | MVHEng    | OPERSUP    |            | -273.75            |          |          |         |       |
|                              |                       |        |           |            |            |                    | -273.75  |          |         |       |
| 808                          | Amazon.com LLC        | 0000   |           | EFT        | 09/15/2025 | 11HP-Q6LD-V9FX     |          | 103892   | 110993  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 20106010 42200      |        | MVHFleet  | OPERSUP    |            | 75.94              |          |          |         |       |
|                              |                       |        |           |            |            |                    | 75.94    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |            |          |            |                |        |          |         |       |
|------------------------------|------------------|--------|------------|----------|------------|----------------|--------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO         | TYPE     | DUE DATE   | INVOICE        | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/17/2025 | 1WHJ-WL41-7XDK |        | 103894   | 110995  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10105013 42200 |        | GenLogist  | OPERSUP  |            | 20.29          | 20.29  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/15/2025 | 179P-NC7H-T9KM |        | 103895   | 110996  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10105012 42200 |        | GenEMS     | OPERSUP  |            | 35.99          | 35.99  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/18/2025 | 1J7Q-6PYR-MP3X |        | 103916   | 111019  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10106192 42200 |        | GFICBLDGMN | OPERSUP  |            | 175.97         | 175.97 |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/18/2025 | 1T6G-WPNX-P7CW |        | 103957   | 111060  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10101017 42200 |        | GenFndCS   | OPERSUP  |            | 60.07          | 60.07  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/18/2025 | 1GWG-F6H4-NQCC |        | 103962   | 111065  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10105013 42200 |        | GenLogist  | OPERSUP  |            | 23.74          | 23.74  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/19/2025 | 1JLG-KNDW-3V6R |        | 104026   | 111131  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 27907051 42200 |        | CCFAdmin   | OPERSUP  |            | 32.20          | 32.20  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/19/2025 | 1CQ9-FJ7P-CG9P |        | 104044   | 111150  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10106192 42200 |        | GFICBLDGMN | OPERSUP  |            | 25.98          | 25.98  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/19/2025 | 16HP-HL67-47QT |        | 104052   | 111158  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10105016 42200 |        | GenExAff   | OPERSUP  |            | 91.98          | 91.98  |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |            | EFT      | 09/20/2025 | 1JKX-Y6TK-HFWH |        | 104086   | 111192  |       |
|                              | ACCOUNT DETAIL   |        |            |          |            | LINE AMOUNT    |        |          |         |       |
|                              | 1 10105016 42231 |        | GenExAff   | UNIFORMS |            | 74.96          | 74.96  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |           |         |            |                |           |          |         |       |
|------------------------------|------------------|--------|-----------|---------|------------|----------------|-----------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO        | TYPE    | DUE DATE   | INVOICE        | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC   | 0000   |           | EFT     | 09/20/2025 | 1RDJ-C1XH-H9RV |           | 104098   | 111207  |       |
|                              | ACCOUNT DETAIL   |        |           |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10106010 42200 |        | GenFleet  | OPERSUP |            | 193.43         |           |          |         |       |
|                              |                  |        |           |         |            |                | 193.43    |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |           | EFT     | 09/20/2025 | 1GW4-CC7F-JMJX |           | 104102   | 111211  |       |
|                              | ACCOUNT DETAIL   |        |           |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10103012 42200 |        | GenPZ     | OPERSUP |            | 76.49          |           |          |         |       |
|                              |                  |        |           |         |            |                | 76.49     |          |         |       |
| 808                          | Amazon.com LLC   | 0000   |           | EFT     | 09/14/2025 | 1K1K-PRMF-LXN1 |           | 104112   | 111221  |       |
|                              | ACCOUNT DETAIL   |        |           |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10108012 42200 |        | GenPatrol | OPERSUP |            | 387.71         |           |          |         |       |
|                              |                  |        |           |         |            |                | 387.71    |          |         |       |
|                              |                  |        |           |         |            | CHECK TOTAL    | 32,656.79 |          |         |       |
| 808                          | Amazon.com LLC   | 0000   | 22201233  | EFT     | 09/13/2025 | 1TNW-C9LF-6TCF |           | 103793   | 110886  |       |
|                              | ACCOUNT DETAIL   |        |           |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 60604010 42200 |        | SewEng    | OPERSUP |            | 13.97          |           |          |         |       |
|                              | 2 62604010 42200 |        | SWEng     | OPERSUP |            | 25.02          |           |          |         |       |
|                              |                  |        |           |         |            |                | 38.99     |          |         |       |
|                              |                  |        |           |         |            | CHECK TOTAL    | 38.99     |          |         |       |
| 808                          | Amazon.com LLC   | 0000   | 22201233  | EFT     | 09/13/2025 | 1TTK-TG64-6HMW |           | 103794   | 110887  |       |
|                              | ACCOUNT DETAIL   |        |           |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 60604010 42200 |        | SewEng    | OPERSUP |            | 8.95           |           |          |         |       |
|                              | 2 62604010 42200 |        | SWEng     | OPERSUP |            | 16.04          |           |          |         |       |
|                              |                  |        |           |         |            |                | 24.99     |          |         |       |
|                              |                  |        |           |         |            | CHECK TOTAL    | 24.99     |          |         |       |
| 808                          | Amazon.com LLC   | 0000   | 22201233  | EFT     | 09/12/2025 | 1JFK-LG7L-349H |           | 103795   | 110888  |       |
|                              | ACCOUNT DETAIL   |        |           |         |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 60604010 42200 |        | SewEng    | OPERSUP |            | 19.69          |           |          |         |       |
|                              | 2 62604010 42200 |        | SWEng     | OPERSUP |            | 35.29          |           |          |         |       |
|                              |                  |        |           |         |            |                | 54.98     |          |         |       |
|                              |                  |        |           |         |            | CHECK TOTAL    | 54.98     |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|----------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 808                          | Amazon.com LLC        | 0000   | 22201233   | EFT        | 09/09/2025 | 1CTW-M7CW-R1Y1 |          | 103796   | 110889  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 60604010 42200      |        | SewEng     | OPERSUP    |            | 34.38          |          |          |         |       |
|                              | 2 62604010 42200      |        | SWEng      | OPERSUP    |            | 61.61          |          |          |         |       |
|                              |                       |        |            |            |            |                | 95.99    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 95.99    |          |         |       |
| 3891                         | American National Red | 0000   |            | EFT        | 08/30/2025 | 22929827       |          | 103699   | 110787  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 141.00         |          |          |         |       |
|                              |                       |        |            |            |            |                | 141.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 141.00   |          |         |       |
| 353                          | American Public Works | 0000   | 22500618   | EFT        | 05/15/2025 | 000884227      |          | 103790   | 110883  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20109011 43200      |        | MVHPWStr   | COMMTRANS  |            | 2,046.00       |          |          |         |       |
|                              |                       |        |            |            |            |                | 2,046.00 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 2,046.00 |          |         |       |
| 468                          | American Pump Repair  | 0000   |            | EFT        | 09/10/2025 | 80069          |          | 103568   | 110652  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 1,750.00       |          |          |         |       |
|                              |                       |        |            |            |            |                | 1,750.00 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 1,750.00 |          |         |       |
| 439                          | American Structurepoi | 0000   | 22401337   | EFT        | 09/17/2025 | 193986         |          | 103838   | 110933  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20104010 43100      |        | MVHEng     | PROSERVICE |            | 492.00         |          |          |         |       |
|                              | 2 60604010 43100      |        | SewEng     | PROSERVICE |            | 246.00         |          |          |         |       |
|                              | 3 62604010 43100      |        | SWEng      | PROSERVICE |            | 82.00          |          |          |         |       |
|                              |                       |        |            |            |            |                | 820.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 820.00   |          |         |       |
| 4596                         | Amilia Technologies U | 0000   | 22401068   | EFT        | 08/30/2025 | 1581189        |          | 103925   | 111027  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 106.43         |          |          |         |       |
|                              | 2 10101012 43100      |        | GenBSG     | PROSERVICE |            | 1,501.29       |          |          |         |       |
|                              | 3 10107010 35600      |        | GenParks   | OTHERFEES  |            | 1,374.93       |          |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                |           |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|----------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE        | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 4596                         | Amilia Technologies U | 0000   | 22500494   | EFT        | 08/30/2025 | 1581297        | 2,982.65  | 103926   | 111028  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 544.54         |           |          |         |       |
|                              | 2 27907051 35600      |        | CCFAdmin   | OTHERFEES  |            | 329.20         |           |          |         |       |
|                              |                       |        |            |            |            |                | 873.74    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 3,856.39  |          |         |       |
| 2468                         | Andrew R Mork         | 0000   |            | EFT        | 07/31/2025 | 2260           |           | 103265   | 110337  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10101016 43100      |        | GenPR      | PROSERVICE |            | 6,000.00       |           |          |         |       |
|                              |                       |        |            |            |            |                | 6,000.00  |          |         |       |
| 2468                         | Andrew R Mork         | 0000   |            | EFT        | 08/31/2025 | 2277           |           | 103266   | 110338  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10101016 43100      |        | GenPR      | PROSERVICE |            | 6,000.00       |           |          |         |       |
|                              |                       |        |            |            |            |                | 6,000.00  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 12,000.00 |          |         |       |
| 393                          | Applied Concepts, Inc | 0000   |            | EFT        | 09/11/2025 | 462554         |           | 103674   | 110761  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10108015 42200      |        | GenPDSpprt | OPERSUP    |            | 65.00          |           |          |         |       |
|                              |                       |        |            |            |            |                | 65.00     |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 65.00     |          |         |       |
| 4103                         | Aquatic Informatics I | 0000   | 22500675   | EFT        | 09/05/2025 | 114364         |           | 103934   | 111036  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 60601012 43100      |        | BSGSWR     | PROSERVICE |            | 6,831.02       |           |          |         |       |
|                              |                       |        |            |            |            |                | 6,831.02  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 6,831.02  |          |         |       |
| 5374                         | Astbury Water Technol | 0000   |            | EFT        | 09/06/2025 | INV-AWT-010714 |           | 103628   | 110712  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks | PROSERVICE |            | 1,325.00       |           |          |         |       |
|                              |                       |        |            |            |            |                | 1,325.00  |          |         |       |
| 5374                         | Astbury Water Technol | 0000   |            | EFT        | 09/07/2025 | INV-AWT-010716 |           | 103702   | 110790  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 990.00         |           |          |         |       |
|                              |                       |        |            |            |            |                | 990.00    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                      | APCash |          |            |            |                     |          |          |         |       |  |
|------------------------------|----------------------|--------|----------|------------|------------|---------------------|----------|----------|---------|-------|--|
| VENDOR                       |                      | REMIT  | PO       | TYPE       | DUE DATE   | INVOICE             | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
|                              |                      |        |          |            |            | CHECK TOTAL         | 2,315.00 |          |         |       |  |
| 700                          | AT&T Mobility II, LL | 0000   |          | EFT        | 08/06/2025 | 287303132695x071925 |          | 103326   | 110400  |       |  |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |          |          |         |       |  |
|                              | 1 21206050 43100     |        | HDFIT    | PROSERVICE |            | 156.20              |          |          |         |       |  |
|                              |                      |        |          |            |            |                     | 156.20   |          |         |       |  |
|                              |                      |        |          |            |            | CHECK TOTAL         | 156.20   |          |         |       |  |
| 700                          | AT&T Mobility II, LL | 0000   | 22500715 | EFT        | 08/06/2025 | 287299683950x071925 |          | 103327   | 110401  |       |  |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |          |          |         |       |  |
|                              | 1 10106050 43100     |        | GenIT    | PROSERVICE |            | 418.64              |          |          |         |       |  |
|                              |                      |        |          |            |            |                     | 418.64   |          |         |       |  |
|                              |                      |        |          |            |            | CHECK TOTAL         | 418.64   |          |         |       |  |
| 700                          | AT&T Mobility II, LL | 0000   | 22500715 | EFT        | 08/02/2025 | 287283895228x071525 |          | 103328   | 110402  |       |  |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |          |          |         |       |  |
|                              | 1 10106050 43100     |        | GenIT    | PROSERVICE |            | 3,096.08            |          |          |         |       |  |
|                              |                      |        |          |            |            |                     | 3,096.08 |          |         |       |  |
|                              |                      |        |          |            |            | CHECK TOTAL         | 3,096.08 |          |         |       |  |
| 700                          | AT&T Mobility II, LL | 0000   | 22500708 | EFT        | 08/06/2025 | 287286291889x071925 |          | 103329   | 110403  |       |  |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |          |          |         |       |  |
|                              | 1 62606050 43100     |        | SWIT     | PROSERVICE |            | 3,771.48            |          |          |         |       |  |
|                              |                      |        |          |            |            |                     | 3,771.48 |          |         |       |  |
|                              |                      |        |          |            |            | CHECK TOTAL         | 3,771.48 |          |         |       |  |
| 700                          | AT&T Mobility II, LL | 0000   | 22500715 | EFT        | 08/06/2025 | 287288211554x071925 |          | 103330   | 110404  |       |  |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |          |          |         |       |  |
|                              | 1 10106050 43100     |        | GenIT    | PROSERVICE |            | 6,672.21            |          |          |         |       |  |
|                              |                      |        |          |            |            |                     | 6,672.21 |          |         |       |  |
|                              |                      |        |          |            |            | CHECK TOTAL         | 6,672.21 |          |         |       |  |
| 700                          | AT&T Mobility II, LL | 0000   | 22500715 | EFT        | 08/06/2025 | 287301827393x071925 |          | 103331   | 110405  |       |  |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |          |          |         |       |  |
|                              | 1 10106050 43100     |        | GenIT    | PROSERVICE |            | 9,870.49            |          |          |         |       |  |
|                              |                      |        |          |            |            |                     | 9,870.49 |          |         |       |  |
|                              |                      |        |          |            |            | CHECK TOTAL         | 9,870.49 |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                      | APCash |          |            |            |                     |        |          |         |       |
|------------------------------|----------------------|--------|----------|------------|------------|---------------------|--------|----------|---------|-------|
| VENDOR                       |                      | REMIT  | PO       | TYPE       | DUE DATE   | INVOICE             | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 700                          | AT&T Mobility II, LL | 0000   | 22500715 | EFT        | 08/07/2025 | 287282926527x072025 |        | 103332   | 110406  |       |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |        |          |         |       |
|                              | 1 10106050 43100     |        | GenIT    | PROSERVICE |            | 79.73               |        |          |         |       |
|                              |                      |        |          |            |            |                     | 79.73  |          |         |       |
|                              |                      |        |          |            |            | CHECK TOTAL         | 79.73  |          |         |       |
| 700                          | AT&T Mobility II, LL | 0000   |          | EFT        | 08/07/2025 | 287353965032x072025 |        | 103333   | 110407  |       |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |        |          |         |       |
|                              | 1 27907051 43910     |        | CCFAdmin | ITCONTRACT |            | 163.48              |        |          |         |       |
|                              |                      |        |          |            |            |                     | 163.48 |          |         |       |
|                              |                      |        |          |            |            | CHECK TOTAL         | 163.48 |          |         |       |
| 700                          | AT&T Mobility II, LL | 0000   | 22500715 | EFT        | 08/07/2025 | 287282942898x072025 |        | 103334   | 110408  |       |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |        |          |         |       |
|                              | 1 10106050 43100     |        | GenIT    | PROSERVICE |            | 219.95              |        |          |         |       |
|                              |                      |        |          |            |            |                     | 219.95 |          |         |       |
|                              |                      |        |          |            |            | CHECK TOTAL         | 219.95 |          |         |       |
| 700                          | AT&T Mobility II, LL | 0000   | 22500715 | EFT        | 08/07/2025 | 287282927199x072025 |        | 103335   | 110409  |       |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |        |          |         |       |
|                              | 1 10106050 43100     |        | GenIT    | PROSERVICE |            | 280.71              |        |          |         |       |
|                              |                      |        |          |            |            |                     | 280.71 |          |         |       |
|                              |                      |        |          |            |            | CHECK TOTAL         | 280.71 |          |         |       |
| 5606                         | Avanti Snyder        | 0000   |          | EFT        | 09/15/2025 | 08152025            |        | 103763   | 110855  |       |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |        |          |         |       |
|                              | 1 10107010 42200     |        | GenParks | OPERSUP    |            | 46.00               |        |          |         |       |
|                              |                      |        |          |            |            |                     | 46.00  |          |         |       |
|                              |                      |        |          |            |            | CHECK TOTAL         | 46.00  |          |         |       |
| 670                          | Bardach Awards, Inc. | 0000   |          | EFT        | 09/08/2025 | 338770              |        | 103475   | 110556  |       |
|                              | ACCOUNT DETAIL       |        |          |            |            | LINE AMOUNT         |        |          |         |       |
|                              | 1 27907051 42231     |        | CCFAdmin | UNIFORMS   |            | 19.95               |        |          |         |       |
|                              |                      |        |          |            |            |                     | 19.95  |          |         |       |
|                              |                      |        |          |            |            | CHECK TOTAL         | 19.95  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |            |            |            |                   |           |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|------------|------------|------------|-------------------|-----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE           | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 1144                         | Barnes & Thornburg, L |          |       | 0000   | 22500121   | EFT        | 09/12/2025 | 3454231           |           | 103696   | 110784  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT       |           |          |         |       |
|                              | 1                     | 10101011 | 43100 |        | GenMayorOf | PROSERVICE |            | 6,238.61          |           |          |         |       |
|                              | 2                     | 60601011 | 43100 |        | SewMayor   | PROSERVICE |            | 1,648.78          |           |          |         |       |
|                              | 3                     | 62601011 | 43100 |        | SWMayor    | PROSERVICE |            | 445.61            |           |          |         |       |
|                              |                       |          |       |        |            |            |            |                   | 8,333.00  |          |         |       |
| 1144                         | Barnes & Thornburg, L |          |       | 0000   | 22401465   | EFT        | 09/16/2025 | 3456560           |           | 103981   | 111084  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT       |           |          |         |       |
|                              | 1                     | 10101013 | 43100 |        | GenContr   | PROSERVICE |            | 3,000.00          |           |          |         |       |
|                              |                       |          |       |        |            |            |            |                   | 3,000.00  |          |         |       |
| 1144                         | Barnes & Thornburg, L |          |       | 0000   | 22500121   | EFT        | 09/16/2025 | 3456559           |           | 103983   | 111087  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT       |           |          |         |       |
|                              | 1                     | 10101011 | 43100 |        | GenMayorOf | PROSERVICE |            | 2,245.99          |           |          |         |       |
|                              | 2                     | 60601011 | 43100 |        | SewMayor   | PROSERVICE |            | 593.58            |           |          |         |       |
|                              | 3                     | 62601011 | 43100 |        | SWMayor    | PROSERVICE |            | 160.43            |           |          |         |       |
|                              |                       |          |       |        |            |            |            |                   | 3,000.00  |          |         |       |
| 1144                         | Barnes & Thornburg, L |          |       | 0000   | 22500121   | EFT        | 09/18/2025 | 3456847           |           | 103984   | 111088  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT       |           |          |         |       |
|                              | 1                     | 10101011 | 43100 |        | GenMayorOf | PROSERVICE |            | 5,614.97          |           |          |         |       |
|                              | 2                     | 60601011 | 43100 |        | SewMayor   | PROSERVICE |            | 1,483.96          |           |          |         |       |
|                              | 3                     | 62601011 | 43100 |        | SWMayor    | PROSERVICE |            | 401.07            |           |          |         |       |
|                              |                       |          |       |        |            |            |            |                   | 7,500.00  |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL       | 21,833.00 |          |         |       |
| 1644                         | Rich Bassett          |          |       | 0000   |            | INV        | 08/24/2025 | 20255 APWA Regist |           | 103797   | 110890  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT       |           |          |         |       |
|                              | 1                     | 20104010 | 43200 |        | MVHEng     | COMMTTRANS |            | 884.00            |           |          |         |       |
|                              |                       |          |       |        |            |            |            |                   | 884.00    |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL       | 884.00    |          |         |       |
| 2460                         | Beaver Gravel Corpora |          |       | 0000   |            | EFT        | 09/03/2025 | G1435167          |           | 103355   | 110429  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT       |           |          |         |       |
|                              | 1                     | 20109011 | 43100 |        | MVHPWStr   | PROSERVICE |            | 275.00            |           |          |         |       |
|                              |                       |          |       |        |            |            |            |                   | 275.00    |          |         |       |
| 2460                         | Beaver Gravel Corpora |          |       | 0000   |            | EFT        | 09/04/2025 | G1435318          |           | 103356   | 110430  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT       |           |          |         |       |
|                              | 1                     | 20109011 | 43100 |        | MVHPWStr   | PROSERVICE |            | 275.00            |           |          |         |       |
|                              |                       |          |       |        |            |            |            |                   | 275.00    |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 |                       | 10100 | APCash     |            |            |             |           |          |         |       |
|------------------------|-----------------------|-------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                 |                       | REMIT | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 2460                   | Beaver Gravel Corpora | 0000  |            | EFT        | 09/04/2025 | G1435278    |           | 103357   | 110431  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 20109011 43100      |       | MVHPWStr   | PROSERVICE |            | 360.00      |           |          |         |       |
|                        |                       |       |            |            |            |             | 360.00    |          |         |       |
| 2460                   | Beaver Gravel Corpora | 0000  |            | EFT        | 09/05/2025 | G1435435    |           | 103415   | 110490  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 20109011 43100      |       | MVHPWStr   | PROSERVICE |            | 275.00      |           |          |         |       |
|                        |                       |       |            |            |            |             | 275.00    |          |         |       |
| 2460                   | Beaver Gravel Corpora | 0000  |            | EFT        | 09/07/2025 | G1435676    |           | 103547   | 110630  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 20109011 43100      |       | MVHPWStr   | PROSERVICE |            | 360.00      |           |          |         |       |
|                        |                       |       |            |            |            |             | 360.00    |          |         |       |
| 2460                   | Beaver Gravel Corpora | 0000  |            | EFT        | 09/11/2025 | G1435929    |           | 103738   | 110829  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 20109011 43100      |       | MVHPWStr   | PROSERVICE |            | 360.00      |           |          |         |       |
|                        |                       |       |            |            |            |             | 360.00    |          |         |       |
| 2460                   | Beaver Gravel Corpora | 0000  |            | EFT        | 09/10/2025 | G1435800    |           | 103915   | 111018  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 20109011 43100      |       | MVHPWStr   | PROSERVICE |            | 360.00      |           |          |         |       |
|                        |                       |       |            |            |            |             | 360.00    |          |         |       |
|                        |                       |       |            |            |            | CHECK TOTAL | 2,265.00  |          |         |       |
| 615                    | Beaver Research Compa | 0000  |            | EFT        | 09/14/2025 | 0387305-IN  |           | 103855   | 110950  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 10106192 42200      |       | GFICBLDGMN | OPERSUP    |            | 229.20      |           |          |         |       |
|                        |                       |       |            |            |            |             | 229.20    |          |         |       |
|                        |                       |       |            |            |            | CHECK TOTAL | 229.20    |          |         |       |
| 2764                   | BEC Enterprises LLC   | 0000  |            | EFT        | 08/29/2025 | INV35346    |           | 103428   | 110504  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 62609014 42200      |       | SWPWWater  | OPERSUP    |            | 1,700.04    |           |          |         |       |
|                        |                       |       |            |            |            |             | 1,700.04  |          |         |       |
|                        |                       |       |            |            |            | CHECK TOTAL | 1,700.04  |          |         |       |
| 5676                   | Bertolini Solutions L | 0000  |            | EFT        | 08/22/2025 | 3323BAL     |           | 103877   | 110972  |       |
|                        | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                        | 1 10101013 44920      |       | GenContr   | CAPEXP     |            | 12,490.75   |           |          |         |       |
|                        |                       |       |            |            |            |             | 12,490.75 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                      |      |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|----------------------|------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                   | TYPE | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
|                              |                       |        |                      |      |            | CHECK TOTAL | 12,490.75 |          |         |       |
| 621                          | Best Way of Indiana I | 0000   | 22500207             | EFT  | 08/25/2025 | 036852      |           | 103368   | 110442  |       |
|                              | ACCOUNT DETAIL        |        |                      |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 43151      |        | SewPWWaterSLUDGE     |      |            |             | 55,037.98 |          |         |       |
|                              |                       |        |                      |      |            |             | 55,037.98 |          |         |       |
| 621                          | Best Way of Indiana I | 0000   | 22500193             | EFT  | 08/25/2025 | 036860      |           | 103369   | 110443  |       |
|                              | ACCOUNT DETAIL        |        |                      |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 62609014 43151      |        | SWPWWater SLUDGE     |      |            |             | 3,906.30  |          |         |       |
|                              |                       |        |                      |      |            |             | 3,906.30  |          |         |       |
|                              |                       |        |                      |      |            | CHECK TOTAL | 58,944.28 |          |         |       |
| 608                          | BL Anderson Co., Inc. | 0000   |                      | EFT  | 09/11/2025 | 036935      |           | 103752   | 110844  |       |
|                              | ACCOUNT DETAIL        |        |                      |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWaterPROSERVICE |      |            |             | 1,443.00  |          |         |       |
|                              |                       |        |                      |      |            |             | 1,443.00  |          |         |       |
| 608                          | BL Anderson Co., Inc. | 0000   | 22401273             | EFT  | 09/19/2025 | 037038      |           | 104062   | 111168  |       |
|                              | ACCOUNT DETAIL        |        |                      |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWaterOPERSUP    |      |            |             | 563.63    |          |         |       |
|                              |                       |        |                      |      |            |             | 563.63    |          |         |       |
|                              |                       |        |                      |      |            | CHECK TOTAL | 2,006.63  |          |         |       |
| 725                          | Bose, McKinney & Evan | 0000   |                      | EFT  | 09/11/2025 | 917823      |           | 103580   | 110664  |       |
|                              | ACCOUNT DETAIL        |        |                      |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10101011 43101      |        | GenMayorOf LGLSVCS   |      |            |             | 1,095.50  |          |         |       |
|                              |                       |        |                      |      |            |             | 1,095.50  |          |         |       |
| 725                          | Bose, McKinney & Evan | 0000   |                      | EFT  | 07/10/2025 | 912674      |           | 103581   | 110665  |       |
|                              | ACCOUNT DETAIL        |        |                      |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10101011 43101      |        | GenMayorOf LGLSVCS   |      |            |             | 1,944.50  |          |         |       |
|                              |                       |        |                      |      |            |             | 1,944.50  |          |         |       |
|                              |                       |        |                      |      |            | CHECK TOTAL | 3,040.00  |          |         |       |
| 5322                         | Bouncepad North Ameri | 0000   |                      | EFT  | 09/12/2025 | SI-158797   |           | 103660   | 110746  |       |
|                              | ACCOUNT DETAIL        |        |                      |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21106050 42200      |        | MHFIT OPERSUP        |      |            |             | 530.75    |          |         |       |
|                              |                       |        |                      |      |            |             | 530.75    |          |         |       |
|                              |                       |        |                      |      |            | CHECK TOTAL | 530.75    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |         |            |             |          |          |         |       |
|------------------------------|-----------------------|--------|------------|---------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 08/23/2025 | 85854965    |          | 103244   | 110314  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | 1,461.70    | 1,461.70 |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 08/28/2025 | 85859957    |          | 103255   | 110326  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | 149.99      | 149.99   |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 08/29/2025 | 85861712    |          | 103256   | 110327  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | 1,473.13    | 1,473.13 |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 08/29/2025 | 85861713    |          | 103257   | 110328  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | 679.31      | 679.31   |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 08/30/2025 | 85863479    |          | 103258   | 110329  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | 353.63      | 353.63   |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 08/29/2025 | 85859958    |          | 103273   | 110346  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108013 42200      |        | GenInvstgt | OPERSUP |            | 1,881.32    | 1,881.32 |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 08/24/2025 | 85856463    |          | 103452   | 110529  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | 1,562.38    | 1,562.38 |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 06/16/2024 | 70352279    |          | 103453   | 110530  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | -219.49     | -219.49  |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |            | EFT     | 09/04/2025 | 85869086    |          | 103629   | 110714  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS     | OPERSUP |            | 371.99      | 371.99   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |        |         |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|--------|---------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO     | TYPE    | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/05/2025 | 85871094    |           | 103631   | 110715  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 4.26        |           |          |         |       |
|                              |                       |        |        |         |            |             | 4.26      |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/05/2025 | 85871095    |           | 103632   | 110716  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 6.72        |           |          |         |       |
|                              |                       |        |        |         |            |             | 6.72      |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/05/2025 | 85871096    |           | 103633   | 110717  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 1,987.76    |           |          |         |       |
|                              |                       |        |        |         |            |             | 1,987.76  |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/05/2025 | 85871097    |           | 103634   | 110718  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 1,126.69    |           |          |         |       |
|                              |                       |        |        |         |            |             | 1,126.69  |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/06/2025 | 85872693    |           | 103670   | 110758  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 1,904.48    |           |          |         |       |
|                              |                       |        |        |         |            |             | 1,904.48  |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/06/2025 | 85872694    |           | 103671   | 110759  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 1,926.87    |           |          |         |       |
|                              |                       |        |        |         |            |             | 1,926.87  |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/12/2025 | 85879903    |           | 103932   | 111034  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 1,516.91    |           |          |         |       |
|                              |                       |        |        |         |            |             | 1,516.91  |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/17/2025 | 85884801    |           | 104078   | 111184  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 12.95       |           |          |         |       |
|                              |                       |        |        |         |            |             | 12.95     |          |         |       |
| 373                          | Bound Tree Medical, L | 0000   |        | EFT     | 09/17/2025 | 85884802    |           | 104079   | 111185  |       |
|                              | ACCOUNT DETAIL        |        |        |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105012 42200      |        | GenEMS | OPERSUP |            | 26.91       |           |          |         |       |
|                              |                       |        |        |         |            |             | 26.91     |          |         |       |
|                              |                       |        |        |         |            | CHECK TOTAL | 16,227.51 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 4038                         | Brain Performance LLC | 0000   |            | EFT        | 09/17/2025 | 1749        |           | 103810   | 110903  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105011 43100      |        | GenFireAdm | PROSERVICE |            | 1,650.00    |           |          |         |       |
|                              |                       |        |            |            |            |             | 1,650.00  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 1,650.00  |          |         |       |
| 632                          | Brehob Corporation    | 0000   |            | EFT        | 08/06/2025 | I-00024287  |           | 103376   | 110450  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 550.00      |           |          |         |       |
|                              |                       |        |            |            |            |             | 550.00    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 550.00    |          |         |       |
| 567                          | Buckeye Power Sales C | 0000   | 22401433   | EFT        | 09/06/2025 | PSV430043   |           | 103366   | 110440  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 978.00      |           |          |         |       |
|                              | 2 60609014 42200      |        | SewPWWater | OPERSUP    |            | 408.98      |           |          |         |       |
|                              |                       |        |            |            |            |             | 1,386.98  |          |         |       |
| 567                          | Buckeye Power Sales C | 0000   | 22401433   | EFT        | 09/18/2025 | PSV431570   |           | 103964   | 111067  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 200.00      |           |          |         |       |
|                              |                       |        |            |            |            |             | 200.00    |          |         |       |
| 567                          | Buckeye Power Sales C | 0000   | 22401433   | EFT        | 09/18/2025 | PSV431571   |           | 103965   | 111068  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 230.00      |           |          |         |       |
|                              |                       |        |            |            |            |             | 230.00    |          |         |       |
| 567                          | Buckeye Power Sales C | 0000   | 22401433   | EFT        | 09/18/2025 | PSV431572   |           | 103966   | 111069  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 190.00      |           |          |         |       |
|                              |                       |        |            |            |            |             | 190.00    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 2,006.98  |          |         |       |
| 5247                         | Cage Campus LLC       | 0000   |            | EFT        | 09/01/2025 | 9/25 Rent   |           | 103563   | 110647  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 47140000 43700      |        | FishersI69 | RENTALS    |            | 14,327.83   |           |          |         |       |
|                              |                       |        |            |            |            |             | 14,327.83 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 14,327.83 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |                | APCash |            |            |            |              |          |          |         |       |
|------------------------------|-----------------------|----------------|--------|------------|------------|------------|--------------|----------|----------|---------|-------|
| VENDOR                       |                       |                | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE      | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 2424                         | CallTower Inc         |                | 0000   |            | EFT        | 09/15/2025 | 202679346    |          | 103661   | 110747  |       |
|                              | ACCOUNT DETAIL        |                |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1                     | 10106050 43100 |        | GenIT      | PROSERVICE |            | 755.19       |          |          |         |       |
|                              |                       |                |        |            |            |            |              | 755.19   |          |         |       |
|                              |                       |                |        |            |            |            | CHECK TOTAL  | 755.19   |          |         |       |
| 907                          | Cellebrite Inc        |                | 0000   | 22500746   | EFT        | 04/24/2025 | INVUS282673B |          | 103440   | 110515  |       |
|                              | ACCOUNT DETAIL        |                |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1                     | 10108013 43100 |        | GenInvstgt | PROSERVICE |            | 7,629.00     |          |          |         |       |
|                              |                       |                |        |            |            |            |              | 7,629.00 |          |         |       |
|                              |                       |                |        |            |            |            | CHECK TOTAL  | 7,629.00 |          |         |       |
| 923                          | Central Indiana Hardw |                | 0000   |            | EFT        | 09/17/2025 | 7400487      |          | 103910   | 111012  |       |
|                              | ACCOUNT DETAIL        |                |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1                     | 10106192 42200 |        | GFICBLDGMN | PERSUP     |            | 354.00       |          |          |         |       |
|                              |                       |                |        |            |            |            |              | 354.00   |          |         |       |
|                              |                       |                |        |            |            |            | CHECK TOTAL  | 354.00   |          |         |       |
| 1734                         | Certified Consultants |                | 0000   |            | EFT        | 08/30/2025 | 1411         |          | 103069   | 110125  |       |
|                              | ACCOUNT DETAIL        |                |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1                     | 10109013 43100 |        | GenPWParks | PROSERVICE |            | 1,996.00     |          |          |         |       |
|                              |                       |                |        |            |            |            |              | 1,996.00 |          |         |       |
|                              |                       |                |        |            |            |            | CHECK TOTAL  | 1,996.00 |          |         |       |
| 5382                         | Christine Stone       |                | 0000   |            | EFT        | 09/14/2025 | 09062025     |          | 103690   | 110778  |       |
|                              | ACCOUNT DETAIL        |                |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1                     | 10107010 43100 |        | GenParks   | PROSERVICE |            | 200.00       |          |          |         |       |
|                              |                       |                |        |            |            |            |              | 200.00   |          |         |       |
|                              |                       |                |        |            |            |            | CHECK TOTAL  | 200.00   |          |         |       |
| 691                          | Christopher B Burke E |                | 0000   | 22401294   | EFT        | 09/03/2025 | 39253        |          | 103788   | 110880  |       |
|                              | ACCOUNT DETAIL        |                |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1                     | 62609014 43100 |        | SWPWWater  | PROSERVICE |            | 2,587.50     |          |          |         |       |
|                              |                       |                |        |            |            |            |              | 2,587.50 |          |         |       |
|                              |                       |                |        |            |            |            | CHECK TOTAL  | 2,587.50 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 828                          | Church, Church, Hittl | 0000   | 22400196   | EFT        | 09/05/2025 | 330099      |           | 103579   | 110663  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27021011 43100      |        | DEFMAYOR   | PROSERVICE |            | 117.00      | 117.00    |          |         |       |
| 828                          | Church, Church, Hittl | 0000   | 22400196   | EFT        | 09/04/2025 | 330098      |           | 103585   | 110669  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27021011 43100      |        | DEFMAYOR   | PROSERVICE |            | 2,388.63    | 2,388.63  |          |         |       |
| 828                          | Church, Church, Hittl | 0000   |            | EFT        | 03/26/2025 | 317786      |           | 103586   | 110670  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10101011 43101      |        | GenMayorOf | LGLSVCS    |            | 5,210.89    | 5,210.89  |          |         |       |
| 828                          | Church, Church, Hittl | 0000   |            | EFT        | 04/05/2025 | 317824      |           | 103587   | 110671  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10101011 43101      |        | GenMayorOf | LGLSVCS    |            | 4,325.00    | 4,325.00  |          |         |       |
| 828                          | Church, Church, Hittl | 0000   |            | EFT        | 06/05/2025 | 322762      |           | 103588   | 110672  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10101011 43101      |        | GenMayorOf | LGLSVCS    |            | 3,100.00    | 3,100.00  |          |         |       |
| 828                          | Church, Church, Hittl | 0000   |            | EFT        | 07/19/2025 | 327573      |           | 103589   | 110673  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10101011 43101      |        | GenMayorOf | LGLSVCS    |            | 3,925.00    | 3,925.00  |          |         |       |
| 828                          | Church, Church, Hittl | 0000   |            | EFT        | 09/05/2025 | 302107      |           | 103615   | 110699  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27021011 43100      |        | DEFMAYOR   | PROSERVICE |            | 2,000.00    | 2,000.00  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 21,066.52 |          |         |       |
| 714                          | Cintas Corporation No | 0000   |            | EFT        | 09/05/2025 | 5284586104  |           | 103223   | 110292  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10108015 42200      |        | GenPDSpprt | OPERSUP    |            | 182.28      | 182.28    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 182.28    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |                |       | APCash     |            |            |             |        |          |         |       |
|------------------------------|-----------------------|----------------|-------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       |                | REMIT | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/05/2025 | 4239297384  |        | 103282   | 110355  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 66.20       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 66.20  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 66.20  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/05/2025 | 4239297335  |        | 103283   | 110356  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 39.41       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 39.41  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 39.41  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/05/2025 | 4239297673  |        | 103284   | 110357  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 77.39       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 77.39  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 77.39  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/05/2025 | 4239297713  |        | 103285   | 110358  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 37.26       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 37.26  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 37.26  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/05/2025 | 4239297709  |        | 103286   | 110359  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 124.58      |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 124.58 |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 124.58 |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/05/2025 | 4239294917  |        | 103287   | 110360  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 65.51       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 65.51  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 65.51  |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |       | APCash     |            |            |             |        |          |         |       |
|------------------------------|-----------------------|-------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       | REMIT | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 714                          | Cintas Corporation No | 0000  |            | EFT        | 08/30/2025 | 4238553202  |        | 103343   | 110417  |       |
|                              | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10108011 43100      |       | GenPDAdmin | PROSERVICE |            | 144.48      |        |          |         |       |
|                              |                       |       |            |            |            |             | 144.48 |          |         |       |
|                              |                       |       |            |            |            | CHECK TOTAL | 144.48 |          |         |       |
| 714                          | Cintas Corporation No | 0000  |            | EFT        | 08/01/2025 | 4235550619  |        | 103344   | 110418  |       |
|                              | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10108011 43100      |       | GenPDAdmin | PROSERVICE |            | 144.48      |        |          |         |       |
|                              |                       |       |            |            |            |             | 144.48 |          |         |       |
|                              |                       |       |            |            |            | CHECK TOTAL | 144.48 |          |         |       |
| 714                          | Cintas Corporation No | 0000  |            | EFT        | 07/18/2025 | 4234200924  |        | 103345   | 110419  |       |
|                              | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10108011 43100      |       | GenPDAdmin | PROSERVICE |            | 144.48      |        |          |         |       |
|                              |                       |       |            |            |            |             | 144.48 |          |         |       |
|                              |                       |       |            |            |            | CHECK TOTAL | 144.48 |          |         |       |
| 714                          | Cintas Corporation No | 0000  |            | EFT        | 09/06/2025 | 5284836104  |        | 103444   | 110521  |       |
|                              | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10107010 42200      |       | GenParks   | OPERSUP    |            | 84.55       |        |          |         |       |
|                              |                       |       |            |            |            |             | 84.55  |          |         |       |
|                              |                       |       |            |            |            | CHECK TOTAL | 84.55  |          |         |       |
| 714                          | Cintas Corporation No | 0000  |            | EFT        | 09/08/2025 | 5285248303  |        | 103505   | 110586  |       |
|                              | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10107010 42200      |       | GenParks   | OPERSUP    |            | 176.47      |        |          |         |       |
|                              |                       |       |            |            |            |             | 176.47 |          |         |       |
|                              |                       |       |            |            |            | CHECK TOTAL | 176.47 |          |         |       |
| 714                          | Cintas Corporation No | 0000  |            | EFT        | 09/07/2025 | 4239592272  |        | 103531   | 110612  |       |
|                              | ACCOUNT DETAIL        |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106010 43100      |       | GenFleet   | PROSERVICE |            | 107.63      |        |          |         |       |
|                              |                       |       |            |            |            |             | 107.63 |          |         |       |
|                              |                       |       |            |            |            | CHECK TOTAL | 107.63 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |            |            |            |             |        |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/07/2025 | 4239592252  |        | 103569   | 110653  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            |             | 102.10 |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 102.10 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 102.10 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/07/2025 | 4239592304  |        | 103571   | 110654  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109013 | 43100 |        | GenPWParks | PROSERVICE |            |             | 213.51 |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 213.51 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 213.51 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/07/2025 | 4239592396  |        | 103573   | 110656  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 20109011 | 43100 |        | MVHPWStr   | PROSERVICE |            |             | 204.49 |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 204.49 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 204.49 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/12/2025 | 4240019423  |        | 103591   | 110675  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10105011 | 43100 |        | GenFireAdm | PROSERVICE |            |             | 58.81  |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 58.81  |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 58.81  |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/12/2025 | 5286040501  |        | 103639   | 110724  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            |             | 9.45   |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 9.45   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 9.45   |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/12/2025 | 5286040502  |        | 103640   | 110725  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            |             | 9.45   |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 9.45   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 9.45   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |                |       | APCash     |            |            |             |        |          |         |       |
|------------------------------|-----------------------|----------------|-------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       |                | REMIT | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/12/2025 | 4240019438  |        | 103646   | 110732  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 66.20       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 66.20  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 66.20  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/12/2025 | 4240019337  |        | 103647   | 110733  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 39.41       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 39.41  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 39.41  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/12/2025 | 4240019666  |        | 103648   | 110734  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 77.39       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 77.39  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 77.39  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/12/2025 | 4240019785  |        | 103649   | 110735  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 37.26       |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 37.26  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 37.26  |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/12/2025 | 4240019774  |        | 103650   | 110736  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 124.58      |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 124.58 |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 124.58 |          |         |       |
| 714                          | Cintas Corporation No |                | 0000  |            | EFT        | 09/12/2025 | 4240019369  |        | 103656   | 110742  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10108011 43100 |       | GenPDAdmin | PROSERVICE |            | 144.48      |        |          |         |       |
|                              |                       |                |       |            |            |            |             | 144.48 |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 144.48 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |            |            |            |             |        |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/14/2025 | 4240319681  |        | 103799   | 110892  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 102.10      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 102.10 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 102.10 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/14/2025 | 4240319873  |        | 103800   | 110893  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109013 | 43100 |        | GenPWParks | PROSERVICE |            | 213.40      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 213.40 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 213.40 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/14/2025 | 4240319858  |        | 103801   | 110894  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 20109011 | 43100 |        | MVHPWStr   | PROSERVICE |            | 206.25      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 206.25 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 206.25 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/13/2025 | 5286238203  |        | 103947   | 111049  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 62606010 | 42200 |        | SWFleet    | OPERSUP    |            | 101.01      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 101.01 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 101.01 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/14/2025 | 4240319718  |        | 103953   | 111055  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 60606010 | 43100 |        | SewFleet   | PROSERVICE |            | 107.63      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 107.63 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 107.63 |          |         |       |
| 714                          | Cintas Corporation No |          |       | 0000   |            | EFT        | 09/19/2025 | 5287398706  |        | 104033   | 111139  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 9.45        |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 9.45   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 9.45   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |       | APCash     |            |            |             |        |          |         |       |  |  |
|------------------------------|-------|------------|------------|------------|-------------|--------|----------|---------|-------|--|--|
| VENDOR                       | REMIT | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |  |  |
| 714 Cintas Corporation No    | 0000  |            | EFT        | 09/19/2025 | 4240755258  |        | 104034   | 111140  |       |  |  |
| ACCOUNT DETAIL               |       |            |            |            | LINE AMOUNT |        |          |         |       |  |  |
| 1 10109012 43100             |       | GenPWBuild | PROSERVICE |            | 39.41       |        |          |         |       |  |  |
|                              |       |            |            |            | CHECK TOTAL | 39.41  |          |         |       |  |  |
|                              |       |            |            |            |             | 39.41  |          |         |       |  |  |
| 714 Cintas Corporation No    | 0000  |            | EFT        | 09/19/2025 | 4240755423  |        | 104035   | 111141  |       |  |  |
| ACCOUNT DETAIL               |       |            |            |            | LINE AMOUNT |        |          |         |       |  |  |
| 1 10109012 43100             |       | GenPWBuild | PROSERVICE |            | 66.20       |        |          |         |       |  |  |
|                              |       |            |            |            | CHECK TOTAL | 66.20  |          |         |       |  |  |
|                              |       |            |            |            |             | 66.20  |          |         |       |  |  |
| 714 Cintas Corporation No    | 0000  |            | EFT        | 09/19/2025 | 4240755623  |        | 104036   | 111142  |       |  |  |
| ACCOUNT DETAIL               |       |            |            |            | LINE AMOUNT |        |          |         |       |  |  |
| 1 10109012 43100             |       | GenPWBuild | PROSERVICE |            | 77.39       |        |          |         |       |  |  |
|                              |       |            |            |            | CHECK TOTAL | 77.39  |          |         |       |  |  |
|                              |       |            |            |            |             | 77.39  |          |         |       |  |  |
| 714 Cintas Corporation No    | 0000  |            | EFT        | 09/19/2025 | 4240755662  |        | 104037   | 111143  |       |  |  |
| ACCOUNT DETAIL               |       |            |            |            | LINE AMOUNT |        |          |         |       |  |  |
| 1 10109012 43100             |       | GenPWBuild | PROSERVICE |            | 124.58      |        |          |         |       |  |  |
|                              |       |            |            |            | CHECK TOTAL | 124.58 |          |         |       |  |  |
|                              |       |            |            |            |             | 124.58 |          |         |       |  |  |
| 714 Cintas Corporation No    | 0000  |            | EFT        | 09/19/2025 | 4240755633  |        | 104038   | 111144  |       |  |  |
| ACCOUNT DETAIL               |       |            |            |            | LINE AMOUNT |        |          |         |       |  |  |
| 1 10109012 43100             |       | GenPWBuild | PROSERVICE |            | 37.26       |        |          |         |       |  |  |
|                              |       |            |            |            | CHECK TOTAL | 37.26  |          |         |       |  |  |
|                              |       |            |            |            |             | 37.26  |          |         |       |  |  |
| 714 Cintas Corporation No    | 0000  |            | EFT        | 09/19/2025 | 4240752626  |        | 104039   | 111145  |       |  |  |
| ACCOUNT DETAIL               |       |            |            |            | LINE AMOUNT |        |          |         |       |  |  |
| 1 10109012 43100             |       | GenPWBuild | PROSERVICE |            | 65.51       |        |          |         |       |  |  |
|                              |       |            |            |            | CHECK TOTAL | 65.51  |          |         |       |  |  |
|                              |       |            |            |            |             | 65.51  |          |         |       |  |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 1574                         | Citizens Energy Group | 0000   |            | EFT        | 09/06/2025 | 2161520000  |          | 103968   | 111071  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 1,200.00    |          |          |         |       |
|                              |                       |        |            |            |            |             | 1,200.00 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 1,200.00 |          |         |       |
| 1574                         | Citizens Energy Group | 0000   |            | EFT        | 09/08/2025 | 1464550000  |          | 103969   | 111072  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 400.00      |          |          |         |       |
|                              |                       |        |            |            |            |             | 400.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 400.00   |          |         |       |
| 1574                         | Citizens Energy Group | 0000   |            | EFT        | 09/06/2025 | 5308530000  |          | 103971   | 111074  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 750.00      |          |          |         |       |
|                              |                       |        |            |            |            |             | 750.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 750.00   |          |         |       |
| 1574                         | Citizens Energy Group | 0000   |            | EFT        | 08/11/2025 | 3526030000  |          | 103972   | 111075  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 300.00      |          |          |         |       |
|                              |                       |        |            |            |            |             | 300.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 300.00   |          |         |       |
| 1574                         | Citizens Energy Group | 0000   |            | EFT        | 09/08/2025 | 6153710000  |          | 103973   | 111076  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 300.00      |          |          |         |       |
|                              |                       |        |            |            |            |             | 300.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 300.00   |          |         |       |
| 1574                         | Citizens Energy Group | 0000   |            | EFT        | 09/08/2025 | 1582670000  |          | 103974   | 111077  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 600.00      |          |          |         |       |
|                              |                       |        |            |            |            |             | 600.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 600.00   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |            |            |            |             |        |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 3571540000  |        | 103976   | 111079  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 600.00      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 600.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 600.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 6963440000  |        | 103977   | 111080  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 750.00      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 750.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 750.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 9136330000  |        | 103978   | 111081  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 300.00      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 300.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 300.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 08/11/2025 | 6851140000  |        | 103990   | 111093  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 500.00      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 500.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 500.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 08/11/2025 | 1666060000  |        | 103991   | 111094  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 500.00      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 500.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 500.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 0682250000  |        | 103992   | 111095  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 700.00      |        |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 700.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 700.00 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |            |            |            |             |          |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 7140760000  |          | 103993   | 111096  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 300.00      |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 300.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 300.00   |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 2424710000  |          | 103994   | 111097  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 100.00      |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 100.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 100.00   |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 08/11/2025 | 3481020000  |          | 103996   | 111099  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 800.00      |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 800.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 800.00   |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 8647120000  |          | 103997   | 111100  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 100.00      |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 100.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 100.00   |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 2338570000  |          | 103999   | 111102  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 1,500.00    |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 1,500.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 1,500.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/06/2025 | 3749120000  |          | 104001   | 111104  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 1,000.00    |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 1,000.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 1,000.00 |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |            |            |            |             |          |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 08/11/2025 | 7224150000  |          | 104004   | 111107  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 1,500.00    |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 1,500.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 1,500.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 08/11/2025 | 7293625305  |          | 104007   | 111112  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 1,500.00    |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 1,500.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 1,500.00 |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 2347021382  |          | 104008   | 111113  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 450.00      |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 450.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 450.00   |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/06/2025 | 4942450000  |          | 104009   | 111114  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 300.00      |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 300.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 300.00   |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 08/11/2025 | 5674440000  |          | 104010   | 111115  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 300.00      |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 300.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 300.00   |          |         |       |
| 1574                         | Citizens Energy Group |          |       | 0000   |            | EFT        | 09/08/2025 | 9442805588  |          | 104011   | 111116  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10109012 | 43100 |        | GenPWBuild | PROSERVICE |            | 60.00       |          |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 60.00    |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 60.00    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                    |                 |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|--------------------|-----------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE            | AMOUNT          | DOCUMENT | VOUCHER | CHECK |
| 1574                         | Citizens Energy Group | 0000   |            | EFT        | 09/03/2025 | 9850260000         |                 | 104013   | 111117  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 830.40             |                 |          |         |       |
|                              |                       |        |            |            |            |                    | 830.40          |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>830.40</b>   |          |         |       |
| 5525                         | Cody Altherr          | 0000   |            | EFT        | 09/14/2025 | 08302025           |                 | 103691   | 110779  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 299.50             |                 |          |         |       |
|                              |                       |        |            |            |            |                    | 299.50          |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>299.50</b>   |          |         |       |
| 886                          | Concrete & Contractor | 0000   |            | EFT        | 09/05/2025 | IVC0249401         |                 | 103411   | 110486  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 20106191 42200      |        | MVHICSRTS  | OPERSUP    |            | 1,680.00           |                 |          |         |       |
|                              |                       |        |            |            |            |                    | 1,680.00        |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>1,680.00</b> |          |         |       |
| 3018                         | Contemporary Services | 0000   | 22500136   | EFT        | 09/06/2025 | 13313972           |                 | 103506   | 110587  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 2,985.63           |                 |          |         |       |
|                              |                       |        |            |            |            |                    | 2,985.63        |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>2,985.63</b> |          |         |       |
| 680                          | Crossroad Engineers,  | 0000   | 22500490   | EFT        | 09/04/2025 | 251285             |                 | 103605   | 110689  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 62609014 43100      |        | SWPWWater  | PROSERVICE |            | 3,010.00           |                 |          |         |       |
|                              |                       |        |            |            |            |                    | 3,010.00        |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>3,010.00</b> |          |         |       |
| 5390                         | Crosswave Solutions I | 0000   | 22500544   | EFT        | 07/31/2025 | 1163               |                 | 103935   | 111037  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 4,785.00           |                 |          |         |       |
|                              |                       |        |            |            |            |                    | 4,785.00        |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>4,785.00</b> |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                   |            |            |                    |                 |          |         |       |
|------------------------------|-----------------------|--------|-------------------|------------|------------|--------------------|-----------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                | TYPE       | DUE DATE   | INVOICE            | AMOUNT          | DOCUMENT | VOUCHER | CHECK |
| 2485                         | Crown Castle Internat | 0000   | 22500487          | EFT        | 08/30/2025 | 1904287            |                 | 103839   | 110934  |       |
| <b>ACCOUNT DETAIL</b>        |                       |        |                   |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
| 1                            | 10106050 43100        |        | GenIT             | PROSERVICE |            |                    | 4,152.92        |          |         |       |
| 2                            | 60606050 43100        |        | SewIT             | PROSERVICE |            |                    | 778.68          |          |         |       |
| 3                            | 62606050 43100        |        | SWIT              | PROSERVICE |            |                    | 259.56          |          |         |       |
| 4                            | 10106050 43100        |        | GenIT             | PROSERVICE |            |                    | 1,889.31        |          |         |       |
| 5                            | 60606050 43100        |        | SewIT             | PROSERVICE |            |                    | 354.25          |          |         |       |
| 6                            | 62606050 43100        |        | SWIT              | PROSERVICE |            |                    | 118.08          |          |         |       |
|                              |                       |        |                   |            |            |                    | 7,552.80        |          |         |       |
|                              |                       |        |                   |            |            | <b>CHECK TOTAL</b> | <b>7,552.80</b> |          |         |       |
| 4829                         | Culligan Ultrapure In | 0000   |                   | EFT        | 09/05/2025 | 0900771426         |                 | 103339   | 110413  |       |
| <b>ACCOUNT DETAIL</b>        |                       |        |                   |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
| 1                            | 60609014 42200        |        | SewPWWaterOPERSUP |            |            |                    | 86.42           |          |         |       |
|                              |                       |        |                   |            |            |                    | 86.42           |          |         |       |
| 4829                         | Culligan Ultrapure In | 0000   |                   | EFT        | 09/07/2025 | 0900772510         |                 | 103472   | 110553  |       |
| <b>ACCOUNT DETAIL</b>        |                       |        |                   |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
| 1                            | 10101013 43100        |        | GenContr          | PROSERVICE |            |                    | 30.00           |          |         |       |
| 2                            | 10101017 43100        |        | GenFndCS          | PROSERVICE |            |                    | 30.00           |          |         |       |
| 3                            | 10102010 43100        |        | GenClerk          | PROSERVICE |            |                    | 15.43           |          |         |       |
|                              |                       |        |                   |            |            |                    | 75.43           |          |         |       |
|                              |                       |        |                   |            |            | <b>CHECK TOTAL</b> | <b>161.85</b>   |          |         |       |
| 2645                         | CureMD.com, Inc       | 0000   |                   | EFT        | 07/01/2025 | INV-25-4063        |                 | 103937   | 111039  |       |
| <b>ACCOUNT DETAIL</b>        |                       |        |                   |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
| 1                            | 21201012 43100        |        | HDFBSG            | PROSERVICE |            |                    | 871.00          |          |         |       |
|                              |                       |        |                   |            |            |                    | 871.00          |          |         |       |
| 2645                         | CureMD.com, Inc       | 0000   |                   | EFT        | 08/31/2025 | INV-25-7478        |                 | 103939   | 111041  |       |
| <b>ACCOUNT DETAIL</b>        |                       |        |                   |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
| 1                            | 21201012 43100        |        | HDFBSG            | PROSERVICE |            |                    | 871.00          |          |         |       |
|                              |                       |        |                   |            |            |                    | 871.00          |          |         |       |
|                              |                       |        |                   |            |            | <b>CHECK TOTAL</b> | <b>1,742.00</b> |          |         |       |
| 811                          | Current Publishing LL | 0000   |                   | EFT        | 09/28/2025 | 82348              |                 | 103018   | 110069  |       |
| <b>ACCOUNT DETAIL</b>        |                       |        |                   |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
| 1                            | 10101016 43300        |        | GenPR             | PRINTADVER |            |                    | 3,157.00        |          |         |       |
|                              |                       |        |                   |            |            |                    | 3,157.00        |          |         |       |
|                              |                       |        |                   |            |            | <b>CHECK TOTAL</b> | <b>3,157.00</b> |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |         |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|------------|---------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 2435                         | CVK LLC               | 0000   |            | EFT     | 09/01/2025 | 9/25 Rent   |           | 103561   | 110645  |       |
| ACCOUNT DETAIL               |                       |        |            |         |            | LINE AMOUNT |           |          |         |       |
| 1                            | 47140000 43700        |        | FishersI69 | RENTALS |            | 37,773.94   |           |          |         |       |
|                              |                       |        |            |         |            |             | 37,773.94 |          |         |       |
| CHECK TOTAL                  |                       |        |            |         |            |             | 37,773.94 |          |         |       |
| 785                          | Dell Marketing LP     | 0000   |            | EFT     | 12/06/2024 | 10778259461 |           | 103840   | 110935  |       |
| ACCOUNT DETAIL               |                       |        |            |         |            | LINE AMOUNT |           |          |         |       |
| 1                            | 10106050 42200        |        | GenIT      | OPERSUP |            | 908.04      |           |          |         |       |
|                              |                       |        |            |         |            |             | 908.04    |          |         |       |
| 785                          | Dell Marketing LP     | 0000   |            | EFT     | 06/29/2025 | 10815016843 |           | 103841   | 110937  |       |
| ACCOUNT DETAIL               |                       |        |            |         |            | LINE AMOUNT |           |          |         |       |
| 1                            | 10106050 42200        |        | GenIT      | OPERSUP |            | 1,033.52    |           |          |         |       |
|                              |                       |        |            |         |            |             | 1,033.52  |          |         |       |
| 785                          | Dell Marketing LP     | 0000   | 22500782   | EFT     | 07/26/2025 | 10822029376 |           | 103923   | 111025  |       |
| ACCOUNT DETAIL               |                       |        |            |         |            | LINE AMOUNT |           |          |         |       |
| 1                            | 10106050 42200        |        | GenIT      | OPERSUP |            | 7,528.20    |           |          |         |       |
| 2                            | 60606050 42200        |        | SewIT      | OPERSUP |            | 716.97      |           |          |         |       |
| 3                            | 62606050 42200        |        | SWIT       | OPERSUP |            | 716.97      |           |          |         |       |
|                              |                       |        |            |         |            |             | 8,962.14  |          |         |       |
| 785                          | Dell Marketing LP     | 0000   | 22500783   | EFT     | 07/26/2025 | 10822029368 |           | 103924   | 111026  |       |
| ACCOUNT DETAIL               |                       |        |            |         |            | LINE AMOUNT |           |          |         |       |
| 1                            | 10106050 42200        |        | GenIT      | OPERSUP |            | 1,299.57    |           |          |         |       |
| 2                            | 60606050 42200        |        | SewIT      | OPERSUP |            | 1,248.61    |           |          |         |       |
|                              |                       |        |            |         |            |             | 2,548.18  |          |         |       |
| CHECK TOTAL                  |                       |        |            |         |            |             | 13,451.88 |          |         |       |
| 5681                         | Denney Excavating Inc | 0000   |            | EFT     | 08/30/2025 | D25070      |           | 104108   | 111217  |       |
| ACCOUNT DETAIL               |                       |        |            |         |            | LINE AMOUNT |           |          |         |       |
| 1                            | 10101013 44920        |        | GenContr   | CAPEXP  |            | 30,000.00   |           |          |         |       |
|                              |                       |        |            |         |            |             | 30,000.00 |          |         |       |
| CHECK TOTAL                  |                       |        |            |         |            |             | 30,000.00 |          |         |       |
| 952                          | Dive Rescue Internati | 0000   |            | EFT     | 09/11/2025 | INV200139   |           | 103598   | 110682  |       |
| ACCOUNT DETAIL               |                       |        |            |         |            | LINE AMOUNT |           |          |         |       |
| 1                            | 10108015 42200        |        | GenPDSpprt | OPERSUP |            | 881.82      |           |          |         |       |
|                              |                       |        |            |         |            |             | 881.82    |          |         |       |

# ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                    | APCash |            |            |            |                 |           |          |         |       |
|------------------------------|--------------------|--------|------------|------------|------------|-----------------|-----------|----------|---------|-------|
| VENDOR                       |                    | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE         | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
|                              |                    |        |            |            |            | CHECK TOTAL     | 881.82    |          |         |       |
| 3720                         | DOXIM UTILITEC LLC | 0000   |            | EFT        | 08/31/2025 | 0725P           |           | 103382   | 110457  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 60601013 43100   |        | SewContr   | PROSERVICE |            | 25,719.88       |           |          |         |       |
|                              |                    |        |            |            |            |                 | 25,719.88 |          |         |       |
| 3720                         | DOXIM UTILITEC LLC | 0000   |            | EFT        | 08/31/2025 | INV031364       |           | 103383   | 110458  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 60601016 43300   |        | SewPR      | PRINTADVER |            | 750.18          |           |          |         |       |
|                              | 2 60601013 43100   |        | SewContr   | PROSERVICE |            | 7,283.79        |           |          |         |       |
|                              |                    |        |            |            |            |                 | 8,033.97  |          |         |       |
|                              |                    |        |            |            |            | CHECK TOTAL     | 33,753.85 |          |         |       |
| 3636                         | Eckart LLC         | 0000   |            | EFT        | 05/25/2025 | S101324448.001  |           | 103102   | 110160  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 10101013 44920   |        | GenContr   | CAPEXP     |            | 6,555.60        |           |          |         |       |
|                              |                    |        |            |            |            |                 | 6,555.60  |          |         |       |
| 3636                         | Eckart LLC         | 0000   |            | EFT        | 09/25/2025 | S101429690.001  |           | 103388   | 110463  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 10106192 42200   |        | GFICBLDGMN | OPERSUP    |            | 51.34           |           |          |         |       |
|                              |                    |        |            |            |            |                 | 51.34     |          |         |       |
| 3636                         | Eckart LLC         | 0000   |            | EFT        | 09/25/2025 | S101434415.001  |           | 103389   | 110464  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 10106192 42200   |        | GFICBLDGMN | OPERSUP    |            | 116.40          |           |          |         |       |
|                              |                    |        |            |            |            |                 | 116.40    |          |         |       |
| 3636                         | Eckart LLC         | 0000   |            | EFT        | 09/25/2025 | S101451624.002  |           | 104041   | 111147  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 10106192 42200   |        | GFICBLDGMN | OPERSUP    |            | 51.36           |           |          |         |       |
|                              |                    |        |            |            |            |                 | 51.36     |          |         |       |
| 3636                         | Eckart LLC         | 0000   |            | EFT        | 09/25/2025 | S101451624.001  |           | 104043   | 111148  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 10106192 42200   |        | GFICBLDGMN | OPERSUP    |            | 17.00           |           |          |         |       |
|                              |                    |        |            |            |            |                 | 17.00     |          |         |       |
|                              |                    |        |            |            |            | CHECK TOTAL     | 6,791.70  |          |         |       |
| 5667                         | Elsmore Sports Inc | 0000   | 22500775   | EFT        | 08/22/2025 | ORD4-0001623-01 |           | 103866   | 110961  |       |
|                              | ACCOUNT DETAIL     |        |            |            |            | LINE AMOUNT     |           |          |         |       |
|                              | 1 10107010 42200   |        | GenParks   | OPERSUP    |            | 2,143.04        |           |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                    |                 |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|--------------------|-----------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE            | AMOUNT          | DOCUMENT | VOUCHER | CHECK |
|                              |                       |        |            |            |            |                    | 2,143.04        |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>2,143.04</b> |          |         |       |
| 1186                         | Elwood Fire Equipment | 0000   |            | EFT        | 08/27/2025 | 79316              |                 | 103642   | 110727  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10108015 43100      |        | GenPDSpprt | PROSERVICE |            |                    | 63.00           |          |         |       |
|                              |                       |        |            |            |            |                    | 63.00           |          |         |       |
| 1186                         | Elwood Fire Equipment | 0000   |            | EFT        | 09/18/2025 | 79850              |                 | 104080   | 111186  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            |                    | 227.90          |          |         |       |
|                              |                       |        |            |            |            |                    | 227.90          |          |         |       |
| 1186                         | Elwood Fire Equipment | 0000   |            | EFT        | 09/18/2025 | 79851              |                 | 104081   | 111187  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            |                    | 158.95          |          |         |       |
|                              |                       |        |            |            |            |                    | 158.95          |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>449.85</b>   |          |         |       |
| 1085                         | Enterprise Unified So | 0000   | 22500780   | EFT        | 09/18/2025 | 11862              |                 | 103933   | 111035  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10106050 43100      |        | GenIT      | PROSERVICE |            |                    | 4,863.14        |          |         |       |
|                              | 2 60606050 43100      |        | SewIT      | PROSERVICE |            |                    | 935.22          |          |         |       |
|                              | 3 62606050 43100      |        | SWIT       | PROSERVICE |            |                    | 436.44          |          |         |       |
|                              |                       |        |            |            |            |                    | 6,234.80        |          |         |       |
| 1085                         | Enterprise Unified So | 0000   |            | EFT        | 09/19/2025 | 11865              |                 | 104023   | 111128  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10106050 42200      |        | GenIT      | OPERSUP    |            |                    | 1,198.70        |          |         |       |
|                              |                       |        |            |            |            |                    | 1,198.70        |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>7,433.50</b> |          |         |       |
| 5673                         | Familyworks LLC       | 0000   | 22500766   | EFT        | 08/31/2025 | 1082               |                 | 103941   | 111042  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            |                    | 5,000.00        |          |         |       |
|                              |                       |        |            |            |            |                    | 5,000.00        |          |         |       |
|                              |                       |        |            |            |            | <b>CHECK TOTAL</b> | <b>5,000.00</b> |          |         |       |
| 1182                         | Fineline Graphics Inc | 0000   |            | EFT        | 08/28/2025 | 174203             |                 | 103008   | 110062  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |            |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10101016 43300      |        | GenPR      | PRINTADVER |            |                    | 1,487.00        |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                       |      |            |                    |                 |          |         |       |
|------------------------------|-----------------------|--------|-----------------------|------|------------|--------------------|-----------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                    | TYPE | DUE DATE   | INVOICE            | AMOUNT          | DOCUMENT | VOUCHER | CHECK |
|                              |                       |        |                       |      |            |                    | 1,487.00        |          |         |       |
|                              |                       |        |                       |      |            | <b>CHECK TOTAL</b> | <b>1,487.00</b> |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/06/2025 | 0022242654-001     |                 | 103590   | 110674  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/20/2025 | 0022516073-001     |                 | 103592   | 110676  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/06/2025 | 0022251734-001     |                 | 103593   | 110677  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/20/2025 | 0022507394-001     |                 | 103600   | 110684  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/20/2025 | 0022508946-001     |                 | 103607   | 110691  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/06/2025 | 0022247313-001     |                 | 103608   | 110692  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 08/31/2025 | 0022004929-001     |                 | 103609   | 110693  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 08/31/2025 | 0021992458-001     |                 | 103610   | 110694  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00              |                 |          |         |       |
|                              |                       |        |                       |      |            |                    | 20.00           |          |         |       |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/01/2025 | 0022081563-001     |                 | 103611   | 110695  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 178.52             |                 |          |         |       |

Report generated: 08/22/2025 12:05:53  
 User: Carrie Clark (clarkc)  
 Program ID: apwarnt

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                       |      |            |                |           |          |         |       |  |
|------------------------------|-----------------------|--------|-----------------------|------|------------|----------------|-----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO                    | TYPE | DUE DATE   | INVOICE        | AMOUNT    | DOCUMENT | VOUCHER | CHECK |  |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/27/2025 | 0022638044-001 | 178.52    | 103734   | 110825  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00          |           |          |         |       |  |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/27/2025 | 0022634272-001 | 20.00     | 103735   | 110826  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00          |           |          |         |       |  |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/26/2025 | 0022617049-001 | 20.00     | 103736   | 110827  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00          |           |          |         |       |  |
| 239                          | Frank Giesecking      | 0000   |                       | EFT  | 09/26/2025 | 0022612032-001 | 20.00     | 103737   | 110828  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 20.00          |           |          |         |       |  |
|                              |                       |        |                       |      |            | CHECK TOTAL    | 20.00     |          |         |       |  |
|                              |                       |        |                       |      |            |                | 418.52    |          |         |       |  |
| 2358                         | Fredericks Inc        | 0000   | 22500757              | EFT  | 08/06/2025 | 6353-25        |           | 103576   | 110660  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 60609014 43100      |        | SewPWWaterPROSERVICE  |      |            | 2,137.44       |           |          |         |       |  |
| 2358                         | Fredericks Inc        | 0000   | 22401385              | EFT  | 06/13/2025 | 6146-25        | 2,137.44  | 103844   | 110939  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 10106050 43100      |        | GenIT PROSERVICE      |      |            | 9,103.00       |           |          |         |       |  |
|                              |                       |        |                       |      |            | CHECK TOTAL    | 9,103.00  |          |         |       |  |
|                              |                       |        |                       |      |            |                | 11,240.44 |          |         |       |  |
| 1196                         | Frey Water Conditioni | 0000   |                       | EFT  | 09/05/2025 | 128781722      |           | 103363   | 110437  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 60609014 42200      |        | SewPWWaterOPERSUP     |      |            | 27.98          |           |          |         |       |  |
| 1196                         | Frey Water Conditioni | 0000   |                       | EFT  | 09/06/2025 | 128856091      | 27.98     | 103378   | 110452  |       |  |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT    |           |          |         |       |  |
|                              | 1 21205058 43100      |        | CHD PROSERVICE        |      |            | 88.50          |           |          |         |       |  |
|                              |                       |        |                       |      |            |                | 88.50     |          |         |       |  |



## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |        |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 09/06/2025 | 128783824   |        | 103448   | 110524  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10107010 42200      |        | GenParks   | OPERSUP    |            | 88.50       |        |          |         |       |
|                              |                       |        |            |            |            |             | 88.50  |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 07/03/2025 | 127930284   |        | 103713   | 110801  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 27.98       |        |          |         |       |
|                              |                       |        |            |            |            |             | 27.98  |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 07/03/2025 | 127928036   |        | 103715   | 110803  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 44.96       |        |          |         |       |
|                              |                       |        |            |            |            |             | 44.96  |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 07/03/2025 | 127929385   |        | 103717   | 110806  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 70.43       |        |          |         |       |
|                              |                       |        |            |            |            |             | 70.43  |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 07/02/2025 | 128072731   |        | 103718   | 110807  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 287.98      |        |          |         |       |
|                              |                       |        |            |            |            |             | 287.98 |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 07/03/2025 | 127928326   |        | 103778   | 110870  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 44.96       |        |          |         |       |
|                              |                       |        |            |            |            |             | 44.96  |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 08/01/2025 | 128411192   |        | 103779   | 110871  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 155.33      |        |          |         |       |
|                              |                       |        |            |            |            |             | 155.33 |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 09/05/2025 | 128784789   |        | 103780   | 110872  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 189.29      |        |          |         |       |
|                              |                       |        |            |            |            |             | 189.29 |          |         |       |
| 1196                         | Frey Water Conditioni | 0000   |            | EFT        | 06/14/2025 | 127566168   |        | 103781   | 110873  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 61.94       |        |          |         |       |
|                              |                       |        |            |            |            |             | 61.94  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |            |            |            |             |          |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 1196                         | Frey Water Conditioni |          |       | 0000   |            | EFT        | 08/01/2025 | 128384306   |          | 103782   | 110874  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106192 | 42200 |        | GFICBLDGMN | OPERSUP    |            |             | 44.96    |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 44.96    |          |         |       |
| 1196                         | Frey Water Conditioni |          |       | 0000   |            | EFT        | 09/05/2025 | 128781046   |          | 103784   | 110876  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106192 | 42200 |        | GFICBLDGMN | OPERSUP    |            |             | 53.45    |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 53.45    |          |         |       |
| 1196                         | Frey Water Conditioni |          |       | 0000   |            | EFT        | 08/01/2025 | 128386203   |          | 103785   | 110877  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106192 | 42200 |        | GFICBLDGMN | OPERSUP    |            |             | 70.43    |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 70.43    |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 1,256.69 |          |         |       |
| 5669                         | Friends of the White  |          |       | 0000   | 22500748   | EFT        | 08/21/2025 | 07212025    |          | 103447   | 110523  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10107010 | 43100 |        | GenParks   | PROSERVICE |            |             | 7,800.00 |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 7,800.00 |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 7,800.00 |          |         |       |
| 1289                         | Garners Family Enterp |          |       | 0000   |            | EFT        | 09/10/2025 | 314872-1    |          | 103956   | 111059  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 20106010 | 43100 |        | MVHFleet   | PROSERVICE |            |             | 250.00   |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 250.00   |          |         |       |
|                              |                       |          |       |        |            |            |            | CHECK TOTAL | 250.00   |          |         |       |
| 4659                         | GHA Technologies Inc  |          |       | 0000   | 22500530   | EFT        | 08/20/2025 | 1171247     |          | 102987   | 110041  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106050 | 42200 |        | GenIT      | OPERSUP    |            |             | 510.51   |          |         |       |
|                              | 2                     | 60606050 | 42200 |        | SewIT      | OPERSUP    |            |             | 490.49   |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 1,001.00 |          |         |       |
| 4659                         | GHA Technologies Inc  |          |       | 0000   | 22500751   | EFT        | 09/06/2025 | 1175181     |          | 103859   | 110954  |       |
|                              | ACCOUNT DETAIL        |          |       |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 27907051 | 43910 |        | CCFAdmin   | ITCONTRACT |            |             | 1,048.00 |          |         |       |
|                              | 2                     | 60606050 | 42200 |        | SewIT      | OPERSUP    |            |             | 0.00     |          |         |       |
|                              | 3                     | 62606050 | 42200 |        | SWIT       | OPERSUP    |            |             | 0.00     |          |         |       |
|                              |                       |          |       |        |            |            |            |             | 1,048.00 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |          |            |            |             |          |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|----------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO       | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 4659                         | GHA Technologies Inc  |          |       | 0000   | 22500751 | EFT        | 09/11/2025 | 1176161     |          | 103860   | 110955  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106050 | 43100 |        | GenIT    | PROSERVICE |            |             | 218.04   |          |         |       |
|                              | 2                     | 60606050 | 42200 |        | SewIT    | OPERSUP    |            |             | 0.00     |          |         |       |
|                              | 3                     | 62606050 | 42200 |        | SWIT     | OPERSUP    |            |             | 0.00     |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 218.04   |          |         |       |
| 4659                         | GHA Technologies Inc  |          |       | 0000   |          | EFT        | 09/11/2025 | 1176166     |          | 103878   | 110973  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106050 | 43100 |        | GenIT    | PROSERVICE |            |             | 452.14   |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 452.14   |          |         |       |
| 4659                         | GHA Technologies Inc  |          |       | 0000   |          | EFT        | 09/12/2025 | 1176372     |          | 103879   | 110974  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 21106050 | 42200 |        | MHFIT    | OPERSUP    |            |             | 1,048.00 |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 1,048.00 |          |         |       |
| 4659                         | GHA Technologies Inc  |          |       | 0000   |          | EFT        | 09/10/2025 | 1175798     |          | 103899   | 111000  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 21106050 | 42200 |        | MHFIT    | OPERSUP    |            |             | 4,699.76 |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 4,699.76 |          |         |       |
|                              |                       |          |       |        |          |            |            | CHECK TOTAL | 8,466.94 |          |         |       |
| 4677                         | Gordon Food Service I |          |       | 0000   |          | EFT        | 08/29/2025 | 926241878   |          | 103692   | 110780  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10107010 | 42200 |        | GenParks | OPERSUP    |            |             | 144.62   |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 144.62   |          |         |       |
| 4677                         | Gordon Food Service I |          |       | 0000   |          | EFT        | 09/02/2025 | 926242190   |          | 103693   | 110781  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10107010 | 42200 |        | GenParks | OPERSUP    |            |             | 62.95    |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 62.95    |          |         |       |
| 4677                         | Gordon Food Service I |          |       | 0000   |          | EFT        | 08/29/2025 | 926241871   |          | 103694   | 110782  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10107010 | 42200 |        | GenParks | OPERSUP    |            |             | 445.19   |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 445.19   |          |         |       |
| 4677                         | Gordon Food Service I |          |       | 0000   |          | EFT        | 09/10/2025 | 926242760   |          | 103703   | 110791  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10107010 | 42200 |        | GenParks | OPERSUP    |            |             | 17.98    |          |         |       |
|                              |                       |          |       |        |          |            |            |             | 17.98    |          |         |       |
|                              |                       |          |       |        |          |            |            | CHECK TOTAL | 670.74   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |          |          |         |       |  |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
| 1918                         | Greencycle of Indiana | 0000   |            | EFT        | 07/24/2025 | INV-91583   |          | 103652   | 110738  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 55.00       |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 55.00    |          |         |       |  |
| 1918                         | Greencycle of Indiana | 0000   |            | EFT        | 08/15/2025 | INV-92613   |          | 103653   | 110739  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 130.00      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 130.00   |          |         |       |  |
| 1918                         | Greencycle of Indiana | 0000   |            | EFT        | 08/15/2025 | INV-92635   |          | 103654   | 110740  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 65.00       |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 65.00    |          |         |       |  |
| 1918                         | Greencycle of Indiana | 0000   |            | EFT        | 08/18/2025 | INV-92812   |          | 103655   | 110741  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 65.00       |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 65.00    |          |         |       |  |
| 1918                         | Greencycle of Indiana | 0000   |            | EFT        | 04/18/2025 | INV-85056   |          | 103687   | 110775  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 20.00       |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 20.00    |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 335.00   |          |         |       |  |
| 770                          | Grimco Inc            | 0000   |            | EFT        | 09/10/2025 | 34020965-01 |          | 103620   | 110704  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106191 42200      |        | MVHICSRTS  | OPERSUP    |            | 335.79      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 335.79   |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 335.79   |          |         |       |  |
| 3798                         | Hageman Investments L | 0000   | 22500199   | EFT        | 09/07/2025 | 2025G       |          | 103429   | 110505  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 4,230.00    |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 4,230.00 |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 4,230.00 |          |         |       |  |
| 1446                         | Hamilton County Treas | 0000   |            | INV        | 09/07/2025 | Deferral725 |          | 103456   | 110534  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 27021011 43100      |        | DEFMAYOR   | PROSERVICE |            | 585.00      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 585.00   |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |                       |      |            |             |           |          |         |       |
|------------------------------|------------------|--------|-----------------------|------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO                    | TYPE | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
|                              |                  |        |                       |      |            | CHECK TOTAL | 585.00    |          |         |       |
| 2053                         | Rodney V Hartley | 0000   | 22500602              | EFT  | 09/02/2025 | 3411        |           | 103364   | 110438  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10109013 43100 |        | GenPWParks PROSERVICE |      |            | 4,979.00    |           |          |         |       |
|                              |                  |        |                       |      |            |             | 4,979.00  |          |         |       |
| 2053                         | Rodney V Hartley | 0000   | 22500755              | EFT  | 09/11/2025 | 3417        |           | 103601   | 110685  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10109013 43100 |        | GenPWParks PROSERVICE |      |            | 2,657.00    |           |          |         |       |
|                              |                  |        |                       |      |            |             | 2,657.00  |          |         |       |
| 2053                         | Rodney V Hartley | 0000   |                       | EFT  | 09/11/2025 | 3416        |           | 103606   | 110690  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10109013 43100 |        | GenPWParks PROSERVICE |      |            | 1,825.00    |           |          |         |       |
|                              |                  |        |                       |      |            |             | 1,825.00  |          |         |       |
| 2053                         | Rodney V Hartley | 0000   |                       | EFT  | 09/11/2025 | 3418        |           | 103612   | 110696  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 20109011 43100 |        | MVHPWStr PROSERVICE   |      |            | 946.00      |           |          |         |       |
|                              |                  |        |                       |      |            |             | 946.00    |          |         |       |
|                              |                  |        |                       |      |            | CHECK TOTAL | 10,407.00 |          |         |       |
| 3718                         | HD Supply Inc    | 0000   | 22401099              | EFT  | 09/07/2025 | INV00792327 |           | 103570   | 110655  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200 |        | SewPWWaterOPERSUP     |      |            | 472.56      |           |          |         |       |
|                              |                  |        |                       |      |            |             | 472.56    |          |         |       |
| 3718                         | HD Supply Inc    | 0000   | 22401099              | EFT  | 09/07/2025 | INV00792240 |           | 103572   | 110657  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200 |        | SewPWWaterOPERSUP     |      |            | 460.59      |           |          |         |       |
|                              |                  |        |                       |      |            |             | 460.59    |          |         |       |
| 3718                         | HD Supply Inc    | 0000   | 22401099              | EFT  | 09/07/2025 | INV00792243 |           | 103574   | 110658  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200 |        | SewPWWaterOPERSUP     |      |            | 513.04      |           |          |         |       |
|                              |                  |        |                       |      |            |             | 513.04    |          |         |       |
| 3718                         | HD Supply Inc    | 0000   | 22401099              | EFT  | 09/18/2025 | INV00802681 |           | 103967   | 111070  |       |
|                              | ACCOUNT DETAIL   |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200 |        | SewPWWaterOPERSUP     |      |            | 386.06      |           |          |         |       |
|                              |                  |        |                       |      |            |             | 386.06    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |                     |      |            |                |           |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|---------------------|------|------------|----------------|-----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO                  | TYPE | DUE DATE   | INVOICE        | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 3718                         | HD Supply Inc         |          |       | 0000   | 22401099            | EFT  | 09/19/2025 | INV00804338    |           | 104042   | 111149  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 60609014 | 42200 |        | SewPWWaterOPERSUP   |      |            | 501.74         |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 501.74    |          |         |       |
| 3718                         | HD Supply Inc         |          |       | 0000   | 22401099            | EFT  | 09/19/2025 | INV00804174    |           | 104045   | 111151  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 60609014 | 42200 |        | SewPWWaterOPERSUP   |      |            | 169.60         |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 169.60    |          |         |       |
|                              |                       |          |       |        |                     |      |            | CHECK TOTAL    | 2,503.59  |          |         |       |
| 2639                         | Helmer Inc            |          |       | 0000   | 22500649            | EFT  | 09/04/2025 | 0000537954     |           | 103380   | 110455  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 21105058 | 43100 |        | MNCPLHDFNBROSERVICE |      |            | 2,832.20       |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 2,832.20  |          |         |       |
|                              |                       |          |       |        |                     |      |            | CHECK TOTAL    | 2,832.20  |          |         |       |
| 3361                         | Heritage Landscape Su |          |       | 0000   |                     | EFT  | 09/22/2025 | 0022552645-001 |           | 103470   | 110550  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP   |      |            | 215.43         |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 215.43    |          |         |       |
| 3361                         | Heritage Landscape Su |          |       | 0000   |                     | EFT  | 09/27/2025 | 0022632314-001 |           | 103728   | 110818  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP   |      |            | 102.40         |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 102.40    |          |         |       |
| 3361                         | Heritage Landscape Su |          |       | 0000   |                     | EFT  | 09/27/2025 | 0022645532-001 |           | 103729   | 110820  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP   |      |            | 15.36          |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 15.36     |          |         |       |
|                              |                       |          |       |        |                     |      |            | CHECK TOTAL    | 333.19    |          |         |       |
| 3182                         | Hightower Graphics In |          |       | 0000   | 22500754            | EFT  | 07/10/2025 | INV037415      |           | 103624   | 110708  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 10107010 | 42200 |        | GenParks OPERSUP    |      |            | 14,117.03      |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 14,117.03 |          |         |       |
| 3182                         | Hightower Graphics In |          |       | 0000   | 22500754            | EFT  | 08/02/2025 | INV037803      |           | 103625   | 110709  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                     |      |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 10107010 | 42200 |        | GenParks OPERSUP    |      |            | 3,803.04       |           |          |         |       |
|                              |                       |          |       |        |                     |      |            |                | 3,803.04  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                     |            |            |             |           |          |         |       |  |
|------------------------------|-----------------------|--------|---------------------|------------|------------|-------------|-----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO                  | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |  |
| 3182                         | Hightower Graphics In | 0000   | 22500754            | EFT        | 08/22/2025 | INV038163   |           | 103626   | 110710  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10107010 42200      |        | GenParks            | OPERSUP    |            | 3,591.00    |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 3,591.00  |          |         |       |  |
| 3182                         | Hightower Graphics In | 0000   | 22500754            | EFT        | 07/12/2025 | INV037484   |           | 103627   | 110711  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10107010 42200      |        | GenParks            | OPERSUP    |            | 1,166.40    |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 1,166.40  |          |         |       |  |
|                              |                       |        |                     |            |            | CHECK TOTAL | 22,677.47 |          |         |       |  |
| 5659                         | Holly Coriell         | 0000   |                     | EFT        | 08/17/2025 | 1001        |           | 102874   | 109923  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 21105058 43100      |        | MNCPLHDFNBROSERVICE |            |            | 100.00      |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 100.00    |          |         |       |  |
|                              |                       |        |                     |            |            | CHECK TOTAL | 100.00    |          |         |       |  |
| 1412                         | Hoosier Fire Equipmen | 0000   | 22500791            | EFT        | 08/29/2025 | 123730      |           | 104056   | 111162  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10105013 43100      |        | GenLogist           | PROSERVICE |            | 2,462.85    |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 2,462.85  |          |         |       |  |
|                              |                       |        |                     |            |            | CHECK TOTAL | 2,462.85  |          |         |       |  |
| 3084                         | Houselight Ventures L | 0000   | 22500800            | EFT        | 09/06/2025 | 1282        |           | 104106   | 111215  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10107010 43100      |        | GenParks            | PROSERVICE |            | 16,000.00   |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 16,000.00 |          |         |       |  |
| 3084                         | Houselight Ventures L | 0000   | 22500800            | EFT        | 09/06/2025 | 1283        |           | 104107   | 111216  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10107010 43100      |        | GenParks            | PROSERVICE |            | 16,000.00   |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 16,000.00 |          |         |       |  |
| 3084                         | Houselight Ventures L | 0000   | 22500800            | EFT        | 08/15/2025 | 1273        |           | 104111   | 111220  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10107010 43100      |        | GenParks            | PROSERVICE |            | 81,196.27   |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 81,196.27 |          |         |       |  |
| 3084                         | Houselight Ventures L | 0000   | 22500800            | EFT        | 08/15/2025 | 1272        |           | 104115   | 111224  |       |  |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10107010 43100      |        | GenParks            | PROSERVICE |            | 27,501.24   |           |          |         |       |  |
|                              |                       |        |                     |            |            |             | 27,501.24 |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |            |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT     | DOCUMENT | VOUCHER | CHECK |
|                              |                       |        |            |            |            | CHECK TOTAL | 140,697.51 |          |         |       |
| 5437                         | IN Franchising LLC    | 0000   | 22500745   | EFT        | 08/01/2025 | 908         |            | 103508   | 110590  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |            |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 7,500.00    |            |          |         |       |
|                              |                       |        |            |            |            |             | 7,500.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 7,500.00   |          |         |       |
| 2770                         | Incentive Services In | 0000   | 22500197   | EFT        | 08/30/2025 | 00128967    |            | 103988   | 111091  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |            |          |         |       |
|                              | 1 10101017 42200      |        | GenFndCS   | OPERSUP    |            | 1,892.25    |            |          |         |       |
|                              |                       |        |            |            |            |             | 1,892.25   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 1,892.25   |          |         |       |
| 1543                         | Indiana Oxygen Compan | 0000   |            | EFT        | 08/30/2025 | 10691890    |            | 103519   | 110600  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |            |          |         |       |
|                              | 1 10105012 43100      |        | GenEMS     | PROSERVICE |            | 194.68      |            |          |         |       |
|                              |                       |        |            |            |            |             | 194.68     |          |         |       |
| 1543                         | Indiana Oxygen Compan | 0000   |            | EFT        | 08/30/2025 | 10691852    |            | 103635   | 110719  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |            |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 48.36       |            |          |         |       |
|                              |                       |        |            |            |            |             | 48.36      |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 243.04     |          |         |       |
| 5052                         | Indiana Roof Cleaning | 0000   | 22500725   | EFT        | 08/30/2025 | 50622       |            | 103413   | 110488  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |            |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks | PROSERVICE |            | 15,400.00   |            |          |         |       |
|                              |                       |        |            |            |            |             | 15,400.00  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 15,400.00  |          |         |       |
| 2399                         | Indiana Testing Inc   | 0000   |            | EFT        | 09/07/2025 | 151000      |            | 103459   | 110538  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |            |          |         |       |
|                              | 1 20109011 43100      |        | MVHPWStr   | PROSERVICE |            | 130.00      |            |          |         |       |
|                              |                       |        |            |            |            |             | 130.00     |          |         |       |
| 2399                         | Indiana Testing Inc   | 0000   |            | EFT        | 09/07/2025 | 150994      |            | 103460   | 110539  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |            |          |         |       |
|                              | 1 20109011 43100      |        | MVHPWStr   | PROSERVICE |            | 130.00      |            |          |         |       |
|                              |                       |        |            |            |            |             | 130.00     |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |           |            |            |                    |                 |          |         |       |
|------------------------------|-----------------------|--------|-----------|------------|------------|--------------------|-----------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO        | TYPE       | DUE DATE   | INVOICE            | AMOUNT          | DOCUMENT | VOUCHER | CHECK |
| 2399                         | Indiana Testing Inc   | 0000   |           | EFT        | 08/17/2025 | 149932             |                 | 103641   | 110726  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 20109011 43100      |        | MVHPWStr  | PROSERVICE |            | 80.00              |                 |          |         |       |
|                              |                       |        |           |            |            |                    | 80.00           |          |         |       |
| 2399                         | Indiana Testing Inc   | 0000   |           | EFT        | 09/14/2025 | 152236             |                 | 103807   | 110900  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 62609014 43100      |        | SWPWWater | PROSERVICE |            | 80.00              |                 |          |         |       |
|                              |                       |        |           |            |            |                    | 80.00           |          |         |       |
|                              |                       |        |           |            |            | <b>CHECK TOTAL</b> | <b>420.00</b>   |          |         |       |
| 793                          | Indiana Underground P | 0000   | 22500739  | EFT        | 09/05/2025 | INV-17745          |                 | 103438   | 110514  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 60603011 43100      |        | SewPI     | PROSERVICE |            | 2,563.10           |                 |          |         |       |
|                              |                       |        |           |            |            |                    | 2,563.10        |          |         |       |
|                              |                       |        |           |            |            | <b>CHECK TOTAL</b> | <b>2,563.10</b> |          |         |       |
| 2615                         | Indiana Vital Records | 0000   |           | EFT        | 10/09/2025 | 225Z-03XR-1R41P    |                 | 104089   | 111198  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 21205058 43200      |        | CHD       | COMMTRANS  |            | 250.00             |                 |          |         |       |
|                              |                       |        |           |            |            |                    | 250.00          |          |         |       |
|                              |                       |        |           |            |            | <b>CHECK TOTAL</b> | <b>250.00</b>   |          |         |       |
| 2104                         | Innovative Edit Inc   | 0000   |           | EFT        | 09/07/2025 | 2025324            |                 | 103582   | 110666  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10101016 43100      |        | GenPR     | PROSERVICE |            | 799.00             |                 |          |         |       |
|                              |                       |        |           |            |            |                    | 799.00          |          |         |       |
|                              |                       |        |           |            |            | <b>CHECK TOTAL</b> | <b>799.00</b>   |          |         |       |
| 1823                         | Irving Materials, Inc | 0000   | 22400581  | EFT        | 08/31/2025 | 71501123           |                 | 103549   | 110632  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 20206191 42200      |        | LRSICSRTS | OPERSUP    |            | 620.56             |                 |          |         |       |
|                              | 2 20206191 42200      |        | LRSICSRTS | OPERSUP    |            | 194.78             |                 |          |         |       |
|                              |                       |        |           |            |            |                    | 815.34          |          |         |       |
| 1823                         | Irving Materials, Inc | 0000   |           | EFT        | 09/06/2025 | 71503786           |                 | 103621   | 110705  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |           |            |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 20106191 42200      |        | MVHICSRTS | OPERSUP    |            | 1,432.99           |                 |          |         |       |
|                              |                       |        |           |            |            |                    | 1,432.99        |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |         |            |             |          |          |         |       |  |
|------------------------------|-----------------------|--------|------------|---------|------------|-------------|----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
| 1823                         | Irving Materials, Inc | 0000   |            | EFT     | 09/05/2025 | 71503109    |          | 103622   | 110706  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106191 42200      |        | MVHICSR    | OPERSUP |            | 196.82      |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 196.82   |          |         |       |  |
| 1823                         | Irving Materials, Inc | 0000   |            | EFT     | 09/12/2025 | 71506542    |          | 103733   | 110824  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106191 42200      |        | MVHICSR    | OPERSUP |            | 1,564.28    |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 1,564.28 |          |         |       |  |
|                              |                       |        |            |         |            | CHECK TOTAL | 4,009.43 |          |         |       |  |
| 2769                         | Jared Koopman         | 0000   |            | EFT     | 09/14/2025 | 2512        |          | 103761   | 110853  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10108011 42200      |        | GenPDAdmin | OPERSUP |            | 400.00      |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 400.00   |          |         |       |  |
|                              |                       |        |            |         |            | CHECK TOTAL | 400.00   |          |         |       |  |
| 3256                         | Jeffery Meyer         | 0000   |            | EFT     | 09/06/2025 | 045902      |          | 104092   | 111201  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106010 42200      |        | MVHFleet   | OPERSUP |            | 352.21      |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 352.21   |          |         |       |  |
| 3256                         | Jeffery Meyer         | 0000   |            | EFT     | 09/11/2025 | 045943      |          | 104093   | 111202  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106010 42200      |        | MVHFleet   | OPERSUP |            | 26.17       |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 26.17    |          |         |       |  |
| 3256                         | Jeffery Meyer         | 0000   |            | EFT     | 09/12/2025 | 045945      |          | 104095   | 111204  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106010 42200      |        | MVHFleet   | OPERSUP |            | 439.49      |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 439.49   |          |         |       |  |
| 3256                         | Jeffery Meyer         | 0000   |            | EFT     | 09/07/2025 | 045911      |          | 104096   | 111205  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106010 42200      |        | MVHFleet   | OPERSUP |            | 2.72        |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 2.72     |          |         |       |  |
| 3256                         | Jeffery Meyer         | 0000   |            | EFT     | 09/01/2025 | 045892      |          | 104097   | 111206  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 60606010 42200      |        | SewFleet   | OPERSUP |            | 88.31       |          |          |         |       |  |
|                              |                       |        |            |         |            |             | 88.31    |          |         |       |  |
|                              |                       |        |            |         |            | CHECK TOTAL | 908.90   |          |         |       |  |

# ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |                | APCash |                   |            |            |              |            |          |         |       |
|------------------------------|-----------------------|----------------|--------|-------------------|------------|------------|--------------|------------|----------|---------|-------|
| VENDOR                       |                       |                | REMIT  | PO                | TYPE       | DUE DATE   | INVOICE      | AMOUNT     | DOCUMENT | VOUCHER | CHECK |
| 5435                         | Jennifer McKee        |                | 0000   | 22500570          | EFT        | 08/13/2025 | 36209-000333 |            | 103922   | 111024  |       |
|                              | ACCOUNT DETAIL        |                |        |                   |            |            | LINE AMOUNT  |            |          |         |       |
|                              | 1                     | 27907059 43100 |        | CCFCltrHlt        | PROSERVICE |            | 725.00       |            |          |         |       |
|                              |                       |                |        |                   |            |            |              | 725.00     |          |         |       |
|                              |                       |                |        |                   |            |            | CHECK TOTAL  | 725.00     |          |         |       |
| 2437                         | Jennifer Roam         |                | 0000   |                   | INV        | 09/10/2025 | 81425        |            | 103904   | 111006  |       |
|                              | ACCOUNT DETAIL        |                |        |                   |            |            | LINE AMOUNT  |            |          |         |       |
|                              | 1                     | 10101012 43200 |        | GenBSG            | COMMTRANS  |            | 383.49       |            |          |         |       |
|                              |                       |                |        |                   |            |            |              | 383.49     |          |         |       |
|                              |                       |                |        |                   |            |            | CHECK TOTAL  | 383.49     |          |         |       |
| 491                          | Joe Hardesty          |                | 0000   | 22500308          | EFT        | 09/03/2025 | 45712        |            | 104082   | 111188  |       |
|                              | ACCOUNT DETAIL        |                |        |                   |            |            | LINE AMOUNT  |            |          |         |       |
|                              | 1                     | 10108015 42200 |        | GenPDSpprt        | OPERSUP    |            | 6,363.00     |            |          |         |       |
|                              |                       |                |        |                   |            |            |              | 6,363.00   |          |         |       |
|                              |                       |                |        |                   |            |            | CHECK TOTAL  | 6,363.00   |          |         |       |
| 3087                         | Kenneth G Brelage     |                | 0000   |                   | EFT        | 07/10/2025 | 2025-992     |            | 103179   | 110248  |       |
|                              | ACCOUNT DETAIL        |                |        |                   |            |            | LINE AMOUNT  |            |          |         |       |
|                              | 1                     | 10106193 42200 |        | GFICPKSMNTOPERSUP |            |            | 624.00       |            |          |         |       |
|                              |                       |                |        |                   |            |            |              | 624.00     |          |         |       |
| 3087                         | Kenneth G Brelage     |                | 0000   |                   | EFT        | 07/05/2025 | 2025-991     |            | 103182   | 110250  |       |
|                              | ACCOUNT DETAIL        |                |        |                   |            |            | LINE AMOUNT  |            |          |         |       |
|                              | 1                     | 10106193 42200 |        | GFICPKSMNTOPERSUP |            |            | 406.00       |            |          |         |       |
|                              |                       |                |        |                   |            |            |              | 406.00     |          |         |       |
| 3087                         | Kenneth G Brelage     |                | 0000   |                   | EFT        | 07/29/2025 | 2025-1006    |            | 103184   | 110252  |       |
|                              | ACCOUNT DETAIL        |                |        |                   |            |            | LINE AMOUNT  |            |          |         |       |
|                              | 1                     | 10106193 42200 |        | GFICPKSMNTOPERSUP |            |            | 217.00       |            |          |         |       |
|                              |                       |                |        |                   |            |            |              | 217.00     |          |         |       |
|                              |                       |                |        |                   |            |            | CHECK TOTAL  | 1,247.00   |          |         |       |
| 144                          | Key Government Financ |                | 0000   | 22500204          | EFT        | 09/15/2025 | 5129570      |            | 104119   | 111230  |       |
|                              | ACCOUNT DETAIL        |                |        |                   |            |            | LINE AMOUNT  |            |          |         |       |
|                              | 1                     | 40201011 44905 |        | CCDMAYOR          | CAPLEASPMT |            | 258,543.72   |            |          |         |       |
|                              |                       |                |        |                   |            |            |              | 258,543.72 |          |         |       |
|                              |                       |                |        |                   |            |            | CHECK TOTAL  | 258,543.72 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|----------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 4518                         | Keystone Cooperative  | 0000   |            | EFT        | 09/25/2025 | 201610378      |          | 103683   | 110771  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20106010 42221      |        | MVHFleet   | FUEL       |            | 1,954.72       |          |          |         |       |
|                              |                       |        |            |            |            |                | 1,954.72 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 1,954.72 |          |         |       |
| 150                          | Kirby Risk Corporatio | 0000   |            | EFT        | 09/30/2025 | S210927643.002 |          | 103358   | 110432  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 245.20         |          |          |         |       |
|                              |                       |        |            |            |            |                | 245.20   |          |         |       |
| 150                          | Kirby Risk Corporatio | 0000   |            | EFT        | 09/30/2025 | S210969672.001 |          | 103811   | 110904  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 284.77         |          |          |         |       |
|                              |                       |        |            |            |            |                | 284.77   |          |         |       |
| 150                          | Kirby Risk Corporatio | 0000   |            | EFT        | 09/30/2025 | S210955192.001 |          | 103857   | 110952  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 93.15          |          |          |         |       |
|                              |                       |        |            |            |            |                | 93.15    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 623.12   |          |         |       |
| 722                          | Kistner Enterprises I | 0000   |            | EFT        | 09/13/2025 | 97939          |          | 103783   | 110875  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10105011 43300      |        | GenFireAdm | PRINTADVER |            | 153.36         |          |          |         |       |
|                              |                       |        |            |            |            |                | 153.36   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 153.36   |          |         |       |
| 3725                         | Kyle Rader            | 0000   |            | EFT        | 09/13/2025 | 250801         |          | 103707   | 110795  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20209011 43100      |        | LRSPWSTRT  | PROSERVICE |            | 375.00         |          |          |         |       |
|                              |                       |        |            |            |            |                | 375.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 375.00   |          |         |       |
| 3210                         | Lee Masonry Products  | 0000   |            | EFT        | 09/15/2025 | f04796         |          | 103805   | 110898  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 461.00         |          |          |         |       |
|                              |                       |        |            |            |            |                | 461.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 461.00   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |                |       | APCash     |            |            |             |           |          |         |       |
|------------------------------|-----------------------|----------------|-------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       |                | REMIT | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 936                          | Lehman's Inc of Ander |                | 0000  |            | EFT        | 05/03/2025 | 21007       |           | 103439   | 110516  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 502.75      |           |          |         |       |
|                              |                       |                |       |            |            |            |             | 502.75    |          |         |       |
| 936                          | Lehman's Inc of Ander |                | 0000  | 22500680   | EFT        | 09/06/2025 | 21530       |           | 103560   | 110644  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 60609014 44500 |       | SewPWWater | MACHEQPT   |            | 9,275.00    |           |          |         |       |
|                              |                       |                |       |            |            |            |             | 9,275.00  |          |         |       |
| 936                          | Lehman's Inc of Ander |                | 0000  | 22500730   | EFT        | 08/29/2025 | 21521       |           | 103871   | 110966  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 3,039.35    |           |          |         |       |
|                              |                       |                |       |            |            |            |             | 3,039.35  |          |         |       |
| 936                          | Lehman's Inc of Ander |                | 0000  | 22500760   | EFT        | 08/17/2025 | 21444       |           | 103873   | 110968  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 5,040.00    |           |          |         |       |
|                              | 2                     | 10109012 43100 |       | GenPWBuild | PROSERVICE |            | 517.90      |           |          |         |       |
|                              |                       |                |       |            |            |            |             | 5,557.90  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 18,375.00 |          |         |       |
| 218                          | Lifeline Data Centers |                | 0000  | 22500583   | EFT        | 08/31/2025 | 36696       |           | 103880   | 110975  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10106050 43100 |       | GenIT      | PROSERVICE |            | 2,610.43    |           |          |         |       |
|                              | 2                     | 60606050 43100 |       | SewIT      | PROSERVICE |            | 368.13      |           |          |         |       |
|                              | 3                     | 62606050 43100 |       | SWIT       | PROSERVICE |            | 368.13      |           |          |         |       |
|                              |                       |                |       |            |            |            |             | 3,346.69  |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 3,346.69  |          |         |       |
| 2953                         | Luxury Worldwide Tran |                | 0000  | 22500134   | EFT        | 08/28/2025 | 8900        |           | 103509   | 110591  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10107010 43100 |       | GenParks   | PROSERVICE |            | 13,243.20   |           |          |         |       |
|                              |                       |                |       |            |            |            |             | 13,243.20 |          |         |       |
|                              |                       |                |       |            |            |            | CHECK TOTAL | 13,243.20 |          |         |       |
| 289                          | Macallister Machinery |                | 0000  |            | EFT        | 07/09/2025 | S10046513   |           | 103526   | 110607  |       |
|                              | ACCOUNT DETAIL        |                |       |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 20106010 43100 |       | MVHFleet   | PROSERVICE |            | 2,601.33    |           |          |         |       |
|                              |                       |                |       |            |            |            |             | 2,601.33  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |              |           |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|--------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE      | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 07/09/2025 | S10046012    |           | 103528   | 110609  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 20106010 43100      |        | MVHFleet   | PROSERVICE |            | 2,220.01     |           |          |         |       |
|                              |                       |        |            |            |            |              | 2,220.01  |          |         |       |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 09/03/2025 | R64664893001 |           | 103663   | 110749  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 1,837.06     |           |          |         |       |
|                              |                       |        |            |            |            |              | 1,837.06  |          |         |       |
| 289                          | Macallister Machinery | 0000   | 22500769   | EFT        | 08/08/2025 | MR10170391   |           | 103672   | 110756  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 20,676.00    |           |          |         |       |
|                              |                       |        |            |            |            |              | 20,676.00 |          |         |       |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 08/09/2025 | MR10177815   |           | 103673   | 110760  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | -855.00      |           |          |         |       |
|                              |                       |        |            |            |            |              | -855.00   |          |         |       |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 07/22/2025 | R64639540404 |           | 103774   | 110866  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks | PROSERVICE |            | 939.25       |           |          |         |       |
|                              |                       |        |            |            |            |              | 939.25    |          |         |       |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 06/24/2025 | R64639540403 |           | 103775   | 110867  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks | PROSERVICE |            | 939.25       |           |          |         |       |
|                              |                       |        |            |            |            |              | 939.25    |          |         |       |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 08/19/2025 | R64639540405 |           | 103776   | 110868  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks | PROSERVICE |            | 939.25       |           |          |         |       |
|                              |                       |        |            |            |            |              | 939.25    |          |         |       |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 09/14/2025 | S10351813    |           | 103798   | 110891  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 20106010 43100      |        | MVHFleet   | PROSERVICE |            | 832.20       |           |          |         |       |
|                              |                       |        |            |            |            |              | 832.20    |          |         |       |
| 289                          | Macallister Machinery | 0000   |            | EFT        | 09/18/2025 | MS10361970   |           | 103955   | 111058  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |           |          |         |       |
|                              | 1 20106010 43100      |        | MVHFleet   | PROSERVICE |            | 266.00       |           |          |         |       |
|                              |                       |        |            |            |            |              | 266.00    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL  | 30,395.35 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |         |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|------------|---------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 4185                         | Marathon Sportswear I | 0000   |            | EFT     | 08/22/2025 | 102731      |           | 103918   | 111020  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27907059 42200      |        | CCFCltrHlt | OPERSUP |            | 12,202.43   |           |          |         |       |
|                              |                       |        |            |         |            |             | 12,202.43 |          |         |       |
|                              |                       |        |            |         |            | CHECK TOTAL | 12,202.43 |          |         |       |
| 242                          | Marshall Best Securit | 0000   |            | EFT     | 09/10/2025 | 0061607-IN  |           | 103548   | 110631  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP |            | 473.00      |           |          |         |       |
|                              |                       |        |            |         |            |             | 473.00    |          |         |       |
| 242                          | Marshall Best Securit | 0000   |            | EFT     | 09/17/2025 | 0061692-IN  |           | 104040   | 111146  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP |            | 88.60       |           |          |         |       |
|                              |                       |        |            |         |            |             | 88.60     |          |         |       |
|                              |                       |        |            |         |            | CHECK TOTAL | 561.60    |          |         |       |
| 2236                         | McKesson Medical-Surg | 0000   |            | EFT     | 08/29/2025 | 80187193    |           | 103462   | 110541  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21205058 42200      |        | CHD        | OPERSUP |            | 5,794.20    |           |          |         |       |
|                              |                       |        |            |         |            |             | 5,794.20  |          |         |       |
| 2236                         | McKesson Medical-Surg | 0000   |            | EFT     | 08/29/2025 | 80197875    |           | 103463   | 110542  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21205058 42200      |        | CHD        | OPERSUP |            | 1,578.99    |           |          |         |       |
|                              |                       |        |            |         |            |             | 1,578.99  |          |         |       |
| 2236                         | McKesson Medical-Surg | 0000   |            | EFT     | 08/30/2025 | 80203819    |           | 103464   | 110543  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21205058 42200      |        | CHD        | OPERSUP |            | 4,576.98    |           |          |         |       |
|                              |                       |        |            |         |            |             | 4,576.98  |          |         |       |
| 2236                         | McKesson Medical-Surg | 0000   |            | EFT     | 08/30/2025 | 80207651    |           | 103466   | 110545  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21205058 42200      |        | CHD        | OPERSUP |            | 6,040.26    |           |          |         |       |
|                              |                       |        |            |         |            |             | 6,040.26  |          |         |       |
| 2236                         | McKesson Medical-Surg | 0000   |            | EFT     | 09/13/2025 | 80615921    |           | 103927   | 111029  |       |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21205058 42200      |        | CHD        | OPERSUP |            | 7,630.02    |           |          |         |       |
|                              |                       |        |            |         |            |             | 7,630.02  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 2236                         | McKesson Medical-Surg | 0000   |            | EFT        | 09/15/2025 | 80635103    |           | 103928   | 111030  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21205058 42200      |        | CHD        | OPERSUP    |            | -201.34     |           |          |         |       |
|                              |                       |        |            |            |            |             | -201.34   |          |         |       |
| 2236                         | McKesson Medical-Surg | 0000   | 22500360   | EFT        | 11/12/2025 | 80601927    |           | 103931   | 111033  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 21205058 42200      |        | CHD        | OPERSUP    |            | 4,531.88    |           |          |         |       |
|                              |                       |        |            |            |            |             | 4,531.88  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 29,950.99 |          |         |       |
| 232                          | McMaster-Carr Supply  | 0000   |            | EFT        | 09/13/2025 | 50441077    |           | 103725   | 110813  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 20106191 42200      |        | MVHICSR    | OPERSUP    |            | 210.27      |           |          |         |       |
|                              |                       |        |            |            |            |             | 210.27    |          |         |       |
| 232                          | McMaster-Carr Supply  | 0000   |            | EFT        | 09/17/2025 | 50579413    |           | 103905   | 111007  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 26.85       |           |          |         |       |
|                              |                       |        |            |            |            |             | 26.85     |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 237.12    |          |         |       |
| 542                          | Melissa Kaye Brennema | 0000   | 22400975   | EFT        | 09/05/2025 | 1351        |           | 103885   | 110980  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106050 43100      |        | GenIT      | PROSERVICE |            | 1,377.00    |           |          |         |       |
|                              | 2 60606050 43100      |        | SewIT      | PROSERVICE |            | 573.75      |           |          |         |       |
|                              | 3 62606050 43100      |        | SWIT       | PROSERVICE |            | 344.25      |           |          |         |       |
|                              |                       |        |            |            |            |             | 2,295.00  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 2,295.00  |          |         |       |
| 266                          | Menard Inc            | 0000   |            | EFT        | 09/06/2025 | 3244        |           | 103434   | 110510  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105013 42200      |        | GenLogist  | OPERSUP    |            | 116.64      |           |          |         |       |
|                              |                       |        |            |            |            |             | 116.64    |          |         |       |
| 266                          | Menard Inc            | 0000   |            | EFT        | 09/10/2025 | 3410        |           | 103554   | 110638  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105014 42200      |        | GenSpecOps | OPERSUP    |            | 39.81       |           |          |         |       |
|                              |                       |        |            |            |            |             | 39.81     |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                |          |       | APCash |            |         |            |             |         |          |         |       |
|------------------------------|----------------|----------|-------|--------|------------|---------|------------|-------------|---------|----------|---------|-------|
| VENDOR                       |                |          |       | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE     | AMOUNT  | DOCUMENT | VOUCHER | CHECK |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/10/2025 | 3407        |         | 103555   | 110639  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 10105015 | 42200 |        | GenSafeTr  | OPERSUP |            |             | 160.40  |          |         |       |
|                              |                |          |       |        |            |         |            |             | 160.40  |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 08/23/2025 | 2575        |         | 103556   | 110640  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 10105011 | 42200 |        | GenFireAdm | OPERSUP |            |             | -148.98 |          |         |       |
|                              |                |          |       |        |            |         |            |             | -148.98 |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/10/2025 | 3417        |         | 103567   | 110651  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 60609014 | 42200 |        | SewPWWater | OPERSUP |            |             | 83.56   |          |         |       |
|                              |                |          |       |        |            |         |            |             | 83.56   |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/06/2025 | 3208        |         | 103812   | 110905  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 60609014 | 42200 |        | SewPWWater | OPERSUP |            |             | 99.80   |          |         |       |
|                              |                |          |       |        |            |         |            |             | 99.80   |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/10/2025 | 3395        |         | 103813   | 110906  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 20106191 | 42200 |        | MVHICSRTS  | OPERSUP |            |             | 53.35   |          |         |       |
|                              |                |          |       |        |            |         |            |             | 53.35   |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/03/2025 | 3097        |         | 103814   | 110907  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 20106191 | 42200 |        | MVHICSRTS  | OPERSUP |            |             | 24.68   |          |         |       |
|                              |                |          |       |        |            |         |            |             | 24.68   |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/14/2025 | 3622        |         | 103815   | 110908  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 20106191 | 42200 |        | MVHICSRTS  | OPERSUP |            |             | 130.79  |          |         |       |
|                              |                |          |       |        |            |         |            |             | 130.79  |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/13/2025 | 3565        |         | 103816   | 110909  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 20106191 | 42200 |        | MVHICSRTS  | OPERSUP |            |             | 223.56  |          |         |       |
|                              |                |          |       |        |            |         |            |             | 223.56  |          |         |       |
| 266                          | Menard Inc     |          |       | 0000   |            | EFT     | 09/14/2025 | 3621        |         | 103819   | 110911  |       |
|                              | ACCOUNT DETAIL |          |       |        |            |         |            | LINE AMOUNT |         |          |         |       |
|                              | 1              | 20106191 | 42200 |        | MVHICSRTS  | OPERSUP |            |             | -161.04 |          |         |       |
|                              |                |          |       |        |            |         |            |             | -161.04 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |                   |      |            |             |        |          |         |       |  |
|------------------------------|------------------|--------|-------------------|------|------------|-------------|--------|----------|---------|-------|--|
| VENDOR                       |                  | REMIT  | PO                | TYPE | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/06/2025 | 3207        |        | 103820   | 110914  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 20106191 42200 |        | MVHICSRTS OPERSUP |      |            | 292.32      | 292.32 |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/07/2025 | 3282        |        | 103821   | 110915  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 20106191 42200 |        | MVHICSRTS OPERSUP |      |            | 161.04      | 161.04 |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/10/2025 | 3396        |        | 103822   | 110916  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 20106191 42200 |        | MVHICSRTS OPERSUP |      |            | 89.34       | 89.34  |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/02/2025 | 3049        |        | 103829   | 110923  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNOPERSUP |      |            | 497.10      | 497.10 |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/03/2025 | 3108        |        | 103831   | 110925  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNOPERSUP |      |            | 227.00      | 227.00 |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/07/2025 | 3281        |        | 103832   | 110926  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNOPERSUP |      |            | 127.62      | 127.62 |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/12/2025 | 3520        |        | 103834   | 110927  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNOPERSUP |      |            | 36.99       | 36.99  |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 09/13/2025 | 3566        |        | 103835   | 110930  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNOPERSUP |      |            | 75.86       | 75.86  |          |         |       |  |
| 266                          | Menard Inc       | 0000   |                   | EFT  | 08/31/2025 | 2943        |        | 103836   | 110931  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |        |          |         |       |  |
|                              | 1 10106193 42200 |        | GFICPKSMNTOBERSUP |      |            | 23.28       | 23.28  |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |         |            |             |          |          |         |       |  |
|------------------------------|-----------------------|--------|------------|---------|------------|-------------|----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE    | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
| 266                          | Menard Inc            | 0000   |            | EFT     | 09/07/2025 | 3258        |          | 103837   | 110932  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106193 42200      |        | GFICPKSMNT | OPERSUP |            | 70.98       | 70.98    |          |         |       |  |
| 266                          | Menard Inc            | 0000   |            | EFT     | 08/01/2025 | 1405        |          | 103858   | 110953  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP |            | 1,280.11    | 1,280.11 |          |         |       |  |
| 266                          | Menard Inc            | 0000   |            | EFT     | 08/30/2025 | 2913        |          | 103861   | 110956  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP |            | 161.85      | 161.85   |          |         |       |  |
| 266                          | Menard Inc            | 0000   |            | EFT     | 08/31/2025 | 2961        |          | 103862   | 110957  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP |            | 7.99        | 7.99     |          |         |       |  |
| 266                          | Menard Inc            | 0000   |            | EFT     | 09/17/2025 | 3772        |          | 103896   | 110997  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10105015 42200      |        | GenSafeTr  | OPERSUP |            | 259.98      | 259.98   |          |         |       |  |
| 266                          | Menard Inc            | 0000   |            | EFT     | 09/15/2025 | 3687        |          | 103963   | 111066  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10105013 42200      |        | GenLogist  | OPERSUP |            | 165.73      | 165.73   |          |         |       |  |
|                              |                       |        |            |         |            | CHECK TOTAL | 4,099.76 |          |         |       |  |
| 5195                         | MES I Acquisition Inc | 0000   |            | EFT     | 09/04/2025 | IN2313572   |          | 103224   | 110293  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10108015 42200      |        | GenPDSpprt | OPERSUP |            | 325.95      | 325.95   |          |         |       |  |
| 5195                         | MES I Acquisition Inc | 0000   |            | EFT     | 08/27/2025 | IN2308839   |          | 103421   | 110496  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10108015 42200      |        | GenPDSpprt | OPERSUP |            | 255.00      | 255.00   |          |         |       |  |
| 5195                         | MES I Acquisition Inc | 0000   |            | EFT     | 07/05/2025 | IN2274925   |          | 103454   | 110532  |       |  |
|                              | ACCOUNT DETAIL        |        |            |         |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10108012 42200      |        | GenPatrol  | OPERSUP |            | 465.00      | 465.00   |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                 |          |          |         |       |  |
|------------------------------|-----------------------|--------|------------|------------|------------|-----------------|----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE         | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
| 5195                         | MES I Acquisition Inc | 0000   |            | EFT        | 07/30/2025 | IN2292816       |          | 103455   | 110533  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10108012 42200      |        | GenPatrol  | OPERSUP    |            | 465.00          | 465.00   |          |         |       |  |
| 5195                         | MES I Acquisition Inc | 0000   |            | EFT        | 09/12/2025 | IN2318382       |          | 103636   | 110720  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10108015 42200      |        | GenPDSprpt | OPERSUP    |            | 121.84          | 121.84   |          |         |       |  |
| 5195                         | MES I Acquisition Inc | 0000   |            | EFT        | 08/21/2025 | IN2304746       |          | 104000   | 111103  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10108012 42200      |        | GenPatrol  | OPERSUP    |            | 155.00          | 155.00   |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL     | 1,787.79 |          |         |       |  |
| 3288                         | Midwest Fiber Holding | 0000   | 22401201   | EFT        | 08/30/2025 | E-2508012990075 |          | 103843   | 110938  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10106050 43100      |        | GenIT      | PROSERVICE |            | 3,225.00        | 3,225.00 |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL     | 3,225.00 |          |         |       |  |
| 257                          | Midwest Garage Door S | 0000   |            | EFT        | 08/28/2025 | 39540           |          | 103684   | 110772  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 368.00          | 368.00   |          |         |       |  |
| 257                          | Midwest Garage Door S | 0000   |            | EFT        | 09/11/2025 | 39673           |          | 103685   | 110773  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 616.00          | 616.00   |          |         |       |  |
| 257                          | Midwest Garage Door S | 0000   |            | EFT        | 09/10/2025 | 39672           |          | 103686   | 110774  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 812.00          | 812.00   |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL     | 1,796.00 |          |         |       |  |
| 4940                         | Midwest Pressure Wash | 0000   | 22500601   | EFT        | 09/06/2025 | INV-006588      |          | 103533   | 110614  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT     |          |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 5,696.10        | 5,696.10 |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|----------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 4940                         | Midwest Pressure Wash | 0000   | 22500600   | EFT        | 09/06/2025 | INV-006589     |          | 103534   | 110615  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 3,150.00       |          |          |         |       |
|                              |                       |        |            |            |            |                | 3,150.00 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 8,846.10 |          |         |       |
| 5665                         | Midwestern Electric,  | 0000   | 22500777   | EFT        | 08/30/2025 | 25134SM-2507AA |          | 103792   | 110885  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20104010 42200      |        | MVHEng     | OPERSUP    |            | 3,858.48       |          |          |         |       |
|                              | 2 20104010 43100      |        | MVHEng     | PROSERVICE |            | 4,663.52       |          |          |         |       |
|                              |                       |        |            |            |            |                | 8,522.00 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 8,522.00 |          |         |       |
| 331                          | Milestone Contractors | 0000   |            | EFT        | 07/16/2025 | 182255         |          | 103354   | 110428  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 62609014 42200      |        | SWPWWater  | OPERSUP    |            | 72.45          |          |          |         |       |
|                              |                       |        |            |            |            |                | 72.45    |          |         |       |
| 331                          | Milestone Contractors | 0000   | 22500443   | EFT        | 09/10/2025 | 185803         |          | 103552   | 110636  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20206191 42200      |        | LRSICSRSTS | OPERSUP    |            | 905.28         |          |          |         |       |
|                              |                       |        |            |            |            |                | 905.28   |          |         |       |
| 331                          | Milestone Contractors | 0000   | 22500443   | EFT        | 09/13/2025 | 186052         |          | 103749   | 110841  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20206191 42200      |        | LRSICSRSTS | OPERSUP    |            | 481.62         |          |          |         |       |
|                              |                       |        |            |            |            |                | 481.62   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 1,459.35 |          |         |       |
| 2934                         | Miller Transportation | 0000   |            | EFT        | 09/03/2025 | 181810         |          | 103511   | 110592  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 1,135.00       |          |          |         |       |
|                              |                       |        |            |            |            |                | 1,135.00 |          |         |       |
| 2934                         | Miller Transportation | 0000   |            | EFT        | 09/03/2025 | 181811         |          | 103512   | 110593  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 1,182.50       |          |          |         |       |
|                              |                       |        |            |            |            |                | 1,182.50 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 2,317.50 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                   |            |            |                |          |          |         |       |
|------------------------------|-----------------------|--------|-------------------|------------|------------|----------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                | TYPE       | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 254                          | Miller's Autobody, In | 0000   |                   | EFT        | 08/21/2025 | 23497806       |          | 103954   | 111056  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106010 43100      |        | GenFleet          | PROSERVICE |            | 1,868.88       |          |          |         |       |
|                              |                       |        |                   |            |            |                | 1,868.88 |          |         |       |
|                              |                       |        |                   |            |            | CHECK TOTAL    | 1,868.88 |          |         |       |
| 2252                         | Millers Towing and Tr | 0000   |                   | EFT        | 07/02/2025 | 193773         |          | 100302   | 107116  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20106010 43100      |        | MVHFleet          | PROSERVICE |            | 91.00          |          |          |         |       |
|                              |                       |        |                   |            |            |                | 91.00    |          |         |       |
|                              |                       |        |                   |            |            | CHECK TOTAL    | 91.00    |          |         |       |
| 845                          | Multi Service Technol | 0000   |                   | EFT        | 08/19/2025 | 991ST1-1047423 |          | 103842   | 110936  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106193 42200      |        | GFICPKSMNTOPERSUP |            |            | 220.49         |          |          |         |       |
|                              |                       |        |                   |            |            |                | 220.49   |          |         |       |
| 845                          | Multi Service Technol | 0000   |                   | EFT        | 08/22/2025 | 991ST1-1080401 |          | 103845   | 110940  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106193 42200      |        | GFICPKSMNTOPERSUP |            |            | 229.49         |          |          |         |       |
|                              |                       |        |                   |            |            |                | 229.49   |          |         |       |
| 845                          | Multi Service Technol | 0000   |                   | EFT        | 08/24/2025 | 991ST1-1105962 |          | 103846   | 110941  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20106191 42200      |        | MVHICSRTS OPERSUP |            |            | 224.99         |          |          |         |       |
|                              |                       |        |                   |            |            |                | 224.99   |          |         |       |
| 845                          | Multi Service Technol | 0000   |                   | EFT        | 08/27/2025 | 991ST1-1145956 |          | 103847   | 110942  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20106191 42200      |        | MVHICSRTS OPERSUP |            |            | 250.00         |          |          |         |       |
|                              |                       |        |                   |            |            |                | 250.00   |          |         |       |
| 845                          | Multi Service Technol | 0000   |                   | EFT        | 08/28/2025 | 991ST1-1157537 |          | 103848   | 110943  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMNOPERSUP |            |            | 69.63          |          |          |         |       |
|                              |                       |        |                   |            |            |                | 69.63    |          |         |       |
| 845                          | Multi Service Technol | 0000   |                   | EFT        | 08/30/2025 | 991ST1-1183008 |          | 103849   | 110944  |       |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT    |          |          |         |       |
|                              | 1 20106191 42200      |        | MVHICSRTS OPERSUP |            |            | 215.99         |          |          |         |       |
|                              |                       |        |                   |            |            |                | 215.99   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |       | APCash                |      |            |                |          |          |         |       |  |
|------------------------------|-------|-----------------------|------|------------|----------------|----------|----------|---------|-------|--|
| VENDOR                       | REMIT | PO                    | TYPE | DUE DATE   | INVOICE        | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
| 845 Multi Service Technol    | 0000  |                       | EFT  | 09/07/2025 | 579ST1-1276244 |          | 103850   | 110945  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 20106191 42200             |       | MVHICSRTS OPERSUP     |      |            | 250.00         |          |          |         |       |  |
|                              |       |                       |      |            | CHECK TOTAL    | 250.00   |          |         |       |  |
|                              |       |                       |      |            |                | 1,460.59 |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  | 22500387              | EFT  | 09/06/2025 | SI175083       |          | 103392   | 110467  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10105015 42231             |       | GenSafeTr UNIFORMS    |      |            | 776.10         |          |          |         |       |  |
|                              |       |                       |      |            |                | 776.10   |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  | 22400125              | EFT  | 09/06/2025 | SI175085       |          | 103393   | 110468  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10105015 42231             |       | GenSafeTr UNIFORMS    |      |            | 291.24         |          |          |         |       |  |
| 2 10105015 42200             |       | GenSafeTr OPERSUP     |      |            | 430.46         |          |          |         |       |  |
|                              |       |                       |      |            |                | 721.70   |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  | 22401108              | EFT  | 09/06/2025 | SI175087       |          | 103394   | 110469  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10105015 42200             |       | GenSafeTr OPERSUP     |      |            | 49.90          |          |          |         |       |  |
|                              |       |                       |      |            |                | 49.90    |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  | 22401108              | EFT  | 09/06/2025 | SI175068       |          | 103402   | 110477  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10105015 42200             |       | GenSafeTr OPERSUP     |      |            | 14.95          |          |          |         |       |  |
|                              |       |                       |      |            |                | 14.95    |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  |                       | EFT  | 08/23/2025 | SI74732        |          | 103406   | 110482  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10108011 43100             |       | GenPDAdmin PROSERVICE |      |            | 13.00          |          |          |         |       |  |
|                              |       |                       |      |            |                | 13.00    |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  | 22401108              | EFT  | 09/10/2025 | SI175150       |          | 103478   | 110559  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10105015 42200             |       | GenSafeTr OPERSUP     |      |            | 675.20         |          |          |         |       |  |
|                              |       |                       |      |            |                | 675.20   |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  |                       | EFT  | 09/12/2025 | SI175205       |          | 103637   | 110721  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10108011 42200             |       | GenPDAdmin OPERSUP    |      |            | 170.90         |          |          |         |       |  |
|                              |       |                       |      |            |                | 170.90   |          |         |       |  |
| 2716 Nelson & Co LLC         | 0000  |                       | EFT  | 09/12/2025 | SI175230       |          | 103659   | 110745  |       |  |
| ACCOUNT DETAIL               |       |                       |      |            | LINE AMOUNT    |          |          |         |       |  |
| 1 10105015 42231             |       | GenSafeTr UNIFORMS    |      |            | 193.76         |          |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |           |          |            |             |          |          |         |       |
|------------------------------|------------------|--------|-----------|----------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                  | REMIT  | PO        | TYPE     | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 2716                         | Nelson & Co LLC  | 0000   | 22401108  | EFT      | 09/13/2025 | SI175275    | 193.76   | 103830   | 110924  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105015 42200 |        | GenSafeTr | OPERSUP  |            |             | 110.29   |          |         |       |
|                              | 2 10105015 42231 |        | GenSafeTr | UNIFORMS |            |             | 574.96   |          |         |       |
| 2716                         | Nelson & Co LLC  | 0000   |           | EFT      | 09/17/2025 | SI175372    | 685.25   | 103875   | 110970  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105015 42231 |        | GenSafeTr | UNIFORMS |            |             | 17.80    |          |         |       |
| 2716                         | Nelson & Co LLC  | 0000   |           | EFT      | 09/17/2025 | SI175374    | 17.80    | 103876   | 110971  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105016 42231 |        | GenExAff  | UNIFORMS |            |             | 50.00    |          |         |       |
| 2716                         | Nelson & Co LLC  | 0000   |           | EFT      | 08/20/2025 | SI174600    | 50.00    | 104003   | 111106  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108012 42200 |        | GenPatrol | OPERSUP  |            |             | 25.20    |          |         |       |
| 2716                         | Nelson & Co LLC  | 0000   |           | EFT      | 07/31/2025 | SI174110    | 25.20    | 104014   | 111119  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108012 42200 |        | GenPatrol | OPERSUP  |            |             | 39.35    |          |         |       |
| 2716                         | Nelson & Co LLC  | 0000   |           | EFT      | 07/23/2025 | SI173801    | 39.35    | 104016   | 111121  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108012 42200 |        | GenPatrol | OPERSUP  |            |             | 89.90    |          |         |       |
| 2716                         | Nelson & Co LLC  | 0000   |           | EFT      | 09/19/2025 | SI175435    | 89.90    | 104053   | 111159  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105015 42231 |        | GenSafeTr | UNIFORMS |            |             | 84.95    |          |         |       |
| 2716                         | Nelson & Co LLC  | 0000   |           | EFT      | 09/20/2025 | SI175497    | 84.95    | 104104   | 111213  |       |
|                              | ACCOUNT DETAIL   |        |           |          |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108012 42200 |        | GenPatrol | OPERSUP  |            |             | 131.40   |          |         |       |
|                              |                  |        |           |          |            | CHECK TOTAL | 131.40   |          |         |       |
|                              |                  |        |           |          |            |             | 3,739.36 |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |          |          |         |       |  |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
| 5679                         | Ngametua Tavai        | 0000   |            | EFT        | 09/01/2025 | 15576       |          | 103777   | 110869  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 300.00      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 300.00   |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 300.00   |          |         |       |  |
| 590                          | Nugent Inc            | 0000   | 22500736   | EFT        | 09/19/2025 | 1532497     |          | 104048   | 111154  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 1,620.00    |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 1,620.00 |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 1,620.00 |          |         |       |  |
| 1887                         | Occupational Health C | 0000   |            | EFT        | 09/03/2025 | 1016604591  |          | 103365   | 110439  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20109011 43100      |        | MVHPWStr   | PROSERVICE |            | 120.00      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 120.00   |          |         |       |  |
| 1887                         | Occupational Health C | 0000   |            | EFT        | 09/03/2025 | 1016604516  |          | 103367   | 110441  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 62609014 43100      |        | SWPWWater  | PROSERVICE |            | 120.00      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 120.00   |          |         |       |  |
| 1887                         | Occupational Health C | 0000   |            | EFT        | 08/22/2025 | 1016580217  |          | 103525   | 110606  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20109011 43100      |        | MVHPWStr   | PROSERVICE |            | 120.00      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 120.00   |          |         |       |  |
|                              |                       |        |            |            |            | CHECK TOTAL | 360.00   |          |         |       |  |
| 335                          | Office Three Sixty In | 0000   |            | EFT        | 09/13/2025 | 3231848     |          | 103651   | 110737  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 23602100 42200      |        | CRPCourt   | OPERSUP    |            | 179.16      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 179.16   |          |         |       |  |
| 335                          | Office Three Sixty In | 0000   |            | EFT        | 09/18/2025 | 3234918     |          | 103908   | 111010  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 23602100 42200      |        | CRPCourt   | OPERSUP    |            | 134.01      |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 134.01   |          |         |       |  |
| 335                          | Office Three Sixty In | 0000   |            | EFT        | 08/29/2025 | 3219826     |          | 103982   | 111085  |       |  |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10103011 42200      |        | GenPI      | OPERSUP    |            | 89.58       |          |          |         |       |  |
|                              |                       |        |            |            |            |             | 89.58    |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |          |           |            |                   |        |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|----------|-----------|------------|-------------------|--------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO       | TYPE      | DUE DATE   | INVOICE           | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 335                          | Office Three Sixty In |          |       | 0000   |          | EFT       | 09/19/2025 | 3235908           |        | 103985   | 111086  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |           |            | LINE AMOUNT       |        |          |         |       |
|                              | 1                     | 23602100 | 42200 |        | CRPCourt | OPERSUP   |            |                   | 22.43  |          |         |       |
|                              |                       |          |       |        |          |           |            |                   | 22.43  |          |         |       |
| 335                          | Office Three Sixty In |          |       | 0000   |          | EFT       | 09/20/2025 | 3228040           |        | 104099   | 111208  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |           |            | LINE AMOUNT       |        |          |         |       |
|                              | 1                     | 10103012 | 42200 |        | GenPZ    | OPERSUP   |            |                   | 23.33  |          |         |       |
|                              |                       |          |       |        |          |           |            |                   | 23.33  |          |         |       |
|                              |                       |          |       |        |          |           |            | CHECK TOTAL       | 448.51 |          |         |       |
| 99999                        | Regan Wans            |          |       | 0000   |          | INV       | 08/16/2025 | 71625             |        | 102861   | 109907  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |           |            | LINE AMOUNT       |        |          |         |       |
|                              | 1                     | 10101016 | 43200 |        | GenPR    | COMMTRANS |            |                   | 27.02  |          |         |       |
|                              |                       |          |       |        |          |           |            |                   | 27.02  |          |         |       |
|                              |                       |          |       |        |          |           |            | CHECK TOTAL       | 27.02  |          |         |       |
| 99999                        | Roy & Melissa Frankli |          |       | 0000   |          | INV       | 09/08/2025 | 111210_Franklin   |        | 103427   | 110503  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |           |            | LINE AMOUNT       |        |          |         |       |
|                              | 1                     | 60601011 | 43901 |        | SewMayor | REFUNDS   |            |                   | 37.00  |          |         |       |
|                              |                       |          |       |        |          |           |            |                   | 37.00  |          |         |       |
|                              |                       |          |       |        |          |           |            | CHECK TOTAL       | 37.00  |          |         |       |
| 99995                        | HUMANA HEALTH PLANS   |          |       | 0000   |          | INV       | 09/11/2025 | FD2025-90003785:1 |        | 103596   | 110680  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |           |            | LINE AMOUNT       |        |          |         |       |
|                              | 1                     | 10105012 | 36000 |        | GenEMS   | OTHEREV   |            |                   | 537.69 |          |         |       |
|                              |                       |          |       |        |          |           |            |                   | 537.69 |          |         |       |
|                              |                       |          |       |        |          |           |            | CHECK TOTAL       | 537.69 |          |         |       |
| 99995                        | JULIUS VELEZ          |          |       | 0000   |          | INV       | 09/01/2025 | FD2024-00007767:1 |        | 103594   | 110678  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |           |            | LINE AMOUNT       |        |          |         |       |
|                              | 1                     | 10105012 | 36000 |        | GenEMS   | OTHEREV   |            |                   | 61.17  |          |         |       |
|                              |                       |          |       |        |          |           |            |                   | 61.17  |          |         |       |
|                              |                       |          |       |        |          |           |            | CHECK TOTAL       | 61.17  |          |         |       |
| 99995                        | MARY A MCINTIRE       |          |       | 0000   |          | INV       | 09/03/2025 | FD2025-90001525:1 |        | 103595   | 110679  |       |
|                              | ACCOUNT DETAIL        |          |       |        |          |           |            | LINE AMOUNT       |        |          |         |       |
|                              | 1                     | 10105012 | 36000 |        | GenEMS   | OTHEREV   |            |                   | 275.00 |          |         |       |
|                              |                       |          |       |        |          |           |            |                   | 275.00 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |           |          |            |                   |          |          |         |       |
|------------------------------|-----------------------|--------|-----------|----------|------------|-------------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO        | TYPE     | DUE DATE   | INVOICE           | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
|                              |                       |        |           |          |            | CHECK TOTAL       | 275.00   |          |         |       |
| 99995                        | SHANE D REED          | 0000   |           | INV      | 08/25/2025 | FD2024-00006395:1 |          | 103377   | 110451  |       |
|                              | ACCOUNT DETAIL        |        |           |          |            | LINE AMOUNT       |          |          |         |       |
|                              | 1 10105012 36000      |        | GenEMS    | OTHEREV  |            | 609.50            |          |          |         |       |
|                              |                       |        |           |          |            | CHECK TOTAL       | 609.50   |          |         |       |
| 99995                        | UNITED HEALTHCARE COM | 0000   |           | INV      | 09/03/2025 | FD2025-90004250:1 |          | 103597   | 110681  |       |
|                              | ACCOUNT DETAIL        |        |           |          |            | LINE AMOUNT       |          |          |         |       |
|                              | 1 10105012 36000      |        | GenEMS    | OTHEREV  |            | 78.27             |          |          |         |       |
|                              |                       |        |           |          |            | CHECK TOTAL       | 78.27    |          |         |       |
| 99995                        | UNITED HEALTHCARE COM | 0000   |           | INV      | 09/15/2025 | FD2025-90004001:1 |          | 103897   | 110998  |       |
|                              | ACCOUNT DETAIL        |        |           |          |            | LINE AMOUNT       |          |          |         |       |
|                              | 1 10105012 36000      |        | GenEMS    | OTHEREV  |            | 117.94            |          |          |         |       |
|                              |                       |        |           |          |            | CHECK TOTAL       | 117.94   |          |         |       |
| 99996                        | Ankur Patel           | 0000   |           | INV      | 09/14/2025 | Ankur Patel 4     |          | 103826   | 110920  |       |
|                              | ACCOUNT DETAIL        |        |           |          |            | LINE AMOUNT       |          |          |         |       |
|                              | 1 62609014 43905      |        | SWPWWater | Cont Exp |            | 2,500.00          |          |          |         |       |
|                              |                       |        |           |          |            | CHECK TOTAL       | 2,500.00 |          |         |       |
| 99996                        | Brent Bennett         | 0000   |           | INV      | 09/20/2025 | Brent Bennett     |          | 104085   | 111191  |       |
|                              | ACCOUNT DETAIL        |        |           |          |            | LINE AMOUNT       |          |          |         |       |
|                              | 1 62609014 43905      |        | SWPWWater | Cont Exp |            | 6,350.00          |          |          |         |       |
|                              |                       |        |           |          |            | CHECK TOTAL       | 6,350.00 |          |         |       |
| 99996                        | Justin Suggs          | 0000   |           | INV      | 09/06/2025 | Justin Suggs      |          | 103436   | 110512  |       |
|                              | ACCOUNT DETAIL        |        |           |          |            | LINE AMOUNT       |          |          |         |       |
|                              | 1 62609014 43905      |        | SWPWWater | Cont Exp |            | 1,100.00          |          |          |         |       |
|                              |                       |        |           |          |            | CHECK TOTAL       | 1,100.00 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |                |            |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|----------------|------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE        | AMOUNT     | DOCUMENT | VOUCHER | CHECK |
| 2470                         | OnPoint Hub & Spoke L | 0000   |            | EFT        | 09/01/2025 | 9/25 Rent      |            | 103562   | 110646  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 10101011 43100      |        | GenMayorOf | PROSERVICE |            | 38,763.59      |            |          |         |       |
|                              |                       |        |            |            |            |                | 38,763.59  |          |         |       |
| 2470                         | OnPoint Hub & Spoke L | 0000   |            | EFT        | 09/18/2025 | Disbursement 5 |            | 103881   | 110976  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 10101013 44920      |        | GenContr   | CAPEXP     |            | 73,935.73      |            |          |         |       |
|                              |                       |        |            |            |            |                | 73,935.73  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 112,699.32 |          |         |       |
| 347                          | Otis Elevator Company | 0000   |            | EFT        | 07/01/2025 | 100401962713   |            | 103823   | 110917  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 1,010.00       |            |          |         |       |
|                              |                       |        |            |            |            |                | 1,010.00   |          |         |       |
| 347                          | Otis Elevator Company | 0000   |            | EFT        | 09/01/2025 | 100402035751   |            | 103824   | 110918  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 600.00         |            |          |         |       |
|                              |                       |        |            |            |            |                | 600.00     |          |         |       |
| 347                          | Otis Elevator Company | 0000   |            | EFT        | 09/01/2025 | 100402031685   |            | 103825   | 110919  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 889.05         |            |          |         |       |
|                              |                       |        |            |            |            |                | 889.05     |          |         |       |
| 347                          | Otis Elevator Company | 0000   |            | EFT        | 09/01/2025 | 100402031754   |            | 103827   | 110921  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 1,034.52       |            |          |         |       |
|                              |                       |        |            |            |            |                | 1,034.52   |          |         |       |
| 347                          | Otis Elevator Company | 0000   |            | EFT        | 09/01/2025 | 100402031936   |            | 103828   | 110922  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 158.05         |            |          |         |       |
|                              |                       |        |            |            |            |                | 158.05     |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 3,691.62   |          |         |       |
| 3972                         | Parker Fence LLC3     | 0000   | 22500615   | EFT        | 09/11/2025 | 4063           |            | 103817   | 110910  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT    |            |          |         |       |
|                              | 1 60609014 43100      |        | SewPWWater | PROSERVICE |            | 19,441.00      |            |          |         |       |
|                              |                       |        |            |            |            |                | 19,441.00  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL    | 19,441.00  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 359                          | Parkside Animal Hospi | 0000   |            | EFT        | 06/26/2025 | 2294171     |          | 103700   | 110788  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108012 43100      |        | GenPatrol  | PROSERVICE |            | 336.51      | 336.51   |          |         |       |
| 359                          | Parkside Animal Hospi | 0000   |            | EFT        | 07/15/2025 | 2300202     |          | 103701   | 110789  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108012 43100      |        | GenPatrol  | PROSERVICE |            | 295.16      | 295.16   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 631.67   |          |         |       |
| 5671                         | Patrisha Vane         | 0000   |            | EFT        | 09/15/2025 | 08152025    |          | 103765   | 110857  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10107010 42200      |        | GenParks   | OPERSUP    |            | 8.00        | 8.00     |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 8.00     |          |         |       |
| 5677                         | PidjCo LLC            | 0000   |            | EFT        | 08/26/2025 | 025477      |          | 103943   | 111045  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 150.00      | 150.00   |          |         |       |
| 5677                         | PidjCo LLC            | 0000   |            | EFT        | 08/30/2025 | 025551      |          | 103944   | 111046  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 144.00      | 144.00   |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 294.00   |          |         |       |
| 384                          | Pinnacle Partners Inc | 0000   | 22500716   | EFT        | 09/10/2025 | 53216       |          | 103882   | 110977  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10106050 43100      |        | GenIT      | PROSERVICE |            | 6,602.44    |          |          |         |       |
|                              | 2 60606050 43100      |        | SewIT      | PROSERVICE |            | 825.30      |          |          |         |       |
|                              | 3 62606050 43100      |        | SWIT       | PROSERVICE |            | 825.30      |          |          |         |       |
|                              |                       |        |            |            |            |             | 8,253.04 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 8,253.04 |          |         |       |
| 366                          | Plumbers Supply Compa | 0000   |            | EFT        | 09/25/2025 | 91220229    |          | 103680   | 110767  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 178.68      | 178.68   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |              |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|--------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE      | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 366                          | Plumbers Supply Compa | 0000   |            | EFT        | 09/25/2025 | 91223071     |          | 103856   | 110951  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | PERSUP     |            | 53.70        |          |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL  | 53.70    |          |         |       |
|                              |                       |        |            |            |            |              | 232.38   |          |         |       |
| 4474                         | Pond Management Group | 0000   | 22401182   | EFT        | 09/14/2025 | INV-25-38874 |          | 103804   | 110897  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks | PROSERVICE |            | 549.17       |          |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL  | 549.17   |          |         |       |
|                              |                       |        |            |            |            |              | 549.17   |          |         |       |
|                              |                       |        |            |            |            |              | 549.17   |          |         |       |
| 4745                         | Porta Palace LLC      | 0000   | 22500758   | EFT        | 08/27/2025 | 11757        |          | 103675   | 110762  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 2,250.00     |          |          |         |       |
|                              |                       |        |            |            |            |              | 2,250.00 |          |         |       |
| 4745                         | Porta Palace LLC      | 0000   | 22500758   | EFT        | 08/20/2025 | 11679        |          | 103676   | 110763  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 4,800.00     |          |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL  | 4,800.00 |          |         |       |
|                              |                       |        |            |            |            |              | 7,050.00 |          |         |       |
| 4207                         | Propio LS LLC         | 0000   |            | EFT        | 08/30/2025 | 0193840725   |          | 103267   | 110340  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 73.11        |          |          |         |       |
|                              |                       |        |            |            |            |              | 73.11    |          |         |       |
| 4207                         | Propio LS LLC         | 0000   | 22401042   | EFT        | 08/30/2025 | 0193790725   |          | 103945   | 111047  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 236.71       |          |          |         |       |
|                              |                       |        |            |            |            |              | 236.71   |          |         |       |
| 4207                         | Propio LS LLC         | 0000   | 22401042   | EFT        | 08/30/2025 | 0197550725   |          | 103946   | 111048  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 152.30       |          |          |         |       |
|                              |                       |        |            |            |            |              | 152.30   |          |         |       |
| 4207                         | Propio LS LLC         | 0000   | 22401042   | EFT        | 08/30/2025 | 0197570725   |          | 103948   | 111050  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT  |          |          |         |       |
|                              | 1 10101012 43100      |        | GenBSG     | PROSERVICE |            | 18.72        |          |          |         |       |
|                              |                       |        |            |            |            |              | 18.72    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                   |            |            |             |           |          |         |       |  |
|------------------------------|-----------------------|--------|-------------------|------------|------------|-------------|-----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO                | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |  |
|                              |                       |        |                   |            |            | CHECK TOTAL | 480.84    |          |         |       |  |
| 3328                         | Proveli LLC           | 0000   | 22500406          | EFT        | 09/05/2025 | 141810      |           | 103433   | 110509  |       |  |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 20106191 42200      |        | MVHICSRTS OPERSUP |            |            |             | 219.50    |          |         |       |  |
|                              | 2 20106191 42200      |        | MVHICSRTS OPERSUP |            |            |             | 4,117.91  |          |         |       |  |
|                              |                       |        |                   |            |            |             | 4,337.41  |          |         |       |  |
|                              |                       |        |                   |            |            | CHECK TOTAL | 4,337.41  |          |         |       |  |
| 375                          | PTR, Inc.             | 0000   |                   | EFT        | 06/26/2025 | 158996A     |           | 103000   | 110054  |       |  |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10101016 43100      |        | GenPR             | PROSERVICE |            |             | 318.00    |          |         |       |  |
|                              |                       |        |                   |            |            |             | 318.00    |          |         |       |  |
| 375                          | PTR, Inc.             | 0000   |                   | EFT        | 08/28/2025 | 159412      |           | 103004   | 110058  |       |  |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10101016 43100      |        | GenPR             | PROSERVICE |            |             | 775.66    |          |         |       |  |
|                              |                       |        |                   |            |            |             | 775.66    |          |         |       |  |
| 375                          | PTR, Inc.             | 0000   |                   | EFT        | 08/30/2025 | 159350      |           | 103435   | 110511  |       |  |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10109012 43100      |        | GenPWBuild        | PROSERVICE |            |             | 586.00    |          |         |       |  |
|                              |                       |        |                   |            |            |             | 586.00    |          |         |       |  |
|                              |                       |        |                   |            |            | CHECK TOTAL | 1,679.66  |          |         |       |  |
| 5431                         | Purpose Enterprises I | 0000   | 22500588          | EFT        | 09/17/2025 | 416         |           | 103952   | 111054  |       |  |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10106050 43100      |        | GenIT             | PROSERVICE |            |             | 20,000.00 |          |         |       |  |
|                              |                       |        |                   |            |            |             | 20,000.00 |          |         |       |  |
|                              |                       |        |                   |            |            | CHECK TOTAL | 20,000.00 |          |         |       |  |
| 374                          | PVS Nolwood Chemicals | 0000   | 22401426          | EFT        | 09/18/2025 | 23942596    |           | 103909   | 111011  |       |  |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 60609014 42200      |        | SewPWWater        | OPERSUP    |            |             | 12,849.11 |          |         |       |  |
|                              |                       |        |                   |            |            |             | 12,849.11 |          |         |       |  |
|                              |                       |        |                   |            |            | CHECK TOTAL | 12,849.11 |          |         |       |  |
| 4953                         | Rachael Coverdale     | 0000   | 22500518          | EFT        | 09/02/2025 | 3837        |           | 103898   | 110999  |       |  |
|                              | ACCOUNT DETAIL        |        |                   |            |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 27907051 43100      |        | CCFAdmin          | PROSERVICE |            |             | 7,000.00  |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                       |      |            |                    |                 |          |         |       |
|------------------------------|-----------------------|--------|-----------------------|------|------------|--------------------|-----------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                    | TYPE | DUE DATE   | INVOICE            | AMOUNT          | DOCUMENT | VOUCHER | CHECK |
|                              |                       |        |                       |      |            |                    | 7,000.00        |          |         |       |
|                              |                       |        |                       |      |            | <b>CHECK TOTAL</b> | <b>7,000.00</b> |          |         |       |
| 4321                         | RecordsPro Net LLC    | 0000   |                       | EFT  | 09/12/2025 | 103743             |                 | 103712   | 110800  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 21105058 43100      |        | MNCPLHDFNBROSERVICE   |      |            |                    | 130.00          |          |         |       |
|                              |                       |        |                       |      |            | <b>CHECK TOTAL</b> | <b>130.00</b>   |          |         |       |
| 1364                         | Regions Bank          | 0000   |                       | EFT  | 09/13/2025 | 124880             |                 | 103124   | 110189  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 47170000 43100      |        | Oliol69 PROSERVICE    |      |            |                    | 750.00          |          |         |       |
|                              |                       |        |                       |      |            |                    | 750.00          |          |         |       |
| 1364                         | Regions Bank          | 0000   |                       | EFT  | 09/28/2025 | 124878             |                 | 103126   | 110191  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 47140000 43100      |        | FishersI69 PROSERVICE |      |            |                    | 2,500.00        |          |         |       |
|                              |                       |        |                       |      |            |                    | 2,500.00        |          |         |       |
| 1364                         | Regions Bank          | 0000   |                       | EFT  | 09/13/2025 | 124879             |                 | 103128   | 110192  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 47170000 43100      |        | Oliol69 PROSERVICE    |      |            |                    | 750.00          |          |         |       |
|                              |                       |        |                       |      |            |                    | 750.00          |          |         |       |
| 1364                         | Regions Bank          | 0000   |                       | EFT  | 09/01/2025 | 124877             |                 | 103131   | 110196  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 47140000 43100      |        | FishersI69 PROSERVICE |      |            |                    | 2,500.00        |          |         |       |
|                              |                       |        |                       |      |            | <b>CHECK TOTAL</b> | <b>6,500.00</b> |          |         |       |
| 805                          | Republic Services of  | 0000   | 22500122              | EFT  | 08/14/2025 | 0761-006966233     |                 | 103445   | 110520  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild PROSERVICE |      |            |                    | 7,269.41        |          |         |       |
|                              | 2 21105058 43100      |        | MNCPLHDFNBROSERVICE   |      |            |                    | 34.56           |          |         |       |
|                              | 3 60609014 43100      |        | SewPWWaterPROSERVICE  |      |            |                    | 34.56           |          |         |       |
|                              |                       |        |                       |      |            |                    | 7,338.53        |          |         |       |
| 805                          | Republic Services of  | 0000   | 22500768              | EFT  | 07/20/2025 | 0761-006944515     |                 | 103677   | 110764  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |                       |      |            | <b>LINE AMOUNT</b> |                 |          |         |       |
|                              | 1 10107010 43100      |        | GenParks PROSERVICE   |      |            |                    | 10,087.50       |          |         |       |
|                              |                       |        |                       |      |            |                    | 10,087.50       |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |  |  | APCash |                   |            |            |                |           |          |         |       |
|------------------------------|-----------------------|--|--|--------|-------------------|------------|------------|----------------|-----------|----------|---------|-------|
| VENDOR                       |                       |  |  | REMIT  | PO                | TYPE       | DUE DATE   | INVOICE        | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 805                          | Republic Services of  |  |  | 0000   |                   | EFT        | 08/20/2025 | 0761-006975072 |           | 103679   | 110766  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10107010 43100      |  |  |        | GenParks          | PROSERVICE |            | 1,040.00       |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 1,040.00  |          |         |       |
|                              |                       |  |  |        |                   |            |            | CHECK TOTAL    | 18,466.03 |          |         |       |
| 422                          | Reynolds Farm Equipme |  |  | 0000   |                   | EFT        | 09/19/2025 | P52568         |           | 104047   | 111153  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10106193 42200      |  |  |        | GFICPKSMNTOPERSUP |            |            | 575.04         |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 575.04    |          |         |       |
|                              |                       |  |  |        |                   |            |            | CHECK TOTAL    | 575.04    |          |         |       |
| 508                          | Selective Insurance C |  |  | 0000   |                   | EFT        | 08/21/2025 | 1314356        |           | 103959   | 111062  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10101011 43100      |  |  |        | GenMayorOf        | PROSERVICE |            | 5,000.00       |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 5,000.00  |          |         |       |
|                              |                       |  |  |        |                   |            |            | CHECK TOTAL    | 5,000.00  |          |         |       |
| 4397                         | Service Sanitation In |  |  | 0000   |                   | EFT        | 07/01/2025 | 9109193        |           | 103514   | 110595  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10107010 43100      |  |  |        | GenParks          | PROSERVICE |            | 860.00         |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 860.00    |          |         |       |
| 4397                         | Service Sanitation In |  |  | 0000   |                   | EFT        | 07/01/2025 | 9109194        |           | 103515   | 110596  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10107010 43100      |  |  |        | GenParks          | PROSERVICE |            | 240.00         |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 240.00    |          |         |       |
| 4397                         | Service Sanitation In |  |  | 0000   |                   | EFT        | 07/20/2025 | 9126071        |           | 103516   | 110597  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10107010 43100      |  |  |        | GenParks          | PROSERVICE |            | 820.00         |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 820.00    |          |         |       |
| 4397                         | Service Sanitation In |  |  | 0000   |                   | EFT        | 07/20/2025 | 9126072        |           | 103517   | 110599  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10107010 43100      |  |  |        | GenParks          | PROSERVICE |            | 240.00         |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 240.00    |          |         |       |
| 4397                         | Service Sanitation In |  |  | 0000   |                   | EFT        | 08/18/2025 | 9148095        |           | 103521   | 110602  |       |
|                              | ACCOUNT DETAIL        |  |  |        |                   |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1 10107010 43100      |  |  |        | GenParks          | PROSERVICE |            | 240.00         |           |          |         |       |
|                              |                       |  |  |        |                   |            |            |                | 240.00    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                     |            |            |             |          |          |         |       |
|------------------------------|-----------------------|--------|---------------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                  | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 4397                         | Service Sanitation In | 0000   |                     | EFT        | 08/18/2025 | 9148094     |          | 103522   | 110603  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10107010 43100      |        | GenParks            | PROSERVICE |            | 820.00      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 820.00   |          |         |       |
|                              |                       |        |                     |            |            | CHECK TOTAL | 3,220.00 |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 09/01/2025 | 108617      |          | 103340   | 110414  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108015 42200      |        | GenPDSpprt          | OPERSUP    |            | 1,290.00    |          |          |         |       |
|                              |                       |        |                     |            |            |             | 1,290.00 |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 09/06/2025 | 109089      |          | 103401   | 110476  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10105011 43300      |        | GenFireAdm          | PRINTADVER |            | 450.00      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 450.00   |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 08/30/2025 | 109194      |          | 103457   | 110535  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 21105058 43300      |        | MNCPLHDFNBRINTADVER |            |            | 375.00      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 375.00   |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 08/30/2025 | 109119      |          | 103458   | 110536  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 21105058 43300      |        | MNCPLHDFNBRINTADVER |            |            | 600.00      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 600.00   |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 09/07/2025 | 109343      |          | 103584   | 110668  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10101016 43300      |        | GenPR               | PRINTADVER |            | 715.00      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 715.00   |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 09/10/2025 | 109244      |          | 103678   | 110765  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108012 42200      |        | GenPatrol           | OPERSUP    |            | 117.50      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 117.50   |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 09/13/2025 | 109357      |          | 103689   | 110777  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10108015 42200      |        | GenPDSpprt          | OPERSUP    |            | 765.00      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 765.00   |          |         |       |
| 466                          | Sharp Printing Servic | 0000   |                     | EFT        | 09/13/2025 | 109370      |          | 103706   | 110794  |       |
|                              | ACCOUNT DETAIL        |        |                     |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 27907051 43300      |        | CCFAdmin            | PRINTADVER |            | 165.00      |          |          |         |       |
|                              |                       |        |                     |            |            |             | 165.00   |          |         |       |

Report generated: 08/22/2025 12:05:53  
 User: Carrie Clark (clarkc)  
 Program ID: apwarrnt

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |  | APCash |            |            |            |             |           |          |         |       |
|------------------------------|-----------------------|--|--------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       |  | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 466                          | Sharp Printing Servic |  | 0000   |            | EFT        | 09/15/2025 | 109561      |           | 103919   | 111021  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27907051 43300      |  |        | CCFAdmin   | PRINTADVER |            | 50.00       |           |          |         |       |
|                              |                       |  |        |            |            |            |             | 50.00     |          |         |       |
| 466                          | Sharp Printing Servic |  | 0000   |            | EFT        | 09/19/2025 | 109443      |           | 103958   | 111061  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27907059 43300      |  |        | CCFCltrHlt | PRINTADVER |            | 2,925.72    |           |          |         |       |
|                              |                       |  |        |            |            |            |             | 2,925.72  |          |         |       |
| 466                          | Sharp Printing Servic |  | 0000   | 22500369   | EFT        | 09/20/2025 | 109688      |           | 104088   | 111196  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27907051 43300      |  |        | CCFAdmin   | PRINTADVER |            | 385.00      |           |          |         |       |
|                              |                       |  |        |            |            |            |             | 385.00    |          |         |       |
| 466                          | Sharp Printing Servic |  | 0000   |            | EFT        | 09/21/2025 | 109575      |           | 104101   | 111210  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10103012 42200      |  |        | GenPZ      | OPERSUP    |            | 240.00      |           |          |         |       |
|                              |                       |  |        |            |            |            |             | 240.00    |          |         |       |
|                              |                       |  |        |            |            |            | CHECK TOTAL | 8,078.22  |          |         |       |
| 3062                         | SHI International Cor |  | 0000   | 22500682   | EFT        | 08/30/2025 | B20075888   |           | 103883   | 110978  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106050 43100      |  |        | GenIT      | PROSERVICE |            | 2,443.50    |           |          |         |       |
|                              |                       |  |        |            |            |            |             | 2,443.50  |          |         |       |
|                              |                       |  |        |            |            |            | CHECK TOTAL | 2,443.50  |          |         |       |
| 3665                         | Skyhawks Sports Acade |  | 0000   |            | EFT        | 08/25/2025 | 63176       |           | 103869   | 110964  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27807010 43100      |  |        | CPP        | PROSERVICE |            | 10,805.90   |           |          |         |       |
|                              |                       |  |        |            |            |            |             | 10,805.90 |          |         |       |
| 3665                         | Skyhawks Sports Acade |  | 0000   |            | EFT        | 07/20/2025 | 61963A      |           | 103870   | 110965  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 27807010 43100      |  |        | CPP        | PROSERVICE |            | 1,948.80    |           |          |         |       |
|                              |                       |  |        |            |            |            |             | 1,948.80  |          |         |       |
|                              |                       |  |        |            |            |            | CHECK TOTAL | 12,754.70 |          |         |       |
| 1424                         | Smartsheet Inc        |  | 0000   | 22401320   | EFT        | 08/29/2025 | INV2470996  |           | 103950   | 111052  |       |
|                              | ACCOUNT DETAIL        |  |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60601012 43100      |  |        | BSGSWR     | PROSERVICE |            | 3,000.00    |           |          |         |       |
|                              | 2 10101012 43100      |  |        | GenBSG     | PROSERVICE |            | 24,463.91   |           |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |             |            |             |           |          |         |       |  |
|------------------------------|-----------------------|--------|------------|-------------|------------|-------------|-----------|----------|---------|-------|--|
| VENDOR                       |                       | REMIT  | PO         | TYPE        | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |  |
|                              |                       |        |            |             |            |             | 27,463.91 |          |         |       |  |
|                              |                       |        |            |             |            | CHECK TOTAL | 27,463.91 |          |         |       |  |
| 2372                         | Smyrna Ready Mix Conc | 0000   | 22500503   | EFT         | 09/06/2025 | 1020713321  |           | 103471   | 110552  |       |  |
|                              | ACCOUNT DETAIL        |        |            |             |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 20206191 42200      |        | LRSICSR    | OPERSUP     |            |             | 1,060.00  |          |         |       |  |
|                              |                       |        |            |             |            |             | 1,060.00  |          |         |       |  |
| 2372                         | Smyrna Ready Mix Conc | 0000   |            | EFT         | 09/14/2025 | 1020717426  |           | 104050   | 111156  |       |  |
|                              | ACCOUNT DETAIL        |        |            |             |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 20106191 42200      |        | MVHICSR    | OPERSUP     |            |             | 1,237.00  |          |         |       |  |
|                              |                       |        |            |             |            |             | 1,237.00  |          |         |       |  |
|                              |                       |        |            |             |            | CHECK TOTAL | 2,297.00  |          |         |       |  |
| 2849                         | Spencer Martin        | 0000   |            | INV         | 09/20/2025 | 8525        |           | 104091   | 111200  |       |  |
|                              | ACCOUNT DETAIL        |        |            |             |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 21105058 43200      |        | MNCPLH     | FNDOMMTRANS |            |             | 451.00    |          |         |       |  |
|                              |                       |        |            |             |            |             | 451.00    |          |         |       |  |
|                              |                       |        |            |             |            | CHECK TOTAL | 451.00    |          |         |       |  |
| 5000                         | spokenote Inc         | 0000   | 22500765   | EFT         | 08/07/2025 | SPO-1092    |           | 103789   | 110881  |       |  |
|                              | ACCOUNT DETAIL        |        |            |             |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10101016 43100      |        | GenPR      | PROSERVICE  |            |             | 23,936.03 |          |         |       |  |
|                              | 2 10101016 43100      |        | GenPR      | PROSERVICE  |            |             | 27.00     |          |         |       |  |
|                              |                       |        |            |             |            |             | 23,963.03 |          |         |       |  |
|                              |                       |        |            |             |            | CHECK TOTAL | 23,963.03 |          |         |       |  |
| 2114                         | St Vincent Health, We | 0000   |            | EFT         | 08/30/2025 | 20-43402    |           | 103658   | 110744  |       |  |
|                              | ACCOUNT DETAIL        |        |            |             |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10105011 43100      |        | GenFireAdm | PROSERVICE  |            |             | 599.02    |          |         |       |  |
|                              |                       |        |            |             |            |             | 599.02    |          |         |       |  |
| 2114                         | St Vincent Health, We | 0000   | 22500785   | EFT         | 08/30/2025 | 20-43401    |           | 103921   | 111023  |       |  |
|                              | ACCOUNT DETAIL        |        |            |             |            | LINE AMOUNT |           |          |         |       |  |
|                              | 1 10105011 43100      |        | GenFireAdm | PROSERVICE  |            |             | 16,792.32 |          |         |       |  |
|                              |                       |        |            |             |            |             | 16,792.32 |          |         |       |  |
|                              |                       |        |            |             |            | CHECK TOTAL | 17,391.34 |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |                       |            |            |                |           |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|-----------------------|------------|------------|----------------|-----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO                    | TYPE       | DUE DATE   | INVOICE        | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 3879                         | Stantec Consulting Se |          |       | 0000   | 22401212              | EFT        | 09/11/2025 | 2436416        |           | 103613   | 110697  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                       |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 62609014 | 43100 |        | SWPWWater PROSERVICE  |            |            | 2,126.32       |           |          |         |       |
|                              |                       |          |       |        |                       |            |            |                | 2,126.32  |          |         |       |
|                              |                       |          |       |        |                       |            |            | CHECK TOTAL    | 2,126.32  |          |         |       |
| 504                          | Straeffe Pump & Supp  |          |       | 0000   | 22500398              | EFT        | 08/09/2025 | 45074          |           | 103346   | 110420  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                       |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 60609014 | 43100 |        | SewPWWaterPROSERVICE  |            |            | 1,210.00       |           |          |         |       |
|                              | 2                     | 60609014 | 42200 |        | SewPWWaterOPERSUP     |            |            | 2,522.00       |           |          |         |       |
|                              |                       |          |       |        |                       |            |            |                | 3,732.00  |          |         |       |
| 504                          | Straeffe Pump & Supp  |          |       | 0000   | 22401411              | EFT        | 08/30/2025 | 45231          |           | 103450   | 110526  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                       |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 60609014 | 44500 |        | SewPWWaterMACHEQPT    |            |            | 35,070.44      |           |          |         |       |
|                              |                       |          |       |        |                       |            |            |                | 35,070.44 |          |         |       |
|                              |                       |          |       |        |                       |            |            | CHECK TOTAL    | 38,802.44 |          |         |       |
| 5600                         | Taia Kapsalis         |          |       | 0000   |                       | EFT        | 09/01/2025 | 1003A          |           | 103930   | 111031  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                       |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 10107010 | 43100 |        | GenParks              | PROSERVICE |            | 300.00         |           |          |         |       |
|                              |                       |          |       |        |                       |            |            |                | 300.00    |          |         |       |
|                              |                       |          |       |        |                       |            |            | CHECK TOTAL    | 300.00    |          |         |       |
| 833                          | Testing For Public Sa |          |       | 0000   | 22500731              | EFT        | 08/30/2025 | CAR2025.09     |           | 103404   | 110479  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                       |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 10108015 | 43100 |        | GenPDSpprt PROSERVICE |            |            | 2,370.00       |           |          |         |       |
|                              |                       |          |       |        |                       |            |            |                | 2,370.00  |          |         |       |
|                              |                       |          |       |        |                       |            |            | CHECK TOTAL    | 2,370.00  |          |         |       |
| 5098                         | The Cl Thornburg Co I |          |       | 0000   | 22401441              | EFT        | 08/17/2025 | S100308550.001 |           | 103818   | 110912  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                       |            |            | LINE AMOUNT    |           |          |         |       |
|                              | 1                     | 60609014 | 42200 |        | SewPWWaterOPERSUP     |            |            | 836.47         |           |          |         |       |
|                              | 2                     | 60609014 | 42200 |        | SewPWWaterOPERSUP     |            |            | 19,300.69      |           |          |         |       |
|                              |                       |          |       |        |                       |            |            |                | 20,137.16 |          |         |       |
|                              |                       |          |       |        |                       |            |            | CHECK TOTAL    | 20,137.16 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |                | APCash |                     |            |            |             |        |          |         |       |
|------------------------------|-----------------------|----------------|--------|---------------------|------------|------------|-------------|--------|----------|---------|-------|
| VENDOR                       |                       |                | REMIT  | PO                  | TYPE       | DUE DATE   | INVOICE     | AMOUNT | DOCUMENT | VOUCHER | CHECK |
| 870                          | The Home City Ice Com |                | 0000   |                     | EFT        | 07/26/2025 | 7168254271  |        | 103465   | 110544  |       |
|                              | ACCOUNT DETAIL        |                |        |                     |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10106192 42200 |        | GFICBLDGMNDPERSUP   |            |            | 195.00      |        |          |         |       |
|                              |                       |                |        |                     |            |            |             | 195.00 |          |         |       |
|                              |                       |                |        |                     |            |            | CHECK TOTAL | 195.00 |          |         |       |
| 282                          | The Mailing Station,  |                | 0000   |                     | EFT        | 08/28/2025 | 179560      |        | 103423   | 110499  |       |
|                              | ACCOUNT DETAIL        |                |        |                     |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10108013 43100 |        | GenInvstgt          | PROSERVICE |            | 17.67       |        |          |         |       |
|                              |                       |                |        |                     |            |            |             | 17.67  |          |         |       |
|                              |                       |                |        |                     |            |            | CHECK TOTAL | 17.67  |          |         |       |
| 282                          | The Mailing Station,  |                | 0000   |                     | EFT        | 09/07/2025 | 179716      |        | 103449   | 110525  |       |
|                              | ACCOUNT DETAIL        |                |        |                     |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 10108012 43100 |        | GenPatrol           | PROSERVICE |            | 16.56       |        |          |         |       |
|                              |                       |                |        |                     |            |            |             | 16.56  |          |         |       |
|                              |                       |                |        |                     |            |            | CHECK TOTAL | 16.56  |          |         |       |
| 282                          | The Mailing Station,  |                | 0000   |                     | EFT        | 07/19/2025 | 179003      |        | 103530   | 110611  |       |
|                              | ACCOUNT DETAIL        |                |        |                     |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 21105058 42200 |        | MNCPLHDFNDPERSUP    |            |            | 21.24       |        |          |         |       |
|                              |                       |                |        |                     |            |            |             | 21.24  |          |         |       |
|                              |                       |                |        |                     |            |            | CHECK TOTAL | 21.24  |          |         |       |
| 282                          | The Mailing Station,  |                | 0000   |                     | EFT        | 07/25/2025 | 179100      |        | 103665   | 110751  |       |
|                              | ACCOUNT DETAIL        |                |        |                     |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 20109011 43100 |        | MVHPWStr            | PROSERVICE |            | 16.63       |        |          |         |       |
|                              |                       |                |        |                     |            |            |             | 16.63  |          |         |       |
|                              |                       |                |        |                     |            |            | CHECK TOTAL | 16.63  |          |         |       |
| 282                          | The Mailing Station,  |                | 0000   |                     | EFT        | 09/18/2025 | 179858      |        | 104087   | 111193  |       |
|                              | ACCOUNT DETAIL        |                |        |                     |            |            | LINE AMOUNT |        |          |         |       |
|                              | 1                     | 21105058 43100 |        | MNCPLHDFNBROSERVICE |            |            | 34.43       |        |          |         |       |
|                              |                       |                |        |                     |            |            |             | 34.43  |          |         |       |
|                              |                       |                |        |                     |            |            | CHECK TOTAL | 34.43  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 3314                         | Thomas J Morris III   | 0000   | 22500796   | EFT        | 07/05/2025 | 157711      |           | 104061   | 111163  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10108015 42200      |        | GenPDSpprt | OPERSUP    |            | 9,600.00    |           |          |         |       |
|                              |                       |        |            |            |            |             | 9,600.00  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 9,600.00  |          |         |       |
| 532                          | Tiffany Lawn & Garden | 0000   |            | EFT        | 09/30/2025 | 22555/3     |           | 103361   | 110435  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 62609014 43100      |        | SWPWWater  | PROSERVICE |            | 30.00       |           |          |         |       |
|                              |                       |        |            |            |            |             | 30.00     |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 30.00     |          |         |       |
| 1692                         | TK Elevator Corporati | 0000   | 22500732   | EFT        | 08/13/2025 | 6000811364  |           | 103425   | 110501  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10109012 43100      |        | GenPWBuild | PROSERVICE |            | 7,532.51    |           |          |         |       |
|                              |                       |        |            |            |            |             | 7,532.51  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 7,532.51  |          |         |       |
| 3172                         | Tony Albert Vasquez   | 0000   |            | EFT        | 09/05/2025 | 2512        |           | 103695   | 110783  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10107010 43100      |        | GenParks   | PROSERVICE |            | 450.00      |           |          |         |       |
|                              |                       |        |            |            |            |             | 450.00    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 450.00    |          |         |       |
| 3638                         | TTBM Partners LLC     | 0000   |            | EFT        | 08/25/2025 | 12-Revised  |           | 103583   | 110667  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 44391011 43100      |        | ECNDEVMY   | PROSERVICE |            | 63,150.99   |           |          |         |       |
|                              |                       |        |            |            |            |             | 63,150.99 |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 63,150.99 |          |         |       |
| 839                          | Tyler Technologies In | 0000   | 22500767   | EFT        | 09/15/2025 | 045-528782  |           | 103951   | 111053  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60601013 43100      |        | SewContr   | PROSERVICE |            | 6,300.00    |           |          |         |       |
|                              | 2 10101012 43100      |        | GenBSG     | PROSERVICE |            | 2,712.93    |           |          |         |       |
|                              |                       |        |            |            |            |             | 9,012.93  |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 9,012.93  |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |                   |      |            |             |          |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|-------------------|------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO                | TYPE | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 58                           | Uline Inc             |          |       | 0000   |                   | EFT  | 09/05/2025 | 196265583   |          | 104049   | 111155  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |      |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP |      |            | 335.89      |          |          |         |       |
|                              |                       |          |       |        |                   |      |            |             | 335.89   |          |         |       |
| 58                           | Uline Inc             |          |       | 0000   |                   | EFT  | 09/11/2025 | 196528662   |          | 104054   | 111160  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |      |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10105013 | 42200 |        | GenLogist OPERSUP |      |            | 985.96      |          |          |         |       |
|                              |                       |          |       |        |                   |      |            |             | 985.96   |          |         |       |
|                              |                       |          |       |        |                   |      |            | CHECK TOTAL | 1,321.85 |          |         |       |
| 2071                         | Utility Pipe Sales of |          |       | 0000   | 22500799          | EFT  | 09/12/2025 | 3210933-00  |          | 104066   | 111172  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |      |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 60609014 | 42200 |        | SewPWWaterOPERSUP |      |            | 3,135.00    |          |          |         |       |
|                              |                       |          |       |        |                   |      |            |             | 3,135.00 |          |         |       |
|                              |                       |          |       |        |                   |      |            | CHECK TOTAL | 3,135.00 |          |         |       |
| 614                          | Van Ausdall & Farrar  |          |       | 0000   | 22500488          | EFT  | 07/16/2025 | 659002      |          | 103886   | 110981  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |      |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106050 | 43100 |        | GenIT PROSERVICE  |      |            | 211.21      |          |          |         |       |
|                              | 2                     | 62606050 | 43100 |        | SWIT PROSERVICE   |      |            | 0.00        |          |          |         |       |
|                              |                       |          |       |        |                   |      |            |             | 211.21   |          |         |       |
|                              |                       |          |       |        |                   |      |            | CHECK TOTAL | 211.21   |          |         |       |
| 4741                         | Van Diest Supply Comp |          |       | 0000   | 22500211          | EFT  | 10/10/2025 | 253941      |          | 103550   | 110634  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |      |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP |      |            | 1,200.00    |          |          |         |       |
|                              |                       |          |       |        |                   |      |            |             | 1,200.00 |          |         |       |
| 4741                         | Van Diest Supply Comp |          |       | 0000   | 22500211          | EFT  | 09/10/2025 | 253784      |          | 103551   | 110635  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |      |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP |      |            | 1,485.00    |          |          |         |       |
|                              |                       |          |       |        |                   |      |            |             | 1,485.00 |          |         |       |
| 4741                         | Van Diest Supply Comp |          |       | 0000   | 22500211          | EFT  | 09/25/2025 | 253942      |          | 103623   | 110707  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |      |            | LINE AMOUNT |          |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP |      |            | 780.60      |          |          |         |       |
|                              |                       |          |       |        |                   |      |            |             | 780.60   |          |         |       |
|                              |                       |          |       |        |                   |      |            | CHECK TOTAL | 3,465.60 |          |         |       |



## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |          |            |            |                    |          |          |         |       |
|------------------------------|-----------------------|--------|----------|------------|------------|--------------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO       | TYPE       | DUE DATE   | INVOICE            | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 2789                         | Verizon Communication | 0000   |          | EFT        | 08/15/2025 | 6119340946         |          | 103314   | 110388  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 27907051 43910      |        | CCFAdmin | ITCONTRACT |            | 186.34             | 186.34   |          |         |       |
| 2789                         | Verizon Communication | 0000   | 22500753 | EFT        | 08/15/2025 | 6119343205         |          | 103315   | 110389  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 10106050 43100      |        | GenIT    | PROSERVICE |            | 846.24             | 846.24   |          |         |       |
| 2789                         | Verizon Communication | 0000   | 22500753 | EFT        | 08/15/2025 | 6119376739         |          | 103316   | 110390  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 10106050 43100      |        | GenIT    | PROSERVICE |            | 655.04             | 655.04   |          |         |       |
| 2789                         | Verizon Communication | 0000   | 22500753 | EFT        | 08/15/2025 | 6119364121         |          | 103317   | 110391  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 10106050 43100      |        | GenIT    | PROSERVICE |            | 1,371.15           | 1,371.15 |          |         |       |
| 2789                         | Verizon Communication | 0000   | 22500753 | EFT        | 08/15/2025 | 6119327878         |          | 103318   | 110392  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 10106050 43100      |        | GenIT    | PROSERVICE |            | 210.66             | 210.66   |          |         |       |
| 2789                         | Verizon Communication | 0000   |          | EFT        | 08/15/2025 | 6119318808         |          | 103319   | 110393  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 27055058 43100      |        | GRTSHD   | PROSERVICE |            | 39.07              |          |          |         |       |
|                              | 2 10106050 43100      |        | GenIT    | PROSERVICE |            | 1,074.69           | 1,113.76 |          |         |       |
| 2789                         | Verizon Communication | 0000   | 22500753 | EFT        | 08/15/2025 | 6119280227         |          | 103320   | 110394  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 10106050 43100      |        | GenIT    | PROSERVICE |            | 1,045.65           | 1,045.65 |          |         |       |
| 2789                         | Verizon Communication | 0000   | 22500753 | EFT        | 08/15/2025 | 6119268114         |          | 103321   | 110395  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 10106050 43100      |        | GenIT    | PROSERVICE |            | 5,067.06           | 5,067.06 |          |         |       |
| 2789                         | Verizon Communication | 0000   | 22500737 | EFT        | 08/15/2025 | 6119327841         |          | 103322   | 110396  |       |
|                              | <b>ACCOUNT DETAIL</b> |        |          |            |            | <b>LINE AMOUNT</b> |          |          |         |       |
|                              | 1 60606050 43100      |        | SewIT    | PROSERVICE |            | 2,223.75           | 2,223.75 |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       |          |       | APCash |                   |            |            |             |           |          |         |       |
|------------------------------|-----------------------|----------|-------|--------|-------------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       |          |       | REMIT  | PO                | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 2789                         | Verizon Communication |          |       | 0000   | 22500753          | EFT        | 08/15/2025 | 6119311950  |           | 103323   | 110397  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10106050 | 43100 |        | GenIT             | PROSERVICE |            | 721.07      | 721.07    |          |         |       |
| 2789                         | Verizon Communication |          |       | 0000   | 22500738          | EFT        | 08/15/2025 | 6119326528  |           | 103324   | 110398  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 62606050 | 43100 |        | SWIT              | PROSERVICE |            | 2,206.81    | 2,206.81  |          |         |       |
| 2789                         | Verizon Communication |          |       | 0000   | 22500753          | EFT        | 08/15/2025 | 6119279010  |           | 103325   | 110399  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10106050 | 43100 |        | GenIT             | PROSERVICE |            | 1,111.89    |           |          |         |       |
|                              | 2                     | 10106050 | 42200 |        | GenIT             | OPERSUP    |            | 799.98      |           |          |         |       |
|                              |                       |          |       |        |                   |            |            |             | 1,911.87  |          |         |       |
|                              |                       |          |       |        |                   |            |            | CHECK TOTAL | 17,559.40 |          |         |       |
| 4270                         | Videolndiana Inc      |          |       | 0000   |                   | EFT        | 05/27/2025 | 3056207-1   |           | 103536   | 110617  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 27907059 | 43300 |        | CCFCltrHlt        | PRINTADVER |            | 170.00      |           |          |         |       |
|                              |                       |          |       |        |                   |            |            |             | 170.00    |          |         |       |
|                              |                       |          |       |        |                   |            |            | CHECK TOTAL | 170.00    |          |         |       |
| 2992                         | Vision Event Manageme |          |       | 0000   |                   | EFT        | 09/15/2025 | 1807        |           | 103917   | 111013  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 27907059 | 43100 |        | CCFCltrHlt        | PROSERVICE |            | 11,362.00   |           |          |         |       |
|                              |                       |          |       |        |                   |            |            |             | 11,362.00 |          |         |       |
|                              |                       |          |       |        |                   |            |            | CHECK TOTAL | 11,362.00 |          |         |       |
| 2813                         | Visionary Cove LLC    |          |       | 0000   |                   | EFT        | 09/01/2025 | 9/25 Rent   |           | 103564   | 110648  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 47140000 | 43700 |        | Fishersl69        | RENTALS    |            | 61,450.00   |           |          |         |       |
|                              |                       |          |       |        |                   |            |            |             | 61,450.00 |          |         |       |
|                              |                       |          |       |        |                   |            |            | CHECK TOTAL | 61,450.00 |          |         |       |
| 398                          | Warrens Turf          |          |       | 0000   |                   | EFT        | 09/11/2025 | 240898      |           | 103744   | 110836  |       |
|                              | ACCOUNT DETAIL        |          |       |        |                   |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1                     | 10106193 | 42200 |        | GFICPKSMNTOPERSUP |            |            | 134.85      |           |          |         |       |
|                              |                       |          |       |        |                   |            |            |             | 134.85    |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |                       |      |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|-----------------------|------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO                    | TYPE | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 398                          | Warrens Turf          | 0000   |                       | EFT  | 09/11/2025 | 240915      |           | 103745   | 110837  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106193 42200      |        | GFICPKSMNTOPERSUP     |      |            | 266.00      |           |          |         |       |
|                              |                       |        |                       |      |            |             | 266.00    |          |         |       |
|                              |                       |        |                       |      |            | CHECK TOTAL | 400.85    |          |         |       |
| 4832                         | West Michigan Basebal | 0000   |                       | EFT  | 07/13/2025 | I-Web-4547  |           | 103666   | 110752  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10107010 42200      |        | GenParks OPERSUP      |      |            | 863.04      |           |          |         |       |
|                              |                       |        |                       |      |            |             | 863.04    |          |         |       |
|                              |                       |        |                       |      |            | CHECK TOTAL | 863.04    |          |         |       |
| 2380                         | Whites Ace Hardware F | 0000   |                       | EFT  | 09/12/2025 | 37666248    |           | 103667   | 110753  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWaterOPERSUP     |      |            | 19.96       |           |          |         |       |
|                              |                       |        |                       |      |            |             | 19.96     |          |         |       |
| 2380                         | Whites Ace Hardware F | 0000   |                       | EFT  | 09/13/2025 | 37666467    |           | 103746   | 110838  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWaterOPERSUP     |      |            | 12.76       |           |          |         |       |
|                              |                       |        |                       |      |            |             | 12.76     |          |         |       |
|                              |                       |        |                       |      |            | CHECK TOTAL | 32.72     |          |         |       |
| 2737                         | Wild Ridge Lawn & Lan | 0000   | 22500095              | EFT  | 08/30/2025 | 35907       |           | 103709   | 110797  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 20209011 43100      |        | LRSPWSTRTPROSERVICE   |      |            | 21,404.27   |           |          |         |       |
|                              |                       |        |                       |      |            |             | 21,404.27 |          |         |       |
| 2737                         | Wild Ridge Lawn & Lan | 0000   | 22500095              | EFT  | 07/29/2025 | 35578       |           | 103710   | 110798  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 20209011 43100      |        | LRSPWSTRTPROSERVICE   |      |            | 21,404.27   |           |          |         |       |
|                              |                       |        |                       |      |            |             | 21,404.27 |          |         |       |
| 2737                         | Wild Ridge Lawn & Lan | 0000   | 22500095              | EFT  | 06/30/2025 | 35432       |           | 103711   | 110799  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 20209011 43100      |        | LRSPWSTRTPROSERVICE   |      |            | 3,628.00    |           |          |         |       |
|                              |                       |        |                       |      |            |             | 3,628.00  |          |         |       |
| 2737                         | Wild Ridge Lawn & Lan | 0000   | 22500779              | EFT  | 08/16/2025 | 35804       |           | 103872   | 110967  |       |
|                              | ACCOUNT DETAIL        |        |                       |      |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10109013 43100      |        | GenPWParks PROSERVICE |      |            | 6,648.00    |           |          |         |       |
|                              |                       |        |                       |      |            |             | 6,648.00  |          |         |       |

Report generated: 08/22/2025 12:05:53  
User: Carrie Clark (clarkc)  
Program ID: apwarnt

## ACCOUNTS PAYABLE CHECK RUN REPORT

## Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |           |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|-----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT    | DOCUMENT | VOUCHER | CHECK |
| 2737                         | Wild Ridge Lawn & Lan | 0000   |            | EFT        | 09/18/2025 | 36156       |           | 103980   | 111083  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10103011 43100      |        | GenPI      | PROSERVICE |            | 478.00      |           |          |         |       |
|                              |                       |        |            |            |            | 478.00      |           |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 53,562.54 |          |         |       |
| 2597                         | Winsupply of Indianap | 0000   |            | EFT        | 09/10/2025 | 28211901    |           | 103854   | 110949  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 578.84      |           |          |         |       |
|                              |                       |        |            |            |            | 578.84      |           |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 578.84    |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/05/2025 | 9598425396  |           | 103359   | 110433  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 224.45      |           |          |         |       |
|                              |                       |        |            |            |            | 224.45      |           |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/06/2025 | 9600166657  |           | 103386   | 110461  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 65.64       |           |          |         |       |
|                              |                       |        |            |            |            | 65.64       |           |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/06/2025 | 9600166640  |           | 103387   | 110462  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 427.20      |           |          |         |       |
|                              |                       |        |            |            |            | 427.20      |           |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/04/2025 | 9596357260  |           | 103430   | 110506  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 152.89      |           |          |         |       |
|                              |                       |        |            |            |            | 152.89      |           |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/05/2025 | 9598425388  |           | 103432   | 110508  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 1,029.68    |           |          |         |       |
|                              |                       |        |            |            |            | 1,029.68    |           |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/07/2025 | 9600716535  |           | 103461   | 110540  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |           |          |         |       |
|                              | 1 10105016 42200      |        | GenExAff   | OPERSUP    |            | 285.50      |           |          |         |       |
|                              |                       |        |            |            |            | 285.50      |           |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                  | APCash |                   |      |            |             |          |          |         |       |  |
|------------------------------|------------------|--------|-------------------|------|------------|-------------|----------|----------|---------|-------|--|
| VENDOR                       |                  | REMIT  | PO                | TYPE | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/07/2025 | 9601030126  |          | 103468   | 110547  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 20106191 42200 |        | MVHICSRTS OPERSUP |      |            | 436.63      |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 436.63   |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/07/2025 | 9601069272  |          | 103469   | 110548  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 569.16      |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 569.16   |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/11/2025 | 9604696345  |          | 103616   | 110700  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 957.88      |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 957.88   |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/11/2025 | 9604696360  |          | 103617   | 110701  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 17.81       |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 17.81    |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/11/2025 | 9604696352  |          | 103618   | 110702  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 354.70      |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 354.70   |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/11/2025 | 9604696337  |          | 103619   | 110703  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 143.90      |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 143.90   |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/13/2025 | 9608252335  |          | 103723   | 110811  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 26.54       |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 26.54    |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/12/2025 | 9606301225  |          | 103724   | 110812  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 41.80       |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 41.80    |          |         |       |  |
| 1309                         | WW Grainger Inc  | 0000   |                   | EFT  | 09/13/2025 | 9607696359  |          | 103726   | 110815  |       |  |
|                              | ACCOUNT DETAIL   |        |                   |      |            | LINE AMOUNT |          |          |         |       |  |
|                              | 1 10106192 42200 |        | GFICBLDGMNØPERSUP |      |            | 1,784.21    |          |          |         |       |  |
|                              |                  |        |                   |      |            |             | 1,784.21 |          |         |       |  |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
 DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |            |            |            |             |          |          |         |       |
|------------------------------|-----------------------|--------|------------|------------|------------|-------------|----------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO         | TYPE       | DUE DATE   | INVOICE     | AMOUNT   | DOCUMENT | VOUCHER | CHECK |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/13/2025 | 9608252350  |          | 103727   | 110816  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 76.90       | 76.90    |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/13/2025 | 9608252343  |          | 103747   | 110839  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 60609014 42200      |        | SewPWWater | OPERSUP    |            | 32.27       | 32.27    |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/14/2025 | 9608778545  |          | 103853   | 110948  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 882.61      | 882.61   |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/14/2025 | 9609102687  |          | 103868   | 110963  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10107010 42200      |        | GenParks   | OPERSUP    |            | 81.13       | 81.13    |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/17/2025 | 9610810187  |          | 103911   | 111014  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 255.56      | 255.56   |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/17/2025 | 9610810203  |          | 103912   | 111015  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 374.50      | 374.50   |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/17/2025 | 9610810179  |          | 103913   | 111016  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 10106192 42200      |        | GFICBLDGMN | OPERSUP    |            | 229.08      | 229.08   |          |         |       |
| 1309                         | WW Grainger Inc       | 0000   |            | EFT        | 09/17/2025 | 9611575680  |          | 103914   | 111017  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 20106191 42200      |        | MVHICSR    | TS OPERSUP |            | 49.50       | 49.50    |          |         |       |
|                              |                       |        |            |            |            | CHECK TOTAL | 8,499.54 |          |         |       |
| 4834                         | Xavier Walden Enterpr | 0000   |            | EFT        | 07/11/2025 | 1213        |          | 103467   | 110546  |       |
|                              | ACCOUNT DETAIL        |        |            |            |            | LINE AMOUNT |          |          |         |       |
|                              | 1 21205058 43100      |        | CHD        | PROSERVICE |            | 625.00      | 625.00   |          |         |       |

## ACCOUNTS PAYABLE CHECK RUN REPORT

### Detail Invoice List

WARRANT: 82625 08/22/2025  
DUE DATE: 08/22/2025

| CASH ACCOUNT: 99900000 10100 |                       | APCash |          |            |            |                      |               |          |         |       |
|------------------------------|-----------------------|--------|----------|------------|------------|----------------------|---------------|----------|---------|-------|
| VENDOR                       |                       | REMIT  | PO       | TYPE       | DUE DATE   | INVOICE              | AMOUNT        | DOCUMENT | VOUCHER | CHECK |
|                              |                       |        |          |            |            | CHECK TOTAL          | 625.00        |          |         |       |
| 2036                         | Zayo Group Holdings I | 0000   | 22500591 | EFT        | 08/31/2025 | 2025080045361        |               | 103890   | 110991  |       |
|                              | ACCOUNT DETAIL        |        |          |            |            | LINE AMOUNT          |               |          |         |       |
|                              | 1 10106050 43100      |        | GenIT    | PROSERVICE |            |                      | 3,518.69      |          |         |       |
|                              | 2 60606050 43100      |        | SewIT    | PROSERVICE |            |                      | 703.74        |          |         |       |
|                              | 3 62606050 43100      |        | SWIT     | PROSERVICE |            |                      | 469.16        |          |         |       |
|                              |                       |        |          |            |            |                      | 4,691.59      |          |         |       |
|                              |                       |        |          |            |            | CHECK TOTAL          | 4,691.59      |          |         |       |
| 657                          | INVOICES              |        |          |            |            | WARRANT TOTAL        | 1,800,462.30  |          |         |       |
|                              |                       |        |          |            |            | CASH ACCOUNT BALANCE | 23,210,108.60 |          |         |       |



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                              |         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|---------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | August 26, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>RESOLUTION NO.</b>                                                                                        | R082625 |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to Approve Opioid Settlement Agreement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                              |         |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Lindsey Bennett/ Corporation Counsel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                              |         |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | <p>As part of the City's ongoing opioid litigation, Purdue Pharma and the Sackler family reached an agreement with Indiana's attorney general on a settlement, which consists of a collection of agreements that address payment obligations of Purdue Pharma and the Sackler family, who owned the company. The proposed settlement is being implemented in connection with Purdue's bankruptcy proceedings. This includes a settlement of direct claims against the Sackler family held by states, local governments and other creditors. The settlement for states and local governments is documented in the Governmental Entity and Shareholder Direct Settlement Agreement, which may be accessed at <a href="https://nationalopioidsettlement.com/purdue-sacklers-settlements/">https://nationalopioidsettlement.com/purdue-sacklers-settlements/</a>.</p> <p>The City's law department has been advised that the City must sign and return a participation form in order to receive funds from the Purdue Direct Settlement and so we are requesting the Board approve participating in the settlement by giving the Mayor authority to sign the participation form and any other documents necessary for participation in this settlement.</p> |                                                                                                              |         |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                              |         |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                              |         |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                              |         |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                              |         |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over \$50,000</b><br><br><input type="checkbox"/> Contract or Agreement – Other (Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                              |         |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the City<br><br><input type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> Document will be recorded by another party. Who is recording the document?<br>_____ |         |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                              |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current Available Budget:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                              |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                              |         |



**RESOLUTION NO. R082625**

**A RESOLUTION OF THE CITY OF FISHERS BOARD OF PUBLIC WORKS &  
SAFETY TO APPROVE OPIOIDS SETTLEMENT AGREEMENT WITH  
PURDUE PHARMA LP AND THE SACKLER FAMILY**

WHEREAS, the City of Fishers, Hamilton County, Indiana (“City”) has been actively engaged in pursuing damages caused by the manufacture, sale, and distribution of opioids through outside counsel in multidistrict litigation;

WHEREAS, the City’s counsel has negotiated a settlement with Purdue Pharma, LP, as part of Purdue Pharma, LP’s bankruptcy proceedings which includes settlement of claims against the Sackler Family held by states, local government and other creditors, including the City of Fishers (the “Settlement”)

WHEREAS, in order to receive any funds from the Settlement, the City must sign certain agreements, including a participation form; and

WHEREAS, the City desires to participate in the Settlement and sign the participation form and any other agreement necessary to receive funds from the Settlement.

NOW, THEREFORE, BE IT RESOLVED, by the City of Fishers Board of Public Works & Safety meeting in regular session as follows:

- Section 1.** The Board of Public Works & Safety hereby authorizes the City to sign a participation form and any other agreement with Purdue Pharma, LP and the Sackler Family concerning the settlement of its claims in the opioid litigation.
- Section 2.** The Board hereby authorizes the Mayor to execute the participation form and any and all documents necessary to complete settlement with Purdue Pharma, LP and the Sackler Family.
- Section 3.** This Resolution shall be of full force and effect from and upon its adoption and in accordance with Indiana law.

ALL OF WHICH IS RESOLVED, by the City of Fishers Board of Public Works & Safety, this 26th day of August 2025.

**BOARD OF PUBLIC WORKS &  
SAFETY, CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana, One Municipal Drive, Fishers, Indiana, 46038

“I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law.” /s/ Lindsey M. Bennett



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                    |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/26/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>RESOLUTION NO.</b>                                                                                                              | R082625A |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to Approve Indiana Department of Health Public Health Emergency I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                    |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Laura Gropp/Fishers Health Department                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                    |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | <p>The Indiana Department of Health Public Health Emergency Preparedness Agreement is an annual federal grant passed through the State to local health departments to enhance state and local preparedness to better respond to public health and healthcare emergencies. This is a reimburseable grant that is used to partially fund personnel to work under this program area and to complete the 13 grant deliverables. The grant period is 7/1/25-6/30/25 and grant award is \$47,670 . This grant is a funding reduction in the amount of \$5,000 from what has previously been awarded in prior years.</p> |                                                                                                                                    |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | \$47,670                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                    |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                    |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                    |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                    |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over</b> \$50,000<br><input checked="" type="checkbox"/> Contract or Agreement - Other ( Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                                                                                                                                              |                                                                                                                                    |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the BPW&S Clerk.<br><br><input checked="" type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the BPW&S Clerk.                                                                                                                                                                                                                                                                                                                                                           | <input type="checkbox"/> Document will be recorded by another party. Name of person or entity recording the document:<br><br>_____ |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:<br>Current Available Budget:<br>Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                    |          |

**RESOLUTION NO. R082625A**

**A RESOLUTION OF THE CITY OF FISHERS BOARD OF PUBLIC WORKS & SAFETY APPROVING GRANT AGREEMENT WITH THE INDIANA DEPARTMENT OF HEALTH PUBLIC HEALTH EMERGENCY PREPAREDNESS (PHEP)**

**WHEREAS**, the City of Fishers, Hamilton County, Indiana (“City”), by and through the Fishers Health Department (“Health Department”) seeks to enter into a certain Grant Agreement with the Indiana Department of Health (the “State”) to promote and support emergency preparedness and support response activities through the Public Health Emergency Preparedness Grant, as further described in Exhibit A, attached hereto and incorporated herein (the “Grant Agreement”)

**WHEREAS**, the Grant Agreement provides the City with Forty-Seven Thousand, Six Hundred Seventy Dollars and 00/100 (\$47,670) (the “Grant”) for certain eligible costs associated public health and healthcare emergencies, all as further described in the Grant Agreement; and

**WHEREAS**, the City now desires to enter into the Grant Agreement with the State as further provided herein.

NOW, THEREFORE, BE IT RESOLVED, by the City of Fishers Board of Public Works & Safety meeting in regular session as follows:

- Section 1.** The Board hereby approves the Grant Agreement as more particularly described by Exhibit A, which is attached hereto and incorporated herein.
- Section 2.** The Board hereby authorizes the Health Director to execute the Grant Agreement and any and all documents necessary to effectuate its intent.
- Section 3.** This resolution shall be of full force and effect from and upon its adoption in accordance with Indiana law.

SO RESOLVED, by the City of Fishers Board of Public Works & Safety meeting this 26<sup>th</sup> day of August 2025.

**BOARD OF PUBLIC WORKS & SAFETY,  
CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steve Orusa,<br>Member     |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument was prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana, One Municipal Drive, Fishers, Indiana, 46038

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law." /s/ Lindsey M. Bennett

**INDIANA DEPARTMENT OF HEALTH  
GRANT AGREEMENT – FEDERAL FUNDING  
CONTRACT #000000000000000000094450**

This Grant Agreement (this "Grant Agreement"), entered into by and between **Indiana Department of Health** (the "State" or "IDOH") and **City of Fishers Health Department** (the "Grantee" or "Subrecipient"), is executed pursuant to the terms and conditions set forth herein. In consideration of those mutual undertakings and covenants, the parties agree as follows:

**1. Purpose of this Grant Agreement; Funding Source.** The purpose of this Grant Agreement is to enable the State to award a Grant of **\$47,670.00** (the "Grant") to the Grantee for eligible costs of the services or project (the "Project") described in **Attachment A** and **Attachment B** of this Grant Agreement, which are incorporated fully herein. The funds shall be used exclusively in accordance with the provisions contained in this Grant Agreement and in conformance with Indiana Code § 16-19-3-1 establishing the authority to make this Grant, as well as any rules adopted thereunder. The funds received by the Grantee pursuant to this Grant Agreement shall be used only to implement the Project or provide the services in conformance with this Grant Agreement and for no other purpose.

**FUNDING SOURCE:**

If Federal Funds: Public Health Emergency Preparedness (PHEP) Cooperative Agreement

CFDA # 93.069

If State Funds: N/A

**2. Representations and Warranties of the Grantee.**

A. The Grantee expressly represents and warrants to the State that it is statutorily eligible to receive these Grant funds and that the information set forth in its Grant Application is true, complete and accurate. The Grantee expressly agrees to promptly repay all funds paid to it under this Grant Agreement should it be determined either that it was ineligible to receive the funds, or it made any material misrepresentation on its grant application.

B. The Grantee certifies by entering into this Grant Agreement that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from entering into this Grant Agreement by any federal or state department or agency. The term "principal" for purposes of this Grant Agreement is defined as an officer, director, owner, partner, key employee or other person with primary management or supervisory responsibilities, or a person who has a critical influence on or substantive control over the operations of the Grantee.

**3. Implementation of and Reporting on the Project.**

A. The Grantee shall implement and complete the Project in accordance with **Attachment A** and with the plans and specifications contained in its Grant Application, which is on file with the State and is incorporated by reference. Modification of the Project shall require prior written approval of the State.

B. The Grantee shall submit to the State written progress reports until the completion of the Project. These reports shall be submitted on a quarterly basis and shall contain such detail of progress or performance on the Project as is requested by the State.

**4. Term.** This Grant Agreement commences on **July 01, 2025** and shall remain in effect through **June 30, 2026**. Unless otherwise provided herein, it may be extended upon the written agreement of the parties and as permitted by state or federal laws governing this Grant.

## 5. Grant Funding.

A. The State shall fund this Grant in the amount of **\$47,670.00**. The approved Project Budget is set forth as **Attachment B** of this Grant Agreement, attached hereto and incorporated herein. The Grantee shall not spend more than the amount for each line item in the Project Budget without the prior written consent of the State, nor shall the Project costs funded by this Grant Agreement and those funded by any local and/or private share be changed or modified without the prior written consent of the State.

B. The disbursement of Grant funds to the Grantee shall not be made until all documentary materials required by this Grant Agreement have been received and approved by the State and this Grant Agreement has been fully approved by the State.

## 6. Payment of Claims.

A. If advance payment of all or a portion of the Grant funds is permitted by statute or regulation, and the State agrees to provide such advance payment, advance payment shall be made only upon submission of a proper claim setting out the intended purposes of those funds. After such funds have been expended, Grantee shall provide State with a reconciliation of those expenditures. Otherwise, all payments shall be made thirty-five (35) days in arrears in conformance with State fiscal policies and procedures. As required by IC § 4-13-2-14.8, all payments will be by the direct deposit by electronic funds transfer to the financial institution designated by the Grantee in writing unless a specific waiver has been obtained from the Indiana Auditor of State.

B. Requests for payment will be processed only upon presentation of a Claim Voucher in the form designated by the State. Such Claim Vouchers must be submitted with the budget expenditure report detailing disbursements of state, local and/or private funds by project budget line items.

C. The State may require evidence furnished by the Grantee that substantial progress has been made toward completion of the Project prior to making the first payment under this Grant. All payments are subject to the State's determination that the Grantee's performance to date conforms with the Project as approved, notwithstanding any other provision of this Grant Agreement.

D. Claims shall be submitted to the State within twenty (20) calendar days following the end of the month in which work on or for the Project was performed. The State has the discretion, and reserves the right, to NOT pay any claims submitted later than thirty (30) calendar days following the end of the month in which the services were provided. All final claims and reports must be submitted to the State within sixty (60) calendar days after the expiration or termination of this agreement. Payment for claims submitted after that time may, at the discretion of the State, be denied. Claims may be submitted on a [monthly or semi-monthly basis] only. If Grant funds have been advanced and are unexpended at the time that the final claim is submitted, all such unexpended Grant funds must be returned to the State.

E. Claims must be submitted with accompanying supportive documentation as designated by the State. Claims submitted without supportive documentation will be returned to the Grantee and not processed for payment. Failure to comply with the provisions of this Grant Agreement may result in the denial of a claim for payment.

**7. Project Monitoring by the State.** The State may conduct on-site or off-site monitoring reviews of the Project during the term of this Grant Agreement and for up to ninety (90) days after it expires or is otherwise terminated. The Grantee shall extend its full cooperation and give full access to the Project site and to relevant documentation to the State or its authorized designees for the purpose of determining, among other things:

- A. whether Project activities are consistent with those set forth in **Attachment A**, the Grant Application, and the terms and conditions of the Grant Agreement;
- B. the actual expenditure of state, local and/or private funds expended to date on the Project is in conformity with the amounts for each Budget line item as set forth in **Attachment B** and that unpaid costs have been properly accrued;
- C. that Grantee is making timely progress with the Project, and that its project management, financial management and control systems, procurement systems and methods, and overall performance are in conformance with the requirements set forth in this Grant Agreement and are fully and accurately reflected in Project reports submitted to the State.

#### **8. Compliance with Audit and Reporting Requirements; Maintenance of Records.**

A. The Grantee shall submit to an audit of funds paid through this Grant Agreement and shall make all books, accounting records and other documents available at all reasonable times during the term of this Grant Agreement and for a period of three (3) years after final payment for inspection by the State or its authorized designee. Copies shall be furnished to the State at no cost

B. If the Grantee is a "subrecipient" of federal grant funds under 2 C.F.R. 200.331, Grantee shall arrange for a financial and compliance audit that complies with 2 C.F.R. 200.500 *et seq.* if required by applicable provisions of 2 C.F.R. 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements).

C. If the Grantee is a non-governmental unit, the Grantee shall file the Form E-1 annual financial report required by IC § 5-11-1-4. The E-1 entity annual financial report will be used to determine audit requirements applicable to non-governmental units under IC § 5-11-1-9. Audits required under this section must comply with the State Board of Accounts *Uniform Compliance Guidelines for Examination of Entities Receiving Financial Assistance from Governmental Sources*, <https://www.in.gov/sboa/files/guidelines-examination-entities-receiving-financial-assistance-government-sources.pdf>. Guidelines for filing the annual report are included in **Attachment D** (Guidelines for Non-governmental Entities).

D. The Grantee/Subrecipient must provide a copy of its Audit Report to:

Indiana Department of Health  
Attn: Contracts Section, 2<sup>nd</sup> Floor Finance  
2 North Meridian Street  
Indianapolis, IN 46204

#### **9. Compliance with Laws.**

A. The Grantee shall comply with all applicable federal, state and local laws, rules, regulations and ordinances, and all provisions required thereby to be included herein are hereby incorporated by reference. The enactment or modification of any applicable state or federal statute or the promulgation of rules or regulations thereunder after execution of this Grant Agreement shall be reviewed by the State and the Grantee to determine whether the provisions of this Grant Agreement require formal modification.

B. The Grantee and its agents shall abide by all ethical requirements that apply to persons who have a business relationship with the State as set forth in IC § 4-2-6, *et seq.*, IC § 4-2-7, *et seq.* and the regulations promulgated thereunder. **If the Grantee has knowledge, or would have acquired knowledge with reasonable inquiry, that a state officer, employee, or special state appointee, as those terms are defined in IC 4-2-6-1, has a financial interest in the Grant, the Grantee shall ensure compliance with the disclosure requirements in IC § 4-2-6-10.5 prior to the execution of this Grant Agreement.** If the Grantee is not familiar with these



ethical requirements, the Grantee should refer any questions to the Indiana State Ethics Commission or visit the Inspector General's website at <http://www.in.gov/ig/>. If the Grantee or its agents violate any applicable ethical standards, the State may, in its sole discretion, terminate this Grant immediately upon notice to the Grantee. In addition, the Grantee may be subject to penalties under IC §§ 4-2-6, 4-2-7, 35-44.1-1-4, and under any other applicable laws.

C. The Grantee certifies by entering into this Grant Agreement that neither it nor its principal(s) is presently in arrears in payment of taxes, permit fees or other statutory, regulatory or judicially required payments to the State. The Grantee agrees that any payments currently due to the State may be withheld from payments due to the Grantee. Additionally, payments may be withheld, delayed, or denied and/or this Grant suspended until the Grantee is current in its payments and has submitted proof of such payment to the State.

D. The Grantee warrants that it has no current, pending or outstanding criminal, civil, or enforcement actions initiated by the State, and agrees that it will immediately notify the State of any such actions. During the term of such actions, the Grantee agrees that the State may suspend funding for the Project. If a valid dispute exists as to the Grantee's liability or guilt in any action initiated by the State or its agencies, and the State decides to suspend funding to the Grantee, the Grantee may submit, in writing, a request for review to the Indiana Department of Administration (IDOA). A determination by IDOA shall be binding on the parties. Any disbursements that the State may delay, withhold, deny, or apply under this section shall not be subject to penalty or interest.

E. The Grantee warrants that the Grantee and any contractors performing work in connection with the Project shall obtain and maintain all required permits, licenses, registrations, and approvals, and shall comply with all health, safety, and environmental statutes, rules, or regulations in the performance of work activities for the State. Failure to do so may be deemed a material breach of this Grant Agreement and grounds for immediate termination and denial of grant opportunities with the State.

F. The Grantee affirms that, if it is an entity described in IC Title 23, it is properly registered and owes no outstanding reports to the Indiana Secretary of State.

G. As required by IC § 5-22-3-7:

(1) The Grantee and any principals of the Grantee certify that:

(A) the Grantee, except for de minimis and nonsystematic violations, has not violated the terms of:

(i) IC § 24-4.7 [Telephone Solicitation Of Consumers];

(ii) IC § 24-5-12 [Telephone Solicitations]; or

(iii) IC § 24-5-14 [Regulation of Automatic Dialing Machines];

in the previous three hundred sixty-five (365) days, even if IC 24-4.7 is preempted by federal law; and

(B) the Grantee will not violate the terms of IC § 24-4.7 for the duration of this Grant Agreement, even if IC § 24-4.7 is preempted by federal law.

(2) The Grantee and any principals of the Grantee certify that an affiliate or principal of the Grantee and any agent acting on behalf of the Grantee or on behalf of an affiliate or principal of the Grantee, except for de minimis and nonsystematic violations,

(A) has not violated the terms of IC § 24-4.7 in the previous three hundred sixty-five (365) days, even if IC § 24-4.7 is preempted by federal law; and

(B) will not violate the terms of IC § 24-4.7 for the duration of this Grant Agreement even if IC § 24-4.7 is preempted by federal law.

#### **10. Debarment and Suspension.**

A. The Grantee certifies by entering into this Grant Agreement that it is not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from entering into this Grant by any federal agency or by any department, agency or political subdivision of the State. The term "principal" for purposes of this Grant Agreement means an officer, director, owner, partner, key employee or other person with primary management or supervisory responsibilities, or a person who has a critical influence on or substantive control over the operations of the Grantee.

B. The Grantee certifies that it has verified the suspension and debarment status for all subcontractors receiving funds under this Grant Agreement and shall be solely responsible for any recoupments or penalties that might arise from non-compliance. The Grantee shall immediately notify the State if any subcontractor becomes debarred or suspended, and shall, at the State's request, take all steps required by the State to terminate its contractual relationship with the subcontractor for work to be performed under this Grant Agreement.

**11. Drug-Free Workplace Certification.** As required by Executive Order No. 90-5, April 12, 1990, issued by the Governor of Indiana, the Grantee hereby covenants and agrees to make a good faith effort to provide and maintain a drug-free workplace. Grantee will give written notice to the State within ten (10) days after receiving actual notice that the Grantee, or an employee of the Grantee in the State of Indiana, has been convicted of a criminal drug violation occurring in the workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of grant payments, termination of the Grant and/or debarment of grant opportunities with the State of Indiana for up to three (3) years.

In addition to the provisions of the above paragraphs, if the total amount set forth in this Grant Agreement is in excess of \$25,000.00, the Grantee certifies and agrees that it will provide a drug-free workplace by:

A. Publishing and providing to all of its employees a statement notifying them that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the Grantee's workplace and specifying the actions that will be taken against employees for violations of such prohibition; and

B. Establishing a drug-free awareness program to inform its employees of: (1) the dangers of drug abuse in the workplace; (2) the Grantee's policy of maintaining a drug-free workplace; (3) any available drug counseling, rehabilitation, and employee assistance programs; and (4) the penalties that may be imposed upon an employee for drug abuse violations occurring in the workplace; and

C. Notifying all employees in the statement required by subparagraph (A) above that as a condition of continued employment the employee will: (1) abide by the terms of the statement; and (2) notify the Grantee of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction; and

D. Notifying in writing the State within ten (10) days after receiving notice from an employee under subdivision (C)(2) above, or otherwise receiving actual notice of such conviction; and

E. Within thirty (30) days after receiving notice under subdivision (C)(2) above of a conviction, imposing the following sanctions or remedial measures on any employee who is convicted of drug abuse violations occurring in the workplace: (1) take appropriate personnel action against the employee, up to and including termination; or (2) require such employee to satisfactorily participate in a drug abuse assistance

or rehabilitation program approved for such purposes by a federal, state or local health, law enforcement, or other appropriate agency; and

F. Making a good faith effort to maintain a drug-free workplace through the implementation of subparagraphs (A) through (E) above.

**12. Employment Eligibility Verification.** As a condition precedent to entering this Grant Agreement, and as required by IC § 22-5-1.7-3 and Executive Order 25-29, the Grantee swears or affirms under the penalties of perjury that the Grantee has not knowingly employed, and will not knowingly employ, an unauthorized alien. Grantee further affirms that:

A. The Grantee has enrolled in, and verified the work eligibility status of all his/her/its employees through the E-Verify program as defined in IC § 22-5-1.7-3. The Grantee is not required to participate should the E-Verify program cease to exist. Additionally, the Grantee is not required to participate if the Grantee is self-employed and does not employ any employees.

B. The Grantee has not knowingly employed or contracted with, and shall not knowingly employ or contract with, an unauthorized alien. The Grantee has not retained, and shall not retain, an employee, and has not contracted and shall not contract with a person, that the Grantee subsequently learned or learns is an unauthorized alien.

C. The Grantee has required and shall require his/her/its subcontractors, who perform work under this Grant Agreement, to certify to the Grantee that the subcontractor does not knowingly or unknowingly employ or contract with an unauthorized alien and that the subcontractor has enrolled and is participating in the E-Verify program. The Grantee agrees to maintain this certification throughout the duration of the term of a contract with a subcontractor and to provide any and all such certifications to the State promptly upon request.

The State may terminate this Grant Agreement for default if the Grantee fails to cure a breach of this provision no later than thirty (30) days after being notified by the State.

**13. Funding Cancellation.** As required by Financial Management Circular 3.3 and IC § 5-22-17-5, when the Director of the State Budget Agency makes a written determination that funds are not appropriated or otherwise available to support continuation of performance of this Grant Agreement, it shall be canceled. A determination by the Director of the State Budget Agency that funds are not appropriated or otherwise available to support continuation of performance shall be final and conclusive.

**14. Governing Law.** This Grant Agreement shall be governed, construed, and enforced in accordance with the laws of the State of Indiana, without regard to its conflict of laws rules. Suit, if any, must be brought in the State of Indiana.

**15. Information Technology Accessibility Standards.** Any information technology related products or services purchased, used or maintained through this Grant must be compatible with the principles and goals contained in the Electronic and Information Technology Accessibility Standards adopted by the Architectural and Transportation Barriers Compliance Board under Section 508 of the federal Rehabilitation Act of 1973 (29 U.S.C. §794d), as amended. The federal Electronic and Information Technology Accessibility Standards can be found at: <http://www.access-board.gov/508.htm>.

**16. Insurance.** The Grantee shall maintain insurance with coverages and in such amount as may be required by the State or as provided in its Grant Application.

**17. Nondiscrimination.** Pursuant to the Indiana Civil Rights Law, specifically IC § 22-9-1-10, and in keeping with the purposes of the federal Civil Rights Act of 1964, the Age Discrimination in Employment Act, and the Americans with Disabilities Act, the Grantee covenants that it shall not discriminate against any employee or applicant for employment relating to this Grant with respect to the hire, tenure, terms, conditions or privileges of employment or any matter directly or indirectly related to employment, because of the employee or applicant's: race, color, national origin, religion, sex, age, disability, ancestry, status as a veteran, or any other characteristic protected by federal, state, or local law ("Protected Characteristics"). Furthermore, Grantee certifies compliance with applicable federal laws, regulations, and executive orders prohibiting discrimination based on the Protected Characteristics in the provision of services.

The Grantee understands that the State is a recipient of federal funds, and therefore, where applicable, Grantee and any subcontractors shall comply with requisite affirmative action requirements, including reporting, pursuant to 41 CFR Chapter 60, as amended, and Section 202 of Executive Order 11246 as amended by Executive Order 13672.

**18. Notice to Parties.** Whenever any notice, statement or other communication is required under this Grant, it will be sent by E-mail or first-class U.S. mail service to the following addresses, unless otherwise specifically advised.

**A. Notices to the State shall be sent to:**

Indiana Department of Health  
Attn: Contracts and Audit Section  
2 North Meridian Street  
Indianapolis, IN 46204  
E-mail: [idocontracts@health.in.gov](mailto:idocontracts@health.in.gov)

**B. Notices to the Grantee shall be sent to:**

City of Fishers Health Department  
Attn: Emily Edwards  
2 Municipal Drive  
Indianapolis, IN 46038  
E-mail: [edwardse@fishers.in.us](mailto:edwardse@fishers.in.us)

As required by IC § 4-13-2-14.8, payments to the Grantee shall be made via electronic funds transfer in accordance with instructions filed by the Grantee with the Indiana Auditor of State.

**19. Order of Precedence; Incorporation by Reference.** Any inconsistency or ambiguity in this Grant Agreement shall be resolved by giving precedence in the following order: (1) requirements imposed by applicable federal or state law, including those identified in paragraph 24, below, (2) this Grant Agreement, (3) Attachments prepared by the State, (4) Invitation to Apply for Grant; (5) the Grant Application; and (6) Attachments prepared by Grantee. All of the foregoing are incorporated fully herein by reference.

**20. Public Record.** The Grantee acknowledges that the State will not treat this Grant as containing confidential information and will post this Grant on the transparency portal as required by Executive Order 05-07 and IC § 5-14-3.5-2. Use by the public of the information contained in this Grant shall not be considered an act of the State.

**21. Termination for Breach.**

A. Failure to complete the Project and expend State, local and/or private funds in accordance with this Grant Agreement may be considered a material breach, and shall entitle the State to suspend grant payments, and to suspend the Grantee's participation in State grant programs until such time as all material breaches are cured to the State's satisfaction.

B. The expenditure of State or federal funds other than in conformance with the Project or the Budget may be deemed a breach. The Grantee explicitly covenants that it shall promptly repay to the State all funds not spent in conformance with this Grant Agreement.

**22. Termination for Convenience.** Unless prohibited by a statute or regulation relating to the award of the Grant, this Grant Agreement may be terminated, in whole or in part, by the State whenever, for any reason, the State determines that such termination is in the best interest of the State. Termination shall be effected by delivery to the Grantee of a Termination Notice, specifying the extent to which such termination becomes effective. The Grantee shall be compensated for completion of the Project properly done prior to the effective date of termination. The State will not be liable for work on the Project performed after the effective date of termination. In no case shall total payment made to the Grantee exceed the original grant.

**23. Travel.** No expenses for travel will be reimbursed unless specifically authorized by this Grant.

**24. Federal and State Third-Party Contract Provisions.** If part of this Grant involves the payment of federal funds, the Grantee and, if applicable, its contractors shall comply with the federal provisions attached as **Attachment C** and incorporated fully herein.

**25. Provision Applicable to Grants with tax-funded State Educational Institutions: "Separateness" of the Parties.** The State acknowledges and agrees that because of the unique nature of State Educational Institutions, the duties and responsibilities of the State Educational Institution in these Standard Conditions for Grants are specific to the department or unit of the State Educational Institution. The existence or status of any one contract or grant between the State and the State Educational Institution shall have no impact on the execution or performance of any other contract or grant and shall not form the basis for termination of any other contract or grant by either party. This clause only applies to State Educational Institutions.

**26. HIPAA Compliance.** If this Grant involves services, activities or products subject to the Health Insurance Portability and Accountability Act of 1996 (HIPAA), the Grantee covenants that it will appropriately safeguard Protected Health Information (defined in 45 CFR 160.103), and agrees that it is subject to, and shall comply with, the provisions of 45 CFR 164 Subpart E regarding use and disclosure of Protected Health Information.

**27. Amendments.** No alteration or variation of the terms of this Grant shall be valid unless made in writing and signed by the parties hereto. No oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto. Any alterations or amendments, except a change between budget categories, which requires the prior written consent of a duly authorized representative of the State, shall be subject to the contract approval procedure of the State.

**28. State Boilerplate Affirmation Clause.** I swear or affirm under the penalties of perjury that I have not altered, modified, changed or deleted the State's standard contract clauses (as contained in the *2022 SCM Template*) in any way except as follows:

12. Employment Eligibility Verification – Updated

19. Order of Precedence; Incorporation by Reference – Modified

20. Public Record – Modified

26. HIPAA Compliance – Modified

### Non-Collusion, Acceptance

The undersigned attests, subject to the penalties for perjury, that the undersigned is the Grantee, or that the undersigned is the properly authorized representative, agent, member or officer of the Grantee. Further, to the undersigned's knowledge, neither the undersigned nor any other member, employee, representative, agent or officer of the Grantee, directly or indirectly, has entered into or been offered any sum of money or other consideration for the execution of this Grant Agreement other than that which appears upon the face hereof. **Furthermore, if the undersigned has knowledge that a state officer, employee, or special state appointee, as those terms are defined in IC § 4-2-6-1, has a financial interest in the Grant, the Grantee attests to compliance with the disclosure requirements in IC § 4-2-6-10.5.**

### Agreement to Use Electronic Signatures

I agree, and it is my intent, to sign this Contract by accessing State of Indiana Supplier Portal using the secure password assigned to me and by electronically submitting this Contract to the State of Indiana. I understand that my signing and submitting this Contract in this fashion is the legal equivalent of having placed my handwritten signature on the submitted Contract and this affirmation. I understand and agree that by electronically signing and submitting this Contract in this fashion I am affirming to the truth of the information contained therein. I understand that this Contract will not become binding on the State until it has been approved by the Department of Administration, the State Budget Agency, and the Office of the Attorney General, which approvals will be posted on the Active Contracts Database: <https://secure.in.gov/apps/idoa/contractsearch/>

**In Witness Whereof**, the Grantee and the State have, through their duly authorized representatives, entered into this Grant Agreement. The parties, having read and understood the foregoing terms of this Grant Agreement, do by their respective signatures dated below agree to the terms thereof.

#### City of Fishers Health Department

#### Indiana Department of Health

By:

By:

Title: Public Health Director

Title:

Date:

Date:

|                                                                                                                     |                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Electronically Approved by:<br>Department of Administration<br><br>By: _____ (for)<br>Brandon Clifton, Commissioner |                                                                                                                                                     |
| Electronically Approved by:<br>State Budget Agency<br><br>By: _____ (for)<br>Chad Ranney, State Budget Director     | Electronically Approved as to Form and Legality by:<br>Office of the Attorney General<br><br>By: _____ (for)<br>Theodore E Rokita, Attorney General |



## **ATTACHMENT A SCOPE OF WORK**

### **BASE**

#### **INTRODUCTION**

The Division of Emergency Preparedness (DEP) within the Indiana Department of Health (IDOH) is the entity responsible for administering the Public Health Emergency Preparedness (PHEP) grant received from the Centers for Disease Control and Prevention (CDC). DEP administers these funds through Subrecipient agreements which require various activities aimed at enhancing state and local preparedness to better respond to public health and healthcare emergencies.

#### **Intent of Agreement and Funding**

The goal of this funding opportunity, and the allowable activities within it, is to build response-ready Grantees across Indiana through the maintenance and growth of a strong Public Health workforce. This attachment, referenced as Attachment A, explains the minimum preparedness requirements each Grantee must complete to remain eligible to receive funding under the agreement.

#### **Monitoring of PHEP Reimbursable Funding**

PHEP is a reimbursable grant. Subrecipients must have a process in place at the local level to track and monitor expenditures related to the CDC's Public Health Emergency Preparedness (PHEP) reimbursable grant. Most importantly, subrecipients are prohibited from comingling funds on either a program-by-program basis, or project basis. This means funds specifically budgeted for one allowable project or expense may not be used to support another project already funded by another federal grant. To minimize comingling, the subrecipient should engage in the following preventive practices:

- Subrecipients should be able to clearly illustrate to the State when requested how each repayment is monitored and tracked to prevent comingling of federal funds.
- Maintain records and ledgers for active federal awards.

### **PHEP BP2: (07/01/2025-06/30/2026) Grant Requirements**

#### **Grant Requirement 1**

Grantee must submit a budget to IDOH Grant Support in the format that will be set by the State. This budget will serve as a request to spend PHEP funding on items requested by the Grantee. No items may be purchased without budget approval from the State. Budgets may be revised as needed and are encouraged to be reviewed on a quarterly basis to ensure spending of PHEP funds is achievable by the end of the PHEP Budget Period 2 on 6/30/2026.

**Due:** 30 days after execution of this grant agreement. Grantee shall procure and claim all funds allocated to Supplies and Equipment categories in their approved budget by 4/27/2026. Budget revisions are required to be submitted to IDOH Grant Support, final budget revisions must be submitted on or before 6/30/2026.

#### **Grant Requirement 2**

Grantee shall receive an invoice work sheet from the State upon submission of an approved budget. Grantee may begin invoicing upon receipt of the invoice work sheet. Grantee must submit invoices for reimbursement to [invoices@health.in.gov](mailto:invoices@health.in.gov) and copy [idoHgrantsupport@health.in.gov](mailto:idoHgrantsupport@health.in.gov) unless instructed otherwise by the State. Grantee must submit at a minimum of one invoice by the end of Quarter 2 (12/30/2025).

All invoices must include:

- Invoice number (assigned by the Grantee)
- PHEP BP2 Purchase Order Number (assigned by IDOH and noted on the LHD PHEP Purchase Order "PO")
- Date of invoice submitted
- Dates of service (time frame expenses occurred).
- The subject line of the invoice submission email must state: the Grantee's name, PHEP BP2 and indicate only **if applicable** whether the Grantee is submitting an invoice for PHEP Base or PHEP CRI.

**Due:** As expenses arise, all final purchasing must be completed by 6/30/2026. Final invoicing to IDOH must be submitted by 8/29/2026.

### **Grant Requirement 3**

IDOH is responsible for tracking the subrecipient programmatic updates. IDOH uses status reports provided by LHDs to update the CDC on programmatic goals on a quarterly basis.

#### **Deliverable:**

Grantee must submit to IDOH an end of quarter a subrecipient report via the Quarterly Reporting REDCap link: <https://redcap.isdh.in.gov/surveys/?s=77KAFX8EA93RH3KW>

**Due:** 9/30/2025, 12/30/2025, 3/30/2026, 6/30/2026

### **Grant Requirement 4**

Grantee must attend a virtual Subrecipient Financial Workshop scheduled for PHEP BP2 Quarter 2. Further details and invitations will be sent to the LHD PHEP Coordinators along with the signatory of this grant.

**Due:** Workshop scheduled to occur by 12/19/2025

### **Grant Requirement 5**

The Grantee shall employ at a minimum a part time (20 hours/week) Preparedness Coordinator dedicated to Public Health Preparedness with a backup to the LHD PHEP Coordinator identified and selected.

*\*Both the PHEP Coordinator and identified backup positions MUST be able to solely fulfill the role of Public Health ESF-8 representative in the County Emergency Operations Center during a response. LHD PHEP Coordinator and backup must obtain an Indiana Public Safety Identification Number (PSID#) along with a FEMA Student Identification Number (SID#). It is highly encouraged that all Grantee staff obtain as well as these numbers are required to attend a variety of federal trainings).*

**Deliverable:** Grantee shall ensure the LHD PHEP Coordinator submits the following information to the State via PHEP BP2 REDCap link for both LHD PHEP Coordinator and Identified LHD Preparedness back-up:

- 24/7 LHD PHEP Coordinator and LHD Preparedness back-up contact information submitted into below REDCap link
- PSID Number#:
  - Can be obtained [HERE](#)
- FEMA SID Number:
  - Can be obtained [HERE](#)

**Deliverable submission:** <https://redcap.isdh.in.gov/surveys/?s=WPD79ALD8C3YADCM>

**Due:** 3/30/2026



**Grant Requirement 6**

The Grantee shall ensure their LHD PHEP Coordinator and the LHD PHEP backup complete the following:

- [FEMA - Emergency Management Institute \(EMI\) Course | IS-700.B: An Introduction to the National Incident Management System](#)
- [IS-800.D National Response framework, An Introduction](#)
- [IS-100.C: Introduction to the Incident Command System, ICS 100](#)
- [IS-200.C: Basic Incident Command System for Initial Response, ICS-200](#)

**Deliverable:** If the LHD PHEP coordinator and back up identified individuals have ***not previously*** submitted documentation for the above required courses, the Grantee shall ensure verification of course completion transcript is sent to IDOH via PHEP BP2 REDCap link: <https://redcap.isdh.in.gov/surveys/?s=FWFXCEFACN4R3LHK>

Note: This transcript can be requested and emailed on the following link to display all certification in one document: IS Course Transcript request form can be found [HERE](#)

**Due:** 12/30/2025

**Grant Requirement 7**

Grantee shall ensure the LHD PHEP Coordinator and backup maintain active accounts in all Indiana Emergency Response systems utilized by IDOH and IDHS. The LHD PHEP Coordinator and backup (in addition to any LHD staff identified by LHD PHEP Coordinator and LHD Leadership) must be registered and maintain accounts in the above mentioned IDOH and IDHS utilized systems. Grantee must ensure current contact information is up to date within these Indiana Emergency systems. LHD PHEP Coordinator and backup should actively participate in IDOH-offered Emergency Systems training. LHD PHEP Coordinator and back-up must log into all IDOH Emergency System accounts to ensure account information is kept accurate and account status remains active. State will internally verify activity in systems directly at a minimum quarterly.

**Due:** New accounts must be established by 12/30/2025; *Existing accounts: Maintain active accounts via routine log in.*

**Grant Requirement 8**

Sharing of LHD Jurisdictional Risk Assessment (JRA) Results:

To enhance community preparedness the Grantee must share the results of its jurisdictional risk assessment (JRA) with the following entities:

ESF 8 Partners, Community Partners, Elected Officials, Key Stakeholders.

*NOTE: If a LHD was not a Subrecipient of PHEP BP1 (July 1, 2024 – June 30, 2025), they will be required to complete the Jurisdictional Risk Assessment (JRA) and Public Health and Healthcare Readiness Assessment (PHHRA) during BP2.*

**Deliverable:**

The JRA results should be shared via meeting(s) convened by the Grantee with the above mentioned entities.

Documentation must be submitted 10 days after meeting(s) via REDCap link:

<https://redcap.isdh.in.gov/surveys/?s=FWFXCEFACN4R3LHK>

**Due:** 6/30/2026

**Grant Requirement 9**

The LHD PHEP Coordinator shall ensure maintenance and accuracy of all LHD Public Health Preparedness Memorandum Of Understandings (MOUs) between the LHD, partner agencies, and identified LHD Point Of Dispensing (POD) Sites, along with any additional LHD key community stakeholders and partners as identified by the LH. The LHD PHEP Coordinator must ensure Local level Public Health Preparedness Planning MOUs are maintained and up to date on a regular cadence.

**Grant Requirement 10**

State Health Regional Integrated Preparedness Plan (IPP) / Integrated Preparedness Plan Workshop (IPPW). The purpose of the Integrated Preparedness Plan Workshop (IPPW) is to consider the range of preparedness activities within the Integrated Preparedness Cycle and, along with the guidance provided by IDOH leaders, identify, and set preparedness priorities and schedule preparedness activities for the multi-year Integrated Preparedness Plan (IPP) cycle. The IPP workshops shall foster collaboration and partnership across various stakeholders, identify regional-specific preparedness needs and resource gaps, and prioritize training and exercise activities that enhance regional and state preparedness capabilities.

**Deliverable:** Grantee shall ensure the LHD PHEP Coordinator, or their representative, participates in regional IDOH Integrated Preparedness Workshops specific to their region. *Northern – Districts 1, 2, 3, and 4: Central – Districts 5, 6, and 7: Southern – Districts 8, 9, and 10*

**Due:** 6/30/2026

**Grant Requirement 11**

Grantee shall ensure that biannual LHD POD plan command call down drills occur. These call down drills must include all identified POD command staff and LHD POD Volunteers. Call down drill must utilize 3 of the 5 listed methods below at a minimum.

- Email
- 800 MHz
- Text
- Phone (land or cell)
- Fax

**Deliverable:** Drill report must be sent to IDOH within 10 days of drill via the REDCap Link: <https://redcap.isdh.in.gov/surveys/?s=FWFXCEFACN4R3LHK>

**Due:** Drills must be held by 12/30/2025 and 6/30/2026

**Grant Requirement 12**

LHD PHEP Coordinators collectively, as a district, must select one LHD PHEP Representative per district. Expectations of this role are to ensure the selected individual collaborates with LHDs within their district. This position should possess the ability to effectively communicate and relay information from LHDs to IDOH.

**Deliverable:** Submission by the selected District PHEP Representative into IDOH REDCap link: <https://redcap.isdh.in.gov/surveys/?s=FWFXCEFACN4R3LHK>

**Due:** 12/30/2025

**Grant Requirement 13**

LHD Preparedness Coordinator must attend the quarterly IDOH-led LHD PHEP Regional Meetings. These meetings will be virtual.

**Due:** 9/30/2025, 12/30/2025, 3/30/2025,6/30/2025.

In Process

## CRI

### **INTRODUCTION**

The Division of Emergency Preparedness (DEP) within the Indiana Department of Health (IDOH) is the entity responsible for administering the Cities Readiness Initiative (CRI) grant received from the Centers for Disease Control and Prevention (CDC). The IDOH DEP administers these funds through subrecipient agreements which require various activities aimed at enhancing state and local preparedness to better respond to public health emergencies.

- Metropolitan statistical area (MSA): An area containing a large population nucleus and adjacent communities that have a high degree of integration with that nucleus. The Office of Management and Budget (OMB) establishes and maintains MSAs solely for statistical purposes. The classification provides a nationally consistent set of delineations for collecting, tabulating, and publishing federal statistics for geographic areas.
- Cities Readiness Initiative (CRI): A CDC-funded program designed to enhance preparedness in the nation's largest population centers, where nearly 60% of the U.S. population resides, to respond successfully to large public health emergencies needing life-saving medications and medical supplies.

### **Cities Readiness Initiative Planning Jurisdictions**

There are four CRI planning jurisdictions in Indiana: Chicago, Indianapolis, Cincinnati, and Louisville. Each area consists of several local health departments.

### **Intent of Agreement and Funding**

The IDOH PHEP funding program aims to strengthen the capacity and capability of CRI Local Health Departments public health systems to prepare for, respond to, and recover from public health threats and emergencies. The goal is to enhance readiness to save lives and prevent morbidity and mortality during emergencies that exceed the day-to-day capacity of public health agencies. This funding opportunity provides a roadmap for CRI PHEP participants to design, develop, and implement strategies and activities that will improve their readiness to execute plans, respond to public health threats and emergencies, and recover from them. To do this, the State uses CDC's Response Readiness Framework (RRF), which describes 10 program priorities. These program priorities provide the framework to support advancement of preparedness, response, and recovery operations.

The goal of this funding opportunity, and the allowable activities within it, is to build response-ready Local Health Departments across Indiana through the maintenance and growth of a strong Public Health workforce.

This attachment, referenced as Attachment A, explains the minimum preparedness requirements each local health department must complete to remain eligible to receive funding under the agreement. This Attachment provides the Requirements that must be completed by local health departments within the CRI program. Compensation under this agreement will be provided based upon receipt of the PHEP BP2 Requirement listed in this document.

- When requesting reimbursement, subrecipients must be able to clearly illustrate upon request how each repayment is monitored and tracked at the local level.
- Maintain records and ledgers for active federal awards.

## **PHEP BP2 (07/01/2025-06/30/2025) CRI Grant Requirements**

### **Grant Requirement 1**

Grantee must submit a budget to IDOH Grant Support in the format that will be set by the State. This budget will serve as a request to spend PHEP CRI funding on items requested by the Grantee. No items may be purchased without budget approval from the State. Budgets may be revised as needed and are encouraged to be reviewed by the Grantee on a quarterly basis to ensure spending of CRI PHEP funds is achievable by the end of the PHEP Budget Period 2 on 6/30/2026.

**Due:** 30 days after the execution of this grantee agreement. Grantee shall procure and claim all funds allocated to Supplies and Equipment categories in their approved budget by 4/27/2026. Budget revisions may be submitted, and final budget revisions must be submitted to IDOH Grant Support on or before 5/1/2026.

### **Grant Requirement 2**

Grantee shall receive an invoice work sheet from the State upon submission of an approved budget. The Grantee may begin invoicing upon receipt of the invoice worksheet. Grantee must submit invoices for reimbursement to [invoices@health.in.gov](mailto:invoices@health.in.gov) and copy [idoHgrantsupport@health.in.gov](mailto:idoHgrantsupport@health.in.gov) unless instructed otherwise by the State. Grantee must submit at a minimum of one invoice by the end of Quarter 2 (12/30/2025)

All invoices must include:

- Invoice number (assigned by the Grantee)
- PHEP BP2 Purchase Order Number (assigned by the State and noted on the LHD PHEP Purchase Order "PO")
- Date of invoice submitted
- Dates of service (time frame expenses occurred).
- The subject line of the invoice submission email must state: the Grantee's name, PHEP BP2 and indicate only **if applicable** whether the Grantee is submitting an invoice for PHEP Base or PHEP CRI.

**Due:** As expenses arise, all final purchasing must be completed by 6/30/2026. Final invoicing to the State must be submitted by 8/29/2026.

### **Grant Requirement 3**

Grantee must participate in quarterly CRI calls

**Due:**

- 9/5/2025 [Meeting Link](#)
- 12/5/2025 [Meeting Link](#)
- 3/6/2026 [Meeting Link](#)
- 6/5/2026 [Meeting Link](#)

### **Grant Requirement 4**

Local Public Health Integrated Preparedness Plan (IPP) / Integrated Preparedness Plan Workshop (IPPW). The purpose of the IPPW is to consider the range of preparedness activities within the Integrated Preparedness Cycle and, along with the guidance provided by State leaders, identify, and set preparedness priorities and schedule preparedness activities for the multi-year IPP cycle. The IPP workshops shall foster collaboration and partnership across various stakeholders, identify local jurisdiction-specific preparedness needs and resource gaps, and prioritize training and exercise activities that enhance preparedness capabilities. The local county

or municipal planning jurisdiction IPP / IPPW is required for PHEP CRI subrecipients. State will provide an IPP/IPPW template to the Grantee to support the development and facilitation of an IPP/IPPW.

**Deliverable:** IPP

**Due:** 9/30/2025

### **Grant Requirement 5**

#### **CRI LHD Administrative Preparedness Discussion Based Exercise**

For the administrative preparedness exercise, Grantee shall conduct exercise design, facilitation, and after-action report (AAR) and improvement plan (IP) development for exercises. State shall provide HSEEP consistent guidance documents to support local execution of exercises. Grantees are encouraged to work together as a MSA to fulfill the exercise requirement. Grantee may fulfill this requirement with a joint exercise with representatives from all MSA local planning jurisdictions.

#### **Objectives:**

- Contracting:
  - Discuss/develop and include strategies to expedite the contracting approval process for the purchase of services during an emergency into plans.
- Procurement:
  - Discuss/develop and include the processes to procure supplies needed to support emergency responses into plans.
- Receiving/Accepting Emergency Funds:
  - Discuss/develop and include strategies to expedite process(es) for accepting emergency preparedness funding into plans.
- Surge Staffing:
  - Discuss/develop and include strategies to expedite process(es) for hiring and/or reassigning staff and volunteers to support surge staffing needs during responses into plans.

#### **Grantee must:**

- Conduct HSEEP consistent exercise design with local jurisdictional partners
- Facilitate exercise with local jurisdiction partners
- Develop after-action report (AAR) and improvement plan (IP)

#### **State Support to Grantees:**

- Provide technical assistance (TA) on exercise design, facilitation, and AAR/IP development
- Provide guidance on exercise outcomes and objective expectations
- Provide HSEEP consistent guidance and documentation to support exercise design

The CDC PHEP program requires both PHEP recipients and CRI local planning jurisdictions to be engaged in these exercises. Given the jurisdictional dependency of administrative processes, the State will conduct an internal exercise to discuss various fiscal, legal, and administrative authorities and practices governing funding, procurement, contracting, and hiring. This exercise will provide discussion on how these authorities can be modified, accelerated, and streamlined during an emergency to support public health preparedness, response, and recovery at state, territorial, local, and tribal levels of government.

**Deliverable:** Submit AAR & IP to the State via REDCap link:  
<https://redcap.isdh.in.gov/surveys/?s=FWFXCEFACN4R3LHK>  
**Due:** 6/30/2026

### **Grant Requirement 6**

#### **Grantee participation in two State Sponsored Exercises**

For the CDC PHEP required capstone and biological track progressive exercise series, State will lead all statewide exercise activities. The CDC PHEP program requires PHEP recipients and CRI local planning jurisdictions to be engaged in these exercises. State coordinates all exercise design, facilitation, and after-action report (AAR) and improvement plan (IP) development for exercises on behalf of the all grantees. Grantee representatives will be asked to participate in the exercise design planning meetings to provide input on exercise design and execution. State will conduct three metropolitan statistical area CRI planning jurisdiction exercise deliveries of each exercise during the budget period. North – Chicago MSA; Central – Indianapolis MSA; South – Cincinnati MSA and Louisville MSA

| <b>Grantee Responsibilities:</b>                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>State Responsibilities:</b>                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• <i>Provide input to the State on the exercise design</i></li> <li>• <i>Attend virtual exercise planning meetings</i></li> <li>• <i>Assist the State in identifying and securing exercise venues</i></li> <li>• <i>Recruitment and marketing of exercises to local partners</i></li> <li>• <i>Participate in exercise delivery</i></li> <li>• <i>Provide input into AAR and IP development</i></li> </ul> | <ul style="list-style-type: none"> <li>• <i>Coordinate exercise design planning meetings with input from grantees</i></li> <li>• <i>Design exercise objectives, documentation, and activities with input from grantees</i></li> <li>• <i>Facilitate exercise delivery with local stakeholders</i></li> <li>• <i>Lead development of AAR and IP</i></li> </ul> |

#### **#1: Hazards Based State Sponsored Discussion Exercise**

Discuss various aspects associated with preparing and conducting the capstone track (full-scale) exercise during this period of performance.

- Objectives:
  - Public Health Roles and Functions:
    - Engage participants regarding the potential ESF8 roles/functions of public health for the risk selected as the primary area of focus for your capstone exercise.
  - Jurisdictional Risks and Response Capabilities:
    - Discuss jurisdictional risks and response capabilities for the primary area of focus of your capstone exercise.
  - Public Health Roles and Functions:
    - Discuss equity considerations (e.g., access and functional needs, health, inequitable environment) and identify roles and functions in preparing, responding, and recovering from the risk selected as the primary area of focus for your capstone exercise and how public health will coordinate with health care partners and regulatory agencies during that incident.
  - Jurisdictional Risks and Response Capabilities:
    - Discuss jurisdictional risks and response capabilities for the primary area of focus of your capstone exercise. Educate participants about your jurisdiction's capabilities to assess the

health needs of populations impacted by those incidents, equitably direct resources and protect the health of responders.

- Medical Countermeasure/Medical Materiel Management Strategies
  - Discuss strategies to efficiently distribute, dispense or administer MCMs and medical materiel to the public and measure throughput/inventory in response to the jurisdictional risk selected as the primary area of focus for your capstone exercise.

## #2 Biological Based State Sponsored Discussion

Discuss potential public health roles, functions, and countermeasures when responding to a large-scale biological incident including pandemic influenza.

- Objectives:
  - Public Health Roles and Functions:
    - Discuss equity considerations (e.g., access and functional, health, inequitable environment) and identify roles and functions for preparing, responding, and recovering from biological incidents and how public health would coordinate with health care partners and regulatory agencies during a biological incident.
  - Jurisdictional Risks and Response Capabilities:
    - Discuss jurisdictional risks and response capabilities for biological mass casualty incidents (e.g., emerging infectious disease, anthrax, pandemic influenza, and other respiratory illnesses with pandemic potential). Educate participants about your jurisdiction's capabilities to assess the health needs of populations impacted by biological incidents, equitably direct resources, and protect the health of responders.
  - Medical Countermeasures:
    - Discuss strategies to efficiently distribute and dispense or administer MCMs to the public and measure throughput in response to a mass casualty biological incident.
  - Laboratory:
    - Discuss the role of the Laboratory Response Network for Biological Threats (LRN-B) during a large-scale biological incident response.

**Deliverable:** Participation in State sponsored Capstone Discussion-based Exercise and Biological Discussion-based Exercise in accordance with outlined Grantee responsibilities

**Due:** Participation in exercises that will occur by 06/30/2026



ATTACHMENT B  
BUDGET

|                           |                                   |            |            |
|---------------------------|-----------------------------------|------------|------------|
| Name of Organization:     | City of Fishers Health Department |            |            |
| Employer ID Number (EIN): | 351361390                         |            |            |
| CFDA:                     | 93.069                            | Vendor ID: | 0000063273 |

|          |                                         |
|----------|-----------------------------------------|
| Address: | 2 MUNICIPAL DRIVE FISHERS Indiana 46038 |
|----------|-----------------------------------------|

|                                            |                      |
|--------------------------------------------|----------------------|
| Name of Signatory: (Encompass e-signatory) | Monica Heltz         |
| Email:                                     | heltzm@fishers.in.us |

|                          |                        |
|--------------------------|------------------------|
| Name of Program Contact: | Emily Edwards          |
| Email:                   | edwardse@fishers.in.us |

|                  |             |
|------------------|-------------|
| Base             | \$20,000    |
| CRI              | \$27,670    |
| Total Allotment: | \$47,670.00 |

## **ATTACHMENT C FEDERAL GUIDELINES**

Federal Agency: Department of Health and Human Services

CFDA Numbers: 93.069

Award Name: PHEP Cooperative Agreement

### **1) Incorporation**

This award is based on the application, as approved, the Indiana Department of Health (IDOH) submitted to the Department of Health and Human Services relating to the program and is subject to the terms and conditions incorporated either directly or by reference in the following:

- a) The grant program legislation and program regulation by statutory authority as provided for this program and all other referenced codes and regulations.
- b) 2 CFR Subtitle A, Chapter II, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- c) The HHS Grants Policy Statement, including addenda in effect as of the beginning date of the budget period. (Parts I through III of the HHS GPS are currently available at <http://www.hrsa.gov/grants/hhsgrantspolicy.pdf>.)

The Contractor or Grantee (as defined in the Contract or Grant Agreement) must comply with all terms and conditions outlined in the grant award, including grant policy terms and conditions contained in applicable Grant Policy Statements; requirements imposed by program statutes and regulations and grant administration regulations, as applicable; and any regulations or limitations in any applicable appropriations acts.

### **2) Anti-kickback Statute**

The Contractor or Grantee is subject to the anti-kickback statute and should be cognizant of the risk of criminal and administrative liability under this statute, 42 U.S.C. § 1320a-7b(b).

### **3) Victims of Trafficking and Violence Protection Act**

The Contractor or Grantee is subject to the requirements of Section 106(g) of the Victims of Trafficking and Violence Protection Act of 2000, as amended (22 U.S.C. § 7104).

### **4) Accessibility of Services**

Services must not discriminate on the basis of age, disability, sex, race, color, national origin or religion. Recipients must comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*), Title IX of the Education Amendments of 1972 (20 U.S.C. § 1681 *et seq.*), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 701), the Age Discrimination Act of 1975 (42 U.S.C. § 6101 *et seq.*), and any provisions required by the implementing regulations of the Federal Agency providing the funds. Resources are available at <http://www.justice.gov/crt/about/cor/coord/titlevi.php>.

Executive Order 13166 requires recipients receiving Federal financial assistance to take steps to ensure that people with limited English proficiency have meaningful access to services. Resources are available at <http://www.lep.gov/13166/eo13166.html>.

### **5) Federal Information Security Management Act (FISMA)**

The Contractor or Grantee must protect all information systems, electronic or hard copy which contains federal data from unauthorized access. Congress and the Office of Management and

Budget (OMB) have instituted laws, policies, and directives that govern the creation and implementation of federal information security practices that pertain specifically to grants and contracts. Resources are available at <http://csrc.nist.gov/groups/SMA/fisma/index.html>.

## **6) Registration Requirements**

The Contractor or Grantee must register in the System for Award Management (SAM) and maintain the registration with current information. Additional information about registration procedures may be found at [www.sam.gov](http://www.sam.gov). The entity must maintain the accuracy and currency of its information in SAM at all times during which the entity has an active award unless the entity is exempt from this requirement under 2 CFR Subtitle A, Chapter II, Part 200. Additionally, the entity must review and update the information at least annually after the initial registration.

## **7) Non-Delinquency on Federal Debt**

Contractor or Grantee is subject to the Federal Debt Collection Procedures Act of 1990, 28 U.S.C. § 3201(e), which imposes restrictions on the transfer of federal funds to persons or entities owing a debt to the United States.

## **8) Federal Funds Disclosure Requirements**

Any of the entity's statements, press releases, requests for proposals, bid solicitations, and other documents describing projects or programs supported in whole or in part by federal funds must state a) the percentage of the total costs of the program or project with federal financing; b) the amount of federal funds for the project or program; and c) the percentage and dollar amount of the total costs of the project or program financed by nongovernmental sources. "Nongovernmental sources" means sources other than state and local governments and federally recognized Indian tribes.

Publications, journal articles, etc. produced under a grant support project must bear an acknowledgment and disclaimer, as appropriate, for example:

*This publication (journal article, etc.) was supported by the Epidemiology and Laboratory Capacity for Infectious Diseases (ELC) from Department of Health and Human Services. Its contents are solely the responsibility of the authors and do not necessarily represent the official views of the Department of Health and Human Services.*

## **9) Equipment and Products**

To the greatest extent practicable, all equipment and products purchased with federal funds should be American-made. 2 CFR Subtitle A, Chapter II, Part 200.33 and 200.313 defines equipment as tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds the lesser of the capitalization level established by the non-Federal entity for financial statement purposes, or \$5,000. See also §§200.12 Capital assets, 200.20 Computing devices, 200.48 General purpose equipment, 200.58 Information technology systems, 200.89 Special purpose equipment, and 200.94 Supplies.

The grantee may use its own property management standards and procedures provided it observes provisions of the relevant sections in the Office of Management and Budget (OMB) 2 CFR Subtitle A, Chapter II, Part 200.500-520.

#### **10) Federal Funding Accountability and Transparency Act (FFATA)**

In order for IDOH to comply with federal reporting requirements, Contractor or Grantee must complete, in its entirety, the form, titled Transparency Reporting Subawardee Questionnaire. If the pre-populated information in the form regarding Contractor or Grantee is incorrect, Contractor or Grantee should strike the incorrect information and enter the correct information. IDOH will send this form in a separate e-mail.

#### **11) Federal Lobbying Requirements**

- a) The Contractor certifies that to the best of its knowledge and belief that no federal appropriated funds have been paid or will be paid, by or on behalf of the Contractor, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan or cooperative agreement.
- b) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal Contract, contract, loan, or cooperative agreement, the Contractor shall complete and submit "Disclosure Form to Report Lobbying" in accordance with its instructions.
- c) The Contractor shall require that the language of subparagraphs A) and B) be included in the language of all subcontracts and that all subcontractors shall certify and disclose accordingly.

For more information, please contact the IDOH Division of Finance.

## **ATTACHMENT D**

### **ANNUAL FINANCIAL REPORT FOR NON-GOVERNMENTAL ENTITIES**

Guidelines for filing the annual financial report:

- 1) Filing an annual financial report called an Entity Annual Report (E-1) is required by IC § 5-11-1-4. This is done through Gateway which is an on-line electronic submission process.
  - a. There is no filing fee to do this.
  - b. This is in addition to the similarly titled Business Entity Report required by the Indiana Secretary of State.
  - c. The E-1 electronic submission site is found at <https://gateway.ifionline.org/login.aspx>
  - d. The Gateway User Guide is found at <https://gateway.ifionline.org/userguides/E1guide>
  - e. The State Board of Accounts may request documentation to support the information presented on the E-1.
  - f. Login credentials for filing the E-1 and additional information can be obtained using the [notforprofit@sboa.in.gov](mailto:notforprofit@sboa.in.gov) email address.
- 2) A tutorial on completing Form E-1 online is available at [https://www.youtube.com/watch?time\\_continue=87&v=nPpgtPcdUcs](https://www.youtube.com/watch?time_continue=87&v=nPpgtPcdUcs)
- 3) Based on the level of government financial assistance received, an audit may be required by IC § 5-11-1-9.



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                              |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | August 26, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>RESOLUTION NO.</b>                                                                                        | R082625B |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to Approve Amendment to Parking Schedule VII                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                              |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Chief Ed Gebhart / Police                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                              |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | <p>On July 21, 2025, Fishers City Council adopted an ordinance creating certain residential permit parking zones as Schedule VII to the City of Fishers Ordinances. On July 29, 2025, the Board of Public Works &amp; Safety adopted a resolution that approved the streets to be included in the Schedule VII as residential permit parking zones.</p> <p>Following additional meetings with residents included in the permit parking zones, FPD is requesting an amendment to the Schedule VII to include certain days and times of enforcement.</p> |                                                                                                              |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                              |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                              |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                              |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                              |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over \$50,000</b><br><br><input type="checkbox"/> Contract or Agreement – Other (Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                                                                                           |                                                                                                              |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the City<br><br><input type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the City                                                                                                                                                                                                                                                                                                                           | <input type="checkbox"/> Document will be recorded by another party. Who is recording the document?<br>_____ |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                              |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current Available Budget:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                              |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                              |          |

## **RESOLUTION NO. R082625B**

### **A RESOLUTION OF THE BOARD OF PUBLIC WORKS & SAFETY AMENDING THE CITY OF FISHERS' PARKING SCHEDULE VII**

WHEREAS, on or around March 16, 2015, the Common Council ("Council") of the City of Fishers, Hamilton County, Indiana ("City") meeting in regular session, adopted Ordinance No. 031615B and delegated various authorities regarding the City's Traffic & Parking Code to the Board of Public Works & Safety ("Board");

WHEREAS, on July 21, 2025, the Common Council ("Council") of the City of Fishers, Hamilton County, Indiana ("City") meeting in regular session, adopted Ordinance No. 061625D and created a Residential Parking Permit and added a Schedule VII to the City's Code of Ordinances, Chapter 75, Parking Schedules for Residential Parking Permit Zones;

WHEREAS, on July 26, 2025, the Board approved Resolution No. R072625I, which approved the streets to be included in Schedule VII, Residential Parking Permit Zones; and

WHEREAS, the Board now desires to amend the City's Parking Schedule VII, Residential Parking Permit Zones, to add include days and hours of enforcement.

NOW, THEREFORE, BE IT RESOLVED by the Board of Public Works & Safety of the City of Fishers, Hamilton County, Indiana meeting in regular session as follows:

**Section 1.** The Board hereby amends Chapter 75 (Parking Schedules) Schedule VII, Residential Parking Permit Zones, by **adding** certain days and hours of enforcement as follows:

| Street                                                                                                                                                                                           | Days/Hours of Enforcement                      | Resolution/Ordinance No. | Passage Date |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|--------------------------|--------------|
| Fishers Pointe Blvd, Pioneer Trl, Founders Pl, Legacy Ct, Manship Dr, Settlers Ct, Autumn Harvest Dr, Traders Ct, Trappers Ct, Fountain View Ln, Spring Blossom Ln, Blacksmith Ct, Salatheal Ct, | Thursday – Monday every week/8:00 PM – 2:00 AM | Resolution No. 082625B   | 8-26-25      |

|                                                                                                                                                                                                                                    |                                              |                       |         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-----------------------|---------|
| Anvil Ct,<br>Meadows Dr,<br>Royal Dr, Frances<br>St., Morgan Dr.                                                                                                                                                                   |                                              |                       |         |
| Sunblest Blvd,<br>Torberg Pl,<br>Turler Dr, Turler<br>Pl, Farley Dr,<br>Farley Pl, Turin<br>Ct, Traverse Pl,<br>Tanner Dr,<br>Trumbull Ct,<br>Torrance Pl,<br>Trophy Dr.,<br>Turler Ct., Tynan<br>Way, Tito Court,<br>Trophy Drive | Friday every<br>week/1:00<br>PM – 4:00<br>PM | Resolution No.082625B | 8-26-25 |

**Section 2.** All other provisions of Fishers' Chapter 75, Parking Schedules, not in conflict with or specifically changed by this amendment shall remain in full force and effect.

**Section 3.** This amendment shall become effective upon its adoption and publication in accordance with law.

ALL OF WHICH IS RESOLVED by this City of Fishers Board of Public Works & Safety this 26th day of August 2025.



**BOARD OF PUBLIC WORKS & SAFETY,  
CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE:  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, One Municipal Drive, Fishers, Indiana, 46038

“I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law.” /s/ Lindsey M. Bennett



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                    |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | 08/26/2025                                                                                                                                                                                                                                                                                                                                                                                                      | <b>RESOLUTION NO.</b>                                                                                                              | R082625C |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to Approve Special Purchase (Turnout Gear)                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                    |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Ann Smith, Fire                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                    |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | <p>The Fire Department is requesting to purchase 29 sets of turnout gear as a part of the annual replacement schedule. Hoosier Fire is the sole vendor for the equipment compatible with the Fire Department's current gear and has provided a substantial discount in the amount of \$112,813. Retail price for all of the equipment is \$217,239, and the City's price through Hoosier Fire is \$104,426.</p> |                                                                                                                                    |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | \$104,426                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                    |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                | \$173,000                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                    |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                    |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                    |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over</b> \$50,000<br><br><input type="checkbox"/> Contract or Agreement - Other ( Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                   |                                                                                                                                    |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the BPW&S Clerk.<br><br><input checked="" type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the BPW&S Clerk.                                                                                                                                                         | <input type="checkbox"/> Document will be recorded by another party. Name of person or entity recording the document:<br><br>_____ |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:                                                                                                                                                                                                                                                                                                                                                                                                | 10105015.42231                                                                                                                     |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current Available Budget:                                                                                                                                                                                                                                                                                                                                                                                       | \$126,062.29                                                                                                                       |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                   | Requisition 12500917                                                                                                               |          |

**RESOLUTION NO. R082625C**

**A RESOLUTION OF THE CITY OF FISHERS BOARD OF PUBLIC WORKS & SAFETY APPROVING A SPECIAL PURCHASE OF TURNOUT GEAR**

WHEREAS, the City of Fishers (“City”), by and through its Fire Department (“FFD”) desires to purchase certain turnout gear, as more particularly described in Exhibit A, attached hereto and incorporated herein (“Turnout Gear”), from Hoosier Fire Equipment, Inc. (“Hoosier Fire”);

WHEREAS, Hoosier Fire is the local distributor for Globe products, which FFD currently utilizes for its customizable products, including other turnout gear used by FFD;

WHEREAS, in accordance with Ind. Code §5-22-10, et. seq., a purchasing agent may make a purchase without soliciting bids or proposals under various circumstances;

WHEREAS, in accordance with Ind. Code §5-22-10-8, a purchasing agent may make a special purchase when the compatibility of equipment, accessories, or replacement parts is a substantial consideration in the purchase, and only one source meets the using agency’s reasonable requirements;

WHEREAS, the City seeks to purchase twenty-nine sets of Turnout Gear in the amount of One Hundred Four Thousand, Four Hundred Twenty-Six Dollars and No/100 (\$104,426.00) plus shipping costs, which includes a discount of \$112,813 (“Special Purchase”); and

WHEREAS, the City now desires to approve this Special Purchase as further described herein.

NOW THEREFORE, BE IT RESOLVED BY THE CITY OF FISHERS BOARD OF PUBLIC WORKS & SAFETY MEETING IN REGULAR SESSION AS FOLLOWS:

- Section 1.** The Board of Public Works & Safety (“Board”) finds that the compatibility of equipment, accessories and replacement parts is a substantial consideration in this purchase and further finds that Hoosier Fire is the only source that meets the City’s reasonable requirements.
- Section 2.** The Board hereby approves this Special Purchase for Turnout Gear in the amount of \$104,426, plus shipping costs, as more specifically described in Exhibit A, attached hereto and incorporated herein.
- Section 3.** The Board hereby designates the Mayor to execute the Special Purchase and any and all documents necessary to effectuate its intent.
- Section 4.** This Resolution shall be of full force and effect from and upon its adoption and in accordance with Indiana law.

ALL OF WHICH IS RESOLVED, by the City of Fishers Board of Public Works & Safety this 26th day of August 2025.

**BOARD OF PUBLIC WORKS & SAFETY,  
CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana,  
One Municipal Drive, Fishers, Indiana, 46038

““I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in  
this document, unless required by law.” /s/ Lindsey M. Bennett



# QUOTATION

**DATE:** August 12, 2025

**QUOTE TO:** Fishers Fire Department  
2 Municipal Drive  
Fishers, IN 46038

**SALES REP.:** Collin Casstevens  
**EMAIL:** ccasstevens@hoosierfire.com  
**PHONE:** (765) 623-3544  
**FAX:** (317) 891-7375

**ATTN:** Brad Ross  
**EMAIL:** rossb@fishers.in.us  
**SHIP:** Direct/Best Way

**TERMS:** Net 10 Days  
**FOB:** Destination

**CONDITIONS:** QUOTE VALID FOR 30 DAYS UNLESS OTHERWISE NOTED \*. THE PRICES QUOTED ARE FOR THE SPECIFIC QUANTITIES, STYLES, TERMS AND CONDITIONS AS INDICATED. ANY DEVIATIONS MAY INVALIDATE THIS QUOTATION.

**RETURN POLICY:** ANY CUSTOM FIT OR SPECIAL ORDERED ITEMS ARE NON-RETURNABLE. ANY RETURNABLE ITEMS MAY BE SUBJECT TO A 25% RESTOCKING FEE.

**CREDIT CARDS:** ORDERS PAID BY CREDIT CARD WILL BE CHARGED A 3% SERVICE FEE.

| ITEM | QTY | MFG   | PART #  | DESCRIPTION                                                      | EACH       | TOTAL       |
|------|-----|-------|---------|------------------------------------------------------------------|------------|-------------|
| 1.   | 29  | Globe | DK245-G | Globe G-Xcel Style Jacket w/ Flex7 Black Outershell              | \$1,920.00 | \$55,680.00 |
|      |     |       |         | Titanium SL2 Thermal Liner                                       |            |             |
|      |     |       |         | Stedair Gold Moisture Barrier                                    |            |             |
|      |     |       |         | 3" Lime/ Yellow NYC Triple Trim                                  |            |             |
|      |     |       |         | 6" Lime/ Yellow "F" In Center w/ 4" "F" on Left and "D" on Right |            |             |
|      |     |       |         | 3" Lime/ Yellow Letters Sewn to Bottom of Jacket for FF Name     |            |             |
|      |     |       |         | 2"x8"x8" Semi Expansion Pocket w/ Handwarmer                     |            |             |
|      |     |       |         | Coat Hook 5" Above Velcro Strap on Right Chest                   |            |             |
|      |     |       |         | Self Material Mic Strap Above Coat Hook on Right Chest           |            |             |
|      |     |       |         | 3"x3.5"x9" Radio Pocket on Left Chest w/ Kevlar Lining           |            |             |
|      |     |       |         | Self Material Mic Strap Above Radio Pocket on Left Chest         |            |             |
|      |     |       |         | Gray Nomex Wristler w/ Thumb Loop                                |            |             |
|      |     |       |         | Black Ara-Shield Cuff Reinforcement                              |            |             |
|      |     |       |         | 1"x12" Strap on Right Chest Above Trim                           |            |             |
|      |     |       |         | Self Material Mic Strap on Upper Strom Flap (Hoz Ctr Slnt L Up)  |            |             |
|      |     |       |         |                                                                  |            |             |

|                    |    |       |         |                                                                                         |                     |             |
|--------------------|----|-------|---------|-----------------------------------------------------------------------------------------|---------------------|-------------|
| 2.                 | 29 | Globe | FK245-G | Globe Pant System w/ Flex7 Black Outershell                                             | \$1,674.00          | \$48,546.00 |
|                    |    |       |         | Titanium SL2 Thermal Liner                                                              |                     |             |
|                    |    |       |         | Stedair Gold Moisture Barrier                                                           |                     |             |
|                    |    |       |         | 3" Lime/ Yellow Triple Trim Around the Cuffs                                            |                     |             |
|                    |    |       |         | Wide Belt Loops w/ Full Nomex Belt                                                      |                     |             |
|                    |    |       |         | 2"x10"x10" Expansion Pockets w/ Black Ara-Shield Reinforcement                          |                     |             |
|                    |    |       |         | Kevlar 3 Tool Compartment in Right Pocket                                               |                     |             |
|                    |    |       |         | Kevlar 3 Tool Compartment in Left Pocket                                                |                     |             |
|                    |    |       |         | Ara-Shield Black Cuff Reinforcements                                                    |                     |             |
|                    |    |       |         | Ara-Shield Black Knee Reinforcements                                                    |                     |             |
|                    |    |       |         | Silicone Knee Padding                                                                   |                     |             |
|                    |    |       |         | Black Padded H-Back Ripcord Suspenders                                                  |                     |             |
|                    |    |       |         | 3" Lime/ Yellow "F" In Center w/ 2" "F" on Left and "D" on Right Centered on Left Thigh |                     |             |
|                    |    |       |         | Pant Globe Guard                                                                        |                     |             |
|                    |    |       |         |                                                                                         |                     |             |
|                    |    |       |         |                                                                                         |                     |             |
| 4.                 | 1  |       |         | Shipping/ Handling                                                                      | \$200.00            | \$200.00    |
|                    |    |       |         |                                                                                         |                     |             |
| <b>QUOTE TOTAL</b> |    |       |         |                                                                                         | <b>\$104,426.00</b> |             |

**NOTES & COMMENTS:**

- a.
- b.
- c.
- d.
- e.
- f.

**QUOTATION PREPARED BY:**


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 Collin Casstevens



# QUOTATION

**DATE:** August 15, 2025

**QUOTE TO:** Fishers Fire Department  
2 Municipal Drive  
Fishers, IN 46038

**SALES REP.:** Collin Casstevens  
**EMAIL:** ccasstevens@hoosierfire.com  
**PHONE:** (765) 623-3544  
**FAX:** (317) 891-7375

**ATTN:** Brad Ross  
**EMAIL:** rossb@fishers.in.us  
**SHIP:** Direct/Best Way

**TERMS:** Net 10 Days  
**FOB:** Shipping Point

**CONDITIONS:** QUOTE VALID FOR 30 DAYS UNLESS OTHERWISE NOTED \*. THE PRICES QUOTED ARE FOR THE SPECIFIC QUANTITIES, STYLES, TERMS AND CONDITIONS AS INDICATED. ANY DEVIATIONS MAY INVALIDATE THIS QUOTATION.

**RETURN POLICY:** ANY CUSTOM FIT OR SPECIAL ORDERED ITEMS ARE NON-RETURNABLE. ANY RETURNABLE ITEMS MAY BE SUBJECT TO A 25% RESTOCKING FEE.

**CREDIT CARDS:** ORDERS PAID BY CREDIT CARD WILL BE CHARGED A 3% SERVICE FEE.

| ITEM | QTY | MFG   | PART #  | DESCRIPTION                                                      | EACH       | TOTAL        |
|------|-----|-------|---------|------------------------------------------------------------------|------------|--------------|
| 1.   | 29  | Globe | DK245-G | Globe G-Xcel Style Jacket w/ Flex7 Black Outershell              | \$4,002.17 | \$116,062.93 |
|      |     |       |         | Titanium SL2 Thermal Liner                                       |            |              |
|      |     |       |         | Stedair Gold Moisture Barrier                                    |            |              |
|      |     |       |         | 3" Lime/ Yellow NYC Triple Trim                                  |            |              |
|      |     |       |         | 6" Lime/ Yellow "F" In Center w/ 4" "F" on Left and "D" on Right |            |              |
|      |     |       |         | 3" Lime/ Yellow Letters Sewn to Bottom of Jacket for FF Name     |            |              |
|      |     |       |         | 2"x8"x8" Semi Expansion Pocket w/ Handwarmer                     |            |              |
|      |     |       |         | Coat Hook 5" Above Velcro Strap on Right Chest                   |            |              |
|      |     |       |         | Self Material Mic Strap Above Coat Hook on Right Chest           |            |              |
|      |     |       |         | 3"x3.5"x9" Radio Pocket on Left Chest                            |            |              |
|      |     |       |         | Self Material Mic Strap Above Radio Pocket on Left Chest         |            |              |
|      |     |       |         | Gray Nomex Wristler w/ Thumb Loop                                |            |              |
|      |     |       |         | Black Ara-Shield Cuff Reinforcement                              |            |              |
|      |     |       |         | 1"x12" Strap on Right Chest Above Trim                           |            |              |
|      |     |       |         | Self Material Mic Strap on Upper Strom Flap (Hoz Ctr Slnt L Up)  |            |              |
|      |     |       |         |                                                                  |            |              |
|      |     |       |         |                                                                  |            |              |

|                    |    |       |         |                                                                                         |            |                     |
|--------------------|----|-------|---------|-----------------------------------------------------------------------------------------|------------|---------------------|
| 2.                 | 29 | Globe | FK245-G | Globe Pant System w/ Flex7 Black Outershell                                             | \$3,488.83 | \$101,176.07        |
|                    |    |       |         | Titanium SL2 Thermal Liner                                                              |            |                     |
|                    |    |       |         | Stedair Gold Moisture Barrier                                                           |            |                     |
|                    |    |       |         | 3" Lime/ Yellow Triple Trim Around the Cuffs                                            |            |                     |
|                    |    |       |         | Wide Belt Loops w/ Full Nomex Belt                                                      |            |                     |
|                    |    |       |         | 2"x10"x10" Expansion Pockets w/ Black Ara-Shield Reinforcement                          |            |                     |
|                    |    |       |         | Kevlar 3 Tool Compartment in Right Pocket                                               |            |                     |
|                    |    |       |         | Kevlar 3 Tool Compartment in Left Pocket                                                |            |                     |
|                    |    |       |         | Ara-Shield Black Cuff Reinforcements                                                    |            |                     |
|                    |    |       |         | Ara-Shield Black Knee Reinforcements                                                    |            |                     |
|                    |    |       |         | Silizone Knee Padding                                                                   |            |                     |
|                    |    |       |         | Black Padded H-Back Ripcord Suspenders                                                  |            |                     |
|                    |    |       |         | 3" Lime/ Yellow "F" In Center w/ 2" "F" on Left and "D" on Right Centered on Left Thigh |            |                     |
|                    |    |       |         | Pant Globe Guard                                                                        |            |                     |
|                    |    |       |         |                                                                                         |            |                     |
|                    |    |       |         |                                                                                         |            |                     |
|                    |    |       |         |                                                                                         |            |                     |
|                    |    |       |         |                                                                                         |            |                     |
| <b>QUOTE TOTAL</b> |    |       |         |                                                                                         |            | <b>\$217,239.00</b> |

**NOTES & COMMENTS:**

- a. **\*Due to current supply and labor shortages, prices are subject to change without notice. Please contact your HFE Sales Rep to confirm herein quote pricing prior to ordering.**
- b.
- c.
- d. **List Pricing**
- e.
- f.

**QUOTATION PREPARED BY:**


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 Collin Casstevens





# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                    |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                             | 08/26/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>RESOLUTION NO.</b>                                                                                                              | R082625D |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                     | Request to Approve 2025 Fire and EMS Services Contracts for Delaware and Fall Creek Townships                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                    |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                     | Ann Smith, Fire                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                    |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for</li> </ul> | Fishers agrees to furnish Delaware and Fall Creek certain fire protection and emergency medical services for a period beginning January 1, 2025, and continuing through December 31, 2025; and Delaware and Fall Creek agree to compensate Fishers based upon a ratio of certified assessed value of that portion of Delaware and Fall Creek covered by Fishers Fire Department outside Fishers' municipal boundary compared to the total certified assessed value for Delaware and Fall Creek, and that portion of Delaware and Fall Creek covered by Fishers Fire Department. |                                                                                                                                    |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                           | \$0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                    |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                              | \$0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                    |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                  | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                    |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                    |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over</b> \$50,000<br><input checked="" type="checkbox"/> Contract or Agreement - Other ( Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                                                                                                            |                                                                                                                                    |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the BPW&S Clerk.<br><br><input checked="" type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the BPW&S Clerk.                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/> Document will be recorded by another party. Name of person or entity recording the document:<br><br>_____ |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                       | Expense Account:<br>Current Available Budget:<br>Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | n/a                                                                                                                                |          |

**RESOLUTION NO. R082625D**

**THE CITY OF FISHERS BOARD OF PUBLIC WORKS AND SAFETY APPROVING  
CERTAIN AGREEMENTS FOR EMS AND FIRE PROTECTION SERVICES FOR  
FALL CREEK AND DELAWARE TOWNSHIP**

**WHEREAS**, Fall Creek Township (“Fall Creek”) and Delaware Township (“Delaware”) desire to avail itself of the fire protection and emergency medical services (“EMS”) offered and provided by the City of Fishers (“Fishers”) and to compensate Fishers for such services;

**WHEREAS**, Fishers desires to provide services and to be fairly compensated therefore;

**WHEREAS**, Fishers agrees to furnish to Fall Creek and Delaware certain fire protection and emergency medical services for a period beginning January 1, 2025, and continuing through December 31, 2025; and

**WHEREAS**, Fall Creek and Delaware agree to compensate Fishers based upon a ratio of certified assessed value of that portion of Fall Creek and Delaware covered by Fishers Fire Department outside Fishers’ municipal boundary compared to the total certified assessed value for Fall Creek and Delaware, and that portion of Fall Creek and Delaware covered by Fishers Fire & Emergency Services, as further described in the agreements for fire protection services (“Agreements”), which are attached hereto and incorporated herein as Exhibit A and Exhibit B.

NOW, THEREFORE, BE IT RESOLVED by the City of Fishers Board of Public Works & Safety meeting in regular session as follows:

- Section 1. The Board hereby approves the Agreement between Fishers and Fall Creek Township in substantially similar form as Exhibit A, attached hereto and incorporated herein.
- Section 2. The Board hereby approves the Agreement between Fishers and Delaware Township in substantially similar form as Exhibit B, attached hereto and incorporated herein.
- Section 3. The Board hereby designates the Mayor to execute any and all documents necessary to effectuate the intent of this Resolution.
- Section 4. This Resolution shall be of full force and effect from and upon its adoption and in accordance with Indiana law.

ALL OF WHICH IS RESOLVED by the Board of Public Works & Safety of the City of Fishers, Hamilton County, Indiana this 26<sup>th</sup> day of August 2025.

**BOARD OF PUBLIC WORKS & SAFETY,  
CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana,  
One Municipal Drive, Fishers, Indiana, 46038

““I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in  
this document, unless required by law.” /s/ Lindsey M. Bennett

**AGREEMENT BETWEEN  
THE CITY OF FISHERS AND FALL CREEK TOWNSHIP  
HAMILTON COUNTY, INDIANA FOR EMS AND FIRE PROTECTION SERVICES**

This agreement ("Agreement"), is made and entered into this \_\_\_\_ day of August 2025, by and between the City of Fishers, One Municipal Drive, Fishers, Indiana 46038 ("Fishers"), and Fall Creek Township, Hamilton County, Indiana ("Fall Creek").

**WITNESSETH:**

**WHEREAS**, Fall Creek desires to avail itself of the fire protection and emergency medical service (EMS) offered and provided by Fishers and to compensate Fishers for such services; and

**WHEREAS**, Fishers is desirous of providing such services and to be fairly compensated therefore.

**NOW, THEREFORE**, it is mutually agreed and undertaken by and between the parties as follows:

1. Fishers agrees to furnish to Fall Creek fire protection and emergency medical service for a period beginning January 1, 2025, and continuing through December 31, 2025, unless sooner terminated by either party as provided hereafter. Fishers agrees to continue such services until Fall Creek has retained alternative fire protection and emergency medical service in accordance with Section 23 of this Agreement.

2. Fishers shall answer all calls received from the Hamilton County E-9-1-1- Unified Emergency Communication District to extinguish fires and for emergency medical services occurring within the service area of Fall Creek; meaning the portion of Fall Creek Township of Hamilton County that is not a part of the City of Fishers or the City of Noblesville, which is more particularly described in Exhibit A, attached hereto and incorporated herein, with the necessary personnel and equipment consistent with firefighting and EMS practices and procedures provided within the municipal boundaries of Fishers.

3. Fishers agrees to provide the above services on a twenty-four (24) hour a day, seven (7) day a week basis for the term of this Agreement.

4. Fall Creek agrees to compensate Fishers based upon a ratio of certified assessed value of that portion of Fall Creek Township covered by Fishers Fire Department outside Fishers' municipal boundary compared to the total certified assessed value for Fall Creek Township, Fishers, and that portion of Fall Creek Township covered by Fishers Fire & Emergency Services. For 2025, that percentage is limited to a maximum of 4.24% of the current Fishers Fire/EMS Budget of \$29,313,231 resulting in a total amount of \$1,243,207.00. The lease payments for fire stations #91, #92, #93, #94, #95, #96, and #97 are not included. There was no unexpended credit from 2024, **therefore Fall Creek shall compensate Fishers One Million Two Hundred Forty-Three Thousand, Two Hundred and Seven Dollars and 00/100 (\$1,243,207.00) for the services described herein.**

A. Payment for services will be due in the following installments: half of Fall Creek's obligation as calculated above is due within thirty (30) days of execution; the balance is due on or before December 31, 2025.

B. If Fishers does not expend 95% of their entire budget amount for Fire Protection, Fall Creek shall be entitled to a "credit" toward its 2026 contribution for its percentage of the remaining budget which is unused. That credit shall be calculated by applying 4.24% to the unused budgeted amount. Such credit shall be deducted from the total due in order to calculate the amount. Further, amounts encumbered by December 31, 2025, shall be expended within 90 days or be added to unused budgeted amount for this credit calculation. To the extent known, any credit for the 2025 budget shall be included in Fishers' preliminary budget proposal, submitted according to Section 22 herein. Any credit determined after Fishers' submission of its preliminary budget shall be delivered to Fall Creek within a reasonable time period.

C. Within thirty (30) days of receiving a written request, Fishers shall provide Fall Creek verification of changes made in the Fishers' Fire Budget. Such changes include all transfers of budgeted amounts between major and minor line items.

D. Fishers shall be under no obligation to provide fire service and emergency medical service for Fall Creek in the event that Fall Creek defaults or terminates its payments under this Agreement.

E. Fall Creek shall not be deemed to be in default if funds to make payments hereunder have not been disbursed to Fall Creek by the appropriate governmental agencies as of June 30, 2025, and December 31, 2025. In the event, and only in the event, that the State of Indiana and/or the County of Hamilton fails to make timely distributions to Fall Creek, which therefore prevents Fall Creek from making timely payments pursuant to this Agreement, the deadline for such payments shall be extended thirty (30) days from the date of actual distribution from the State of Indiana and/or the County of Hamilton. In the event monies appropriated by governmental agencies fail to make timely distributions to Fall Creek as provided in this section, Fall Creek shall promptly notify Fishers.

5. Fishers agrees to purchase all materials and supplies, pay all compensation to Fire Department Employees, pay the costs of the operation of said fire department and carry all necessary insurance on the Department and on all equipment of Fishers and Fall Creek. Fishers further agrees that its fire protection services and EMS will comply with all federal, state, and local laws and statutes including areas of personnel safety and training. At Fall Creek's request, a copy of the City's General Liability Insurance Policy covering the fire department shall be furnished to Fall Creek.

6. Subject to Section 24 herein, this Agreement may be terminated by either party upon sixty (60) days written notice. The terminating party shall also give notice of its intent to terminate to all other parties required to receive such notice prior to the termination

becoming effective. Said notice shall be mailed to Fall Creek or Fishers at the addresses below, by certified mail, return receipt requested.

7. A copy of this Agreement and all notices, amendments, changes or alterations thereto may be mailed to the Insurance Service Office of the State of Indiana by the Township immediately upon becoming effective.

8. Fishers shall assume no responsibility for delays in answering alarms if the delays are caused by Fishers' inability to immediately respond because of other calls or circumstances beyond the control of Fishers. However, it is anticipated that Fishers will immediately request that vehicles of equal caliber be dispatched to such fire calls.

9. Fishers agrees to carry all necessary insurance to comply with applicable state, federal and local laws and regulations governing municipalities for any life insurance required under current Indiana statutes and regulations. Fishers shall provide Fall Creek with certificates indicating such coverage and showing Fall Creek as co-insured as their interests respectively may appear.

10. The parties agree that all equipment of whatever kind and nature owned by Fall Creek Township presently in use by Fishers or added to the existing equipment during the life of this Agreement shall remain in the possession of Fishers Fire & Emergency Services throughout the life of this Agreement.

11. Fishers further agrees to hold Fall Creek harmless and indemnify Fall Creek for injuries suffered to the property or person of their parties. Notwithstanding the foregoing or anything to the contrary contained herein, Fall Creek hereby acknowledges and agrees that Fishers' financial exposure for certain claims is limited by the Indiana Tort Claims Act, and Fishers' obligation to indemnify and save Fall Creek, its agents and employees harmless from and against any and all claims, damages, demands, penalties, costs, liabilities, losses, and expenses (including reasonable attorneys' fee and expenses at the trial and appellate levels) arising out of or related to claims subject to the Indiana Tort Claims Act shall be limited to the amount of damages available pursuant to Indiana Code section 34-13-3-4, as amended.

12. Fishers agrees to provide Fall Creek with available information necessary to satisfy inquiries of the Department of Local Government Finance and the Indiana State Board of Accounts for the period of this Agreement. Fishers further agrees to make available to Fall Creek quarterly reports of maintenance upon any equipment fully or partially owned by Fall Creek which Fall Creek authorized Fishers to use if requested. Fishers further agrees to provide Fall Creek with standardized quarterly run reports which may include the type of response in each grid of the Fall Creek Township area outside of the City of Fishers, if requested.

13. At Fall Creek's request, Fishers further agrees to provide Fall Creek with a copy of the standard Comprehensive Annual Financial Report prepared by Fishers, which shall include all income and expenses to and by the Fire Department.

14. Fishers shall make all necessary reports to the State Fire Marshal's Office and other State and local offices, of fire runs made, maintenance, repairs and training, as required by the State of Indiana or agreed to by the parties hereto.

15. The execution of this Agreement and the fulfillment of the terms, obligations and responsibilities hereunder totally satisfy all liabilities, responsibilities and obligations between the parties of whatsoever kind of nature and will act as a total satisfaction of Fall Creek's obligation to Fishers for providing fire protection and emergency medical service in Fall Creek Township, Hamilton County, Indiana, and shall operate as a defense to any lawsuit or litigation questioning the caliber and quality of fire protection provided by Fishers to Fall Creek.

16. The terms set forth in this Agreement may be altered or amended only in writing and signed by the parties.

17. This Agreement supersedes and replaces any prior Agreements or understandings which may have existed between parties hereto. This Agreement constitutes the full and complete agreement of the parties with regards to the subject matter hereof.

18. If any paragraph, sentence, or portion of this Agreement is declared by a court competent jurisdiction or other quasi-judicial authority to be illegal or unenforceable, such declaration shall not impair or affect the remainder hereof, which shall be in full force and effect and binding upon the parties.

19. Whenever the context requires, words used in the singular shall be construed to mean or include the plural and vice versa, and pronouns of any gender shall be deemed to include and designate the masculine, feminine, or neuter genders.

20. This Agreement shall be governed by and construed under the laws of the State of Indiana without regard to choice of law principles. Fall Creek and Fishers, to the extent provided by law, waive their right to a jury trial in any matter arising out of this Agreement and this waiver is absolute and unconditional.

The parties shall endeavor to resolve their claims by mediation administered pursuant to the Indiana Rules for Alternative Dispute Resolution in effect on the date of the Agreement. The parties shall equally share the mediator's and any filing fees. The mediation shall be held in Fishers, Indiana, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

In the event of any litigation between Fishers and Fall Creek that arises out of or relates to this Agreement, the "prevailing party" in such litigation shall be entitled to recover its attorneys' fees incurred in the litigation. For purposes of this paragraph, the term "prevailing party" shall mean the party that recovers all or substantially all of the relief requested in its pleadings, and includes attorney's fees incurred in the collection or

enforcement of any judgment. The parties agree that the exclusive and sole venue for any claim arising out of or relating to the Contract shall be any court of competent jurisdiction located in Hamilton County, Indiana.

21. In order to facilitate communications between Fishers and Fall Creek, the following individuals are designated as the persons to whom all inquiries or communications should be directed on behalf of their respective entity via mail, email, or phone:

**FALL CREEK**

Doug Allman  
Township Trustee  
11595 Brookschool Road  
Fishers, Indiana 46038

**FISHERS**

Ky Ragsdale  
Fishers Fire Chief  
Two Municipal Drive  
Fishers, Indiana 46038  
[ragsdalek@fishers.in.us](mailto:ragsdalek@fishers.in.us)

With a copy of any notice  
required under this Agreement to:  
Lindsey Bennett, Corporation  
Counsel  
One Municipal Drive  
Fishers, IN 46038  
[bennettl@fishers.in.us](mailto:bennettl@fishers.in.us)

22. Fishers acknowledges and agrees that in order to meet the annual budget requirements of Fall Creek, that it will attempt to submit a preliminary budget proposal to Fall Creek on or before September 1, 2025, for the 2026 budget process.

23. The parties hereto acknowledge and agree that firefighting service and EMS are essential to the health, safety and welfare of the citizens of their respective jurisdictions and that by reason thereof, the parties should make every effort to estimate the 2026 amounts prior to the finalization of budgets for 2026. The formula for determining amounts shall equal that entity's share of the total assessed value in the area. If they are not able to reach a mutually satisfactory agreement, then each party may proceed to meet the obligation to provide for the health, safety and welfare of the citizens of their respective jurisdictions, in particular, firefighting services, in any manner they deem appropriate, at the conclusion of this agreement on December 31, 2025. However, Fishers agrees to provide fire protection services until Fall Creek has obtained alternative fire protection within the time frame specified in sections six (6) and twenty four (24) of this Agreement.

24. In the event this Agreement is terminated before approval of the 2026 agreement, Fishers' obligation to provide fire protection services shall not exceed ninety (90) days past the effective date of termination. Fishers' rate of compensation shall be equal to the daily rate under the terms of this Agreement. That rate shall be computed at Three Thousand Four Hundred Six Dollars and 04/100 Dollars (\$3,406.04) per day, or \$1,243,207.00 divided by 365.



25. This Agreement shall become effective upon its execution by both parties.

[The Remainder of This Page Left Intentionally Blank]

IN WITNESS WHEREOF, the parties hereto set their hand on the dates first written above:

**FALL CREEK TOWNSHIP, INDIANA**

By: \_\_\_\_\_  
Doug Allman  
Township Trustee

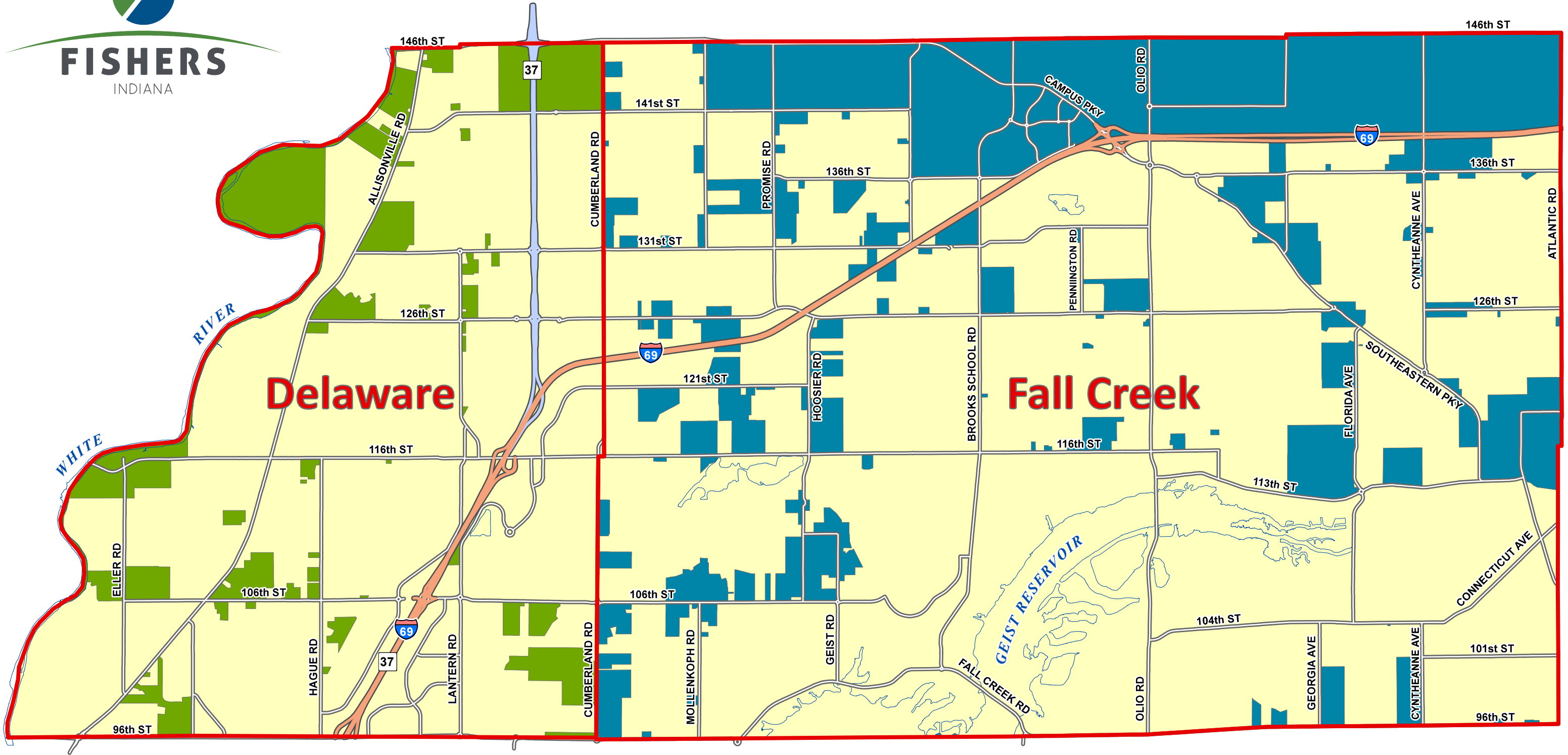
**CITY OF FISHERS, INDIANA**

By: \_\_\_\_\_  
Scott Fadness, Mayor

This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers One Municipal Drive, Fishers, IN 46038

EXHIBIT A

Service Area of Fall Creek Township



### Legend

- Township Boundary
- City of Fishers
- Unincorporated Delaware Township
- Unincorporated Fall Creek Township

## Unincorporated Delaware and Fall Creek Townships Hamilton County, Indiana

**AGREEMENT BETWEEN THE CITY OF FISHERS AND DELAWARE TOWNSHIP  
HAMILTON COUNTY, INDIANA FOR EMS AND FIRE PROTECTION SERVICES**

This agreement ("Agreement"), is made and entered into this \_\_\_\_ day of August, 2025, by and between the City of Fishers, One Municipal Drive, Fishers, Indiana 46038 ("Fishers"), and Delaware Township, Hamilton County, Indiana ("Delaware").

**WITNESSETH:**

**WHEREAS**, Delaware desires to avail itself of the fire protection and emergency medical service (EMS) offered and provided by Fishers and to compensate Fishers for such services; and

**WHEREAS**, Fishers is desirous of providing such services and to be fairly compensated therefore.

**NOW, THEREFORE**, it is mutually agreed and undertaken by and between the parties as follows:

1. Fishers agrees to furnish to Delaware fire protection and emergency medical service for a period beginning January 1, 2025, and continuing through December 31, 2025, unless sooner terminated by either party as provided hereafter. Fishers agrees to continue such services until Delaware has retained alternative fire protection and emergency medical service in accordance with Section 23 of this Agreement.

2. Fishers shall answer all calls received from the Hamilton County E-9-1-1- Unified Emergency Communication District to extinguish fires and for emergency medical services occurring within the service area of Delaware; meaning the portion of Delaware Township of Hamilton County that is not a part of the City of Fishers or the City of Noblesville, which is more particularly described in Exhibit A, attached hereto and incorporated herein, with the necessary personnel and equipment consistent with firefighting and EMS practices and procedures provided within the municipal boundaries of Fishers.

3. Fishers agrees to provide the above services on a twenty-four (24) hour a day, seven (7) day a week basis for the term of this Agreement.

4. Delaware agrees to compensate Fishers based upon a ratio of certified assessed value of that portion of Delaware Township covered by Fishers Fire Department outside Fishers' municipal boundary compared to the total certified assessed value for Delaware Township, Fishers, and that portion of Delaware Township covered by Fishers Fire & Emergency Services. For 2025, that percentage is limited to a maximum of 1.26% of the current Fishers Fire/EMS Budget of \$29,313,231.00 resulting in a total amount of \$368,312.00. The lease payments for fire stations #91, #92, #93, #94, #95, #96, and #97 are not included. There was no unexpended credit from 2024, **therefore Delaware shall compensate Fishers in the amount of Three Hundred Sixty Eight Thousand, Three Hundred and Twelve Dollars and 00/100 (\$368,312.00) for the services described herein.**

A. Payment for services will be due in the following installments: half of Delaware's obligation as calculated above is due within thirty (30) days of execution; the balance is due on or before December 31, 2025.

B. If Fishers does not expend 95% of their entire budget amount for Fire Protection, Delaware shall be entitled to a "credit" toward its 2026 contribution for its percentage of the remaining budget which is unused. That credit shall be calculated by applying 1.26% to the unused budgeted amount. Such credit shall be deducted from the total due in order to calculate the amount. Further, amounts encumbered by December 31, 2025, shall be expended within 90 days or be added to unused budgeted amount for this credit calculation. To the extent known, any credit for the 2026 budget shall be included in Fishers' preliminary budget proposal, submitted according to Section 22 herein. Any credit determined after Fishers' submission of its preliminary budget shall be delivered to Delaware within a reasonable time period.

C. Within thirty (30) days of receiving a written request, Fishers shall provide Delaware verification of changes made in the Fishers' Fire Budget. Such changes include all transfers of budgeted amounts between major and minor line items.

D. Fishers shall be under no obligation to provide fire service and emergency medical service for Delaware in the event that Delaware defaults or terminates its payments under this Agreement.

E. Delaware shall not be deemed to be in default if funds to make payments hereunder have not been disbursed to Delaware by the appropriate governmental agencies as of June 30, 2025, and December 31, 2025. In the event, and only in the event, that the State of Indiana and/or the County of Hamilton fails to make timely distributions to Delaware, which therefore prevents Delaware from making timely payments pursuant to this Agreement, the deadline for such payments shall be extended thirty (30) days from the date of actual distribution from the State of Indiana and/or the County of Hamilton. In the event monies appropriated by governmental agencies fail to make timely distributions to Delaware as provided in this section, Delaware shall promptly notify Fishers.

5. Fishers agrees to purchase all materials and supplies, pay all compensation to Fire Department Employees, pay the costs of the operation of said fire department and carry all necessary insurance on the Department and on all equipment of Fishers and Delaware. Fishers further agrees that its fire protection services and EMS will comply with all federal, state, and local laws and statutes including areas of personnel safety and training. At Delaware's request, a copy of the City's General Liability Insurance Policy covering the fire department shall be furnished to Delaware.

6. Subject to Section 24 herein, this Agreement may be terminated by either party upon sixty (60) days written notice. The terminating party shall also give notice of its intent to terminate to all other parties required to receive such notice prior to the termination

becoming effective. Said notice shall be mailed to Delaware or Fishers at the addresses below, by certified mail, return receipt requested.

7. A copy of this Agreement and all notices, amendments, changes or alterations thereto may be mailed to the Insurance Service Office of the State of Indiana by the Township immediately upon becoming effective.

8. Fishers shall assume no responsibility for delays in answering alarms if the delays are caused by Fishers' inability to immediately respond because of other calls or circumstances beyond the control of Fishers. However, it is anticipated that Fishers will immediately request that vehicles of equal caliber be dispatched to such fire calls.

9. Fishers agrees to carry all necessary insurance to comply with applicable state, federal and local laws and regulations governing municipalities for any life insurance required under current Indiana statutes and regulations. Fishers shall provide Delaware with certificates indicating such coverage and showing Delaware as co-insured as their interests respectively may appear.

10. The parties agree that all equipment of whatever kind and nature owned by Delaware Township presently in use by Fishers or added to the existing equipment during the life of this Agreement shall remain in the possession of Fishers Fire & Emergency Services throughout the life of this Agreement.

11. Fishers further agrees to hold Delaware harmless and indemnify Delaware for injuries suffered to the property or person of their parties. Notwithstanding the foregoing or anything to the contrary contained herein, Delaware hereby acknowledges and agrees that Fishers' financial exposure for certain claims is limited by the Indiana Tort Claims Act, and Fishers' obligation to indemnify and save Delaware, its agents and employees harmless from and against any and all claims, damages, demands, penalties, costs, liabilities, losses, and expenses (including reasonable attorneys' fee and expenses at the trial and appellate levels) arising out of or related to claims subject to the Indiana Tort Claims Act shall be limited to the amount of damages available pursuant to Indiana Code section 34-13-3-4, as amended.

12. Fishers agrees to provide Delaware with available information necessary to satisfy inquiries of the Department of Local Government Finance and the Indiana State Board of Accounts for the period of this Agreement. Fishers further agrees to make available to Delaware quarterly reports of maintenance upon any equipment fully or partially owned by Delaware which Delaware authorized Fishers to use if requested. Fishers further agrees to provide Delaware with standardized quarterly run reports which may include the type of response in each grid of the Delaware Township area outside of the City of Fishers, if requested.

13. At Delaware's request, Fishers further agrees to provide Delaware with a copy of the standard Comprehensive Annual Financial Report prepared by Fishers, which shall include all income and expenses to and by the Fire Department.

14. Fishers shall make all necessary reports to the State Fire Marshal's Office and other State and local offices, of fire runs made, maintenance, repairs and training, as required by the State of Indiana or agreed to by the parties hereto.

15. The execution of this Agreement and the fulfillment of the terms, obligations and responsibilities hereunder totally satisfy all liabilities, responsibilities and obligations between the parties of whatsoever kind of nature and will act as a total satisfaction of Delaware's obligation to Fishers for providing fire protection and emergency medical service in Delaware Township, Hamilton County, Indiana, and shall operate as a defense to any lawsuit or litigation questioning the caliber and quality of fire protection provided by Fishers to Delaware.

16. The terms set forth in this Agreement may be altered or amended only in writing and signed by the parties.

17. This Agreement supersedes and replaces any prior Agreements or understandings which may have existed between parties hereto. This Agreement constitutes the full and complete agreement of the parties with regards to the subject matter hereof.

18. If any paragraph, sentence, or portion of this Agreement is declared by a court competent jurisdiction or other quasi-judicial authority to be illegal or unenforceable, such declaration shall not impair or affect the remainder hereof, which shall be in full force and effect and binding upon the parties.

19. Whenever the context requires, words used in the singular shall be construed to mean or include the plural and vice versa, and pronouns of any gender shall be deemed to include and designate the masculine, feminine, or neuter genders.

20. This Agreement shall be governed by and construed under the laws of the State of Indiana without regard to choice of law principles. Delaware and Fishers, to the extent provided by law, waive their right to a jury trial in any matter arising out of this Agreement and this waiver is absolute and unconditional.

The parties shall endeavor to resolve their claims by mediation administered pursuant to the Indiana Rules for Alternative Dispute Resolution in effect on the date of the Agreement. The parties shall equally share the mediator's and any filing fees. The mediation shall be held in Fishers, Indiana, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

In the event of any litigation between Fishers and Delaware that arises out of or relates to this Agreement, the "prevailing party" in such litigation shall be entitled to recover its attorneys' fees incurred in the litigation. For purposes of this paragraph, the term "prevailing party" shall mean the party that recovers all or substantially all of the relief requested in its pleadings, and includes attorney's fees incurred in the collection or



enforcement of any judgment. The parties agree that the exclusive and sole venue for any claim arising out of or relating to the Contract shall be any court of competent jurisdiction located in Hamilton County, Indiana.

21. In order to facilitate communications between Fishers and Delaware, the following individuals are designated as the persons to whom all inquiries or communications should be directed on behalf of their respective entity via mail, email, or phone:

**DELAWARE**

Debbie Driskell  
Township Trustee  
9090 E. 131<sup>st</sup> St.  
Fishers, Indiana 46038

**FISHERS**

Ky Ragsdale  
Fishers Fire Chief  
Two Municipal Drive  
Fishers, Indiana 46038

With a copy of any notice  
required under this Agreement to:  
Lindsey Bennett, Corporation  
Counsel, One Municipal Drive  
Fishers, IN 46038

22. Fishers acknowledges and agrees that in order to meet the annual budget requirements of Delaware, that it will attempt to submit a preliminary budget proposal to Delaware on or before September 1, 2025, for the 2026 budget process.

23. The parties hereto acknowledge and agree that firefighting service and EMS are essential to the health, safety and welfare of the citizens of their respective jurisdictions and that by reason thereof, the parties should make every effort to estimate the 2026 amounts prior to the finalization of budgets for 2026. The formula for determining amounts shall equal that entity's share of the total assessed value in the area. If they are not able to reach a mutually satisfactory agreement, then each party may proceed to meet the obligation to provide for the health, safety and welfare of the citizens of their respective jurisdictions, in particular, firefighting services, in any manner they deem appropriate, at the conclusion of this agreement on December 31, 2025. However, Fishers agrees to provide fire protection services until Delaware has obtained alternative fire protection within the time frame specified in sections six (6) and twenty four (24) of this Agreement.

24. In the event this Agreement is terminated before approval of the 2025 agreement, Fishers' obligation to provide fire protection services shall not exceed ninety (90) days past the effective date of termination. Fishers' rate of compensation shall be equal to the daily rate under the terms of this Agreement. That rate shall be computed at One Thousand and Nine Dollars and 07/100 (\$1009.07) per day, or \$368,312/365 days.

25. This Agreement shall become effective upon its execution by both parties.

[The Remainder of This Page Left Intentionally Blank]

IN WITNESS WHEREOF, the parties hereto set their hand on the dates first written above:

**DELAWARE TOWNSHIP, INDIANA**

By: \_\_\_\_\_  
Debbie Driskell  
Township Trustee

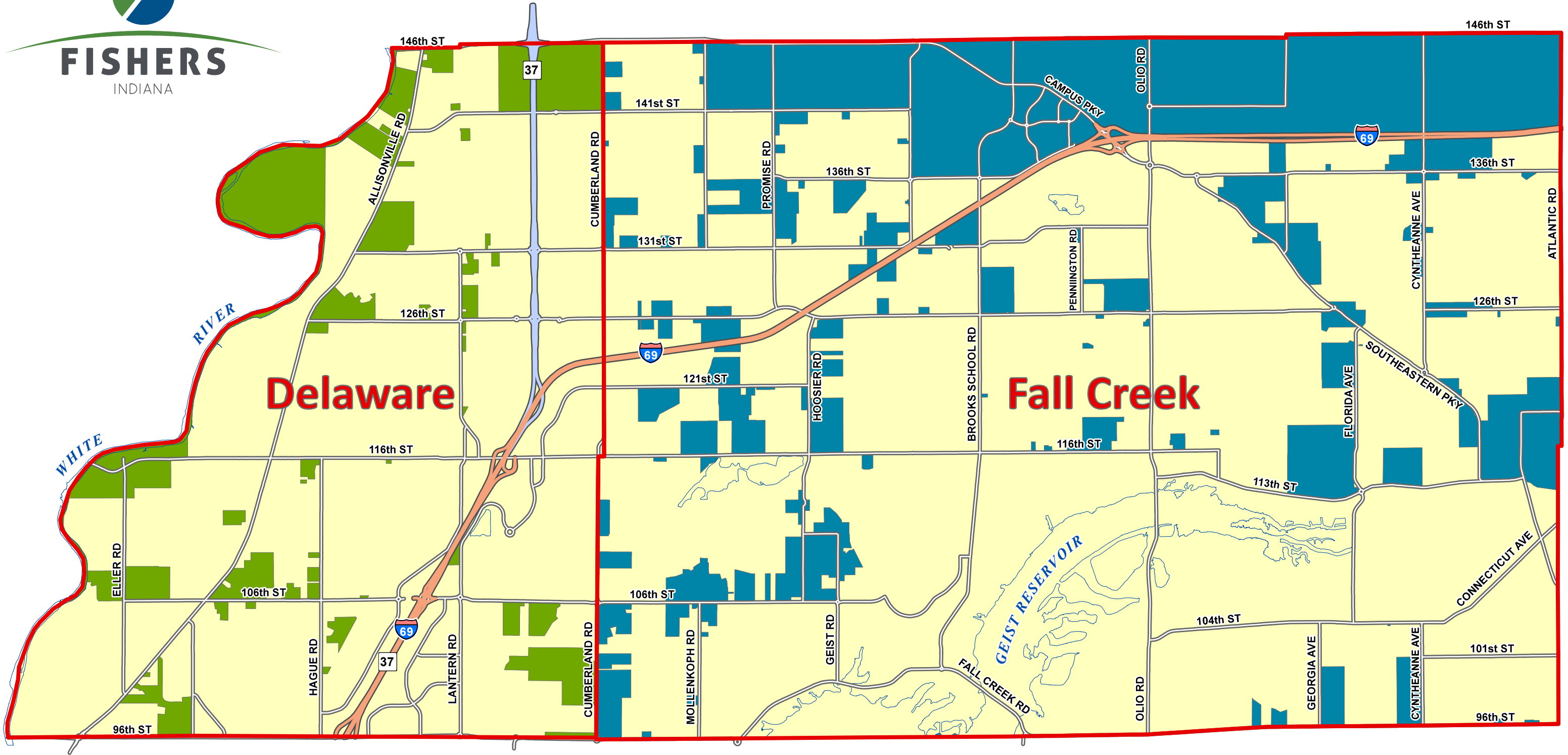
**CITY OF FISHERS, INDIANA**

By: \_\_\_\_\_  
Scott Fadness, Mayor

This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers One  
Municipal Drive, Fishers, IN 46038

EXHIBIT A

Service Area of Delaware Township



**Legend**

- Township Boundary
- City of Fishers
- Unincorporated Delaware Township
- Unincorporated Fall Creek Township

**Unincorporated Delaware and Fall Creek Townships**  
**Hamilton County, Indiana**



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                              |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/26/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>RESOLUTION NO.</b>                                                                                        | R082625E |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to Approve a Cyntheanne Park Right of Entry for Kid City USA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                              |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Hatem Mekky, Director, Engineering Department                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                              |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | <p>The proposed Kid City USA daycare is requesting a Right of Entry to construct approximately 52 feet of storm pipe to tie into to the Cyntheanne Park pond adjacent to Cyntheanne Road. The natural drainage pattern for the Kid City site is north to the park property and park pond. They need to provide a storm sewer outlet for their dry detention basin on the park property and this will allow them to complete that construction. The segment of pipe on park property will be owned and maintained by the City.</p> <p>Review of the proposed storm sewer improvements will be done through the Technical Advisory Committee (TAC) process.</p> |                                                                                                              |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                              |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                              |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                              |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                              |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over \$50,000</b><br><br><input type="checkbox"/> Contract or Agreement – Other (Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                              |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the City<br><br><input checked="" type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the City                                                                                                                                                                                                                                                                                                                                                                                                                       | <input type="checkbox"/> Document will be recorded by another party. Who is recording the document?<br>_____ |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | N/A                                                                                                          |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current Available Budget:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                                                                                                          |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A                                                                                                          |          |

**RESOLUTION NO. R082625E**

**A RESOLUTION OF THE CITY OF FISHERS BOARD OF PUBLIC WORKS &  
SAFETY APPROVING A RIGHT OF ENTRY AND INDEMNIFICATION  
AGREEMENT WITH KID CITY USA**

WHEREAS, Kid City USA (“Grantee”) is performing certain developments necessary for the proposed daycare development generally located adjacent to Cyntheanne, Road, north of Cyntheanne Park property and park pond (“Project”);

WHEREAS, in order to complete the Project, Grantee needs to complete 52 feet of storm pipe work to tie into the Cyntheanne Park pond (the “Property”); and

WHEREAS, in order to complete geotechnical work on the Property, Grantee has agreed to enter into a certain Right of Entry and Indemnity Agreement (“Agreement”) with the City of Fishers, Hamilton County, Indiana (“City”), which is attached hereto and incorporated herein as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the City of Fishers Board of Public Works & Safety meeting in regular session as follows:

- Section 1.** The Board hereby approves the Agreement in substantially similar form as Exhibit A, which is attached hereto and incorporated herein.
- Section 2.** The Board hereby authorizes the Mayor or his designee to execute the Agreement and any and all ancillary documents necessary to effectuate its intent.
- Section 3.** This Resolution shall be of full force and effect from and upon its adoption and in accordance with Indiana law.

SO RESOLVED by the City of Fishers Board of Public Works & Safety this 26<sup>th</sup> day of August 2025.

**BOARD OF PUBLIC WORKS &  
SAFETY, CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana,  
One Municipal Drive, Fishers, Indiana, 46038

““I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in  
this document, unless required by law.” /s/ Lindsey M. Bennett

Cross Reference(s): Annexation Ordinance,  
January 22, 2025, Instr. No. 2025-02244  
Warranty Deed, November 7, 2024, Instr. No. 2024-  
42618  
Parcel No. 13-12-32-00-00-027.101  
Project: Kid City USA

## **RIGHT OF ENTRY AND INDEMNIFICATION AGREEMENT**

**THIS INDENTURE WITNESSTH**, that the **City of Fishers, Hamilton County, Indiana (the "City")**, an Indiana municipal corporation (the "Grantor") grants to **KCFC, LLC** (the "Grantee"), for and in consideration of the sum of One and no/100 Dollars (\$1.00), the receipt and sufficiency of which is hereby acknowledged, a temporary right to enter upon the Temporary ROE Area (as defined herein below) for the exclusive purpose of performing or causing to be performed the construction of facilities, lines and conduits necessary or incidental to providing draining or utility services along, under, through, and across the Temporary ROE Area for Grantee's commercial development project located immediately adjacent to the Temporary ROE Area at 12344 Cyntheanne Road, Fishers, IN 46037, Parcel No. 13-12-32-00-00-027.101 (individually or collectively, the "Work"), which said Temporary ROE Area is specifically described and depicted in **Exhibit A** which is attached hereto and incorporated herein (the "Temporary ROE Area").

This Right of Entry also includes the rights and privileges of (1) ingress and egress from employees, agents, and representatives of Grantee, its grantees, successors, and assigns, to, from, and over the Temporary ROE Area, and (2) to use temporarily additional space where available and necessary from time to time adjacent to the Temporary ROE Area for equipment and materials necessary for installation, repair and maintenance of Grantee's facilities located in, under, upon and across the Temporary ROE Area. Grantee's right to access and use the Temporary ROE Area to perform the Work shall automatically and without further action terminate upon the earlier of (1) Grantee's completion of the Work or (2) June 30, 2026.

The Grantor acknowledges that all provisions of this grant of Right Of Entry And Indemnification Agreement (this "Agreement") are as stated and set forth herein and that no verbal agreements or promises exist with respect thereto.

This Agreement is subject to any and all easements, conditions and restrictions of record. However, Grantor, for the purpose of inducing Grantee to accept this grant and to pay the hereinbefore referenced consideration, represents that the Grantor is the owner in fee simple of the Temporary ROE Area and that there exist no encumbrances, conditions, restrictions, leases, liens (except current real estate taxes and assessments) of any kind or character which would be inconsistent with the temporary rights granted herein.

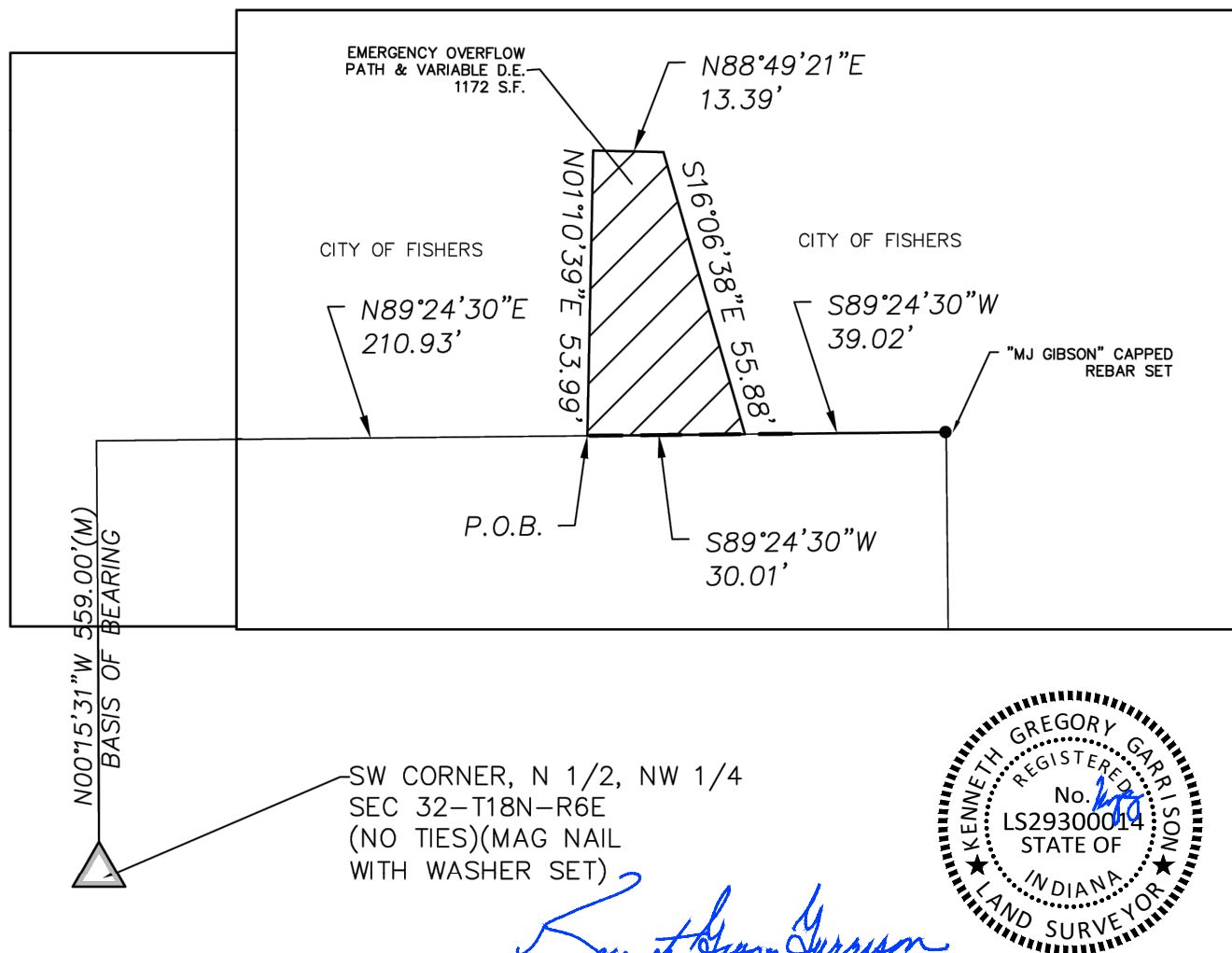


To the extent permitted by applicable laws, Grantee shall indemnify and hold harmless Grantor from and against any and all claims arising from or connected with: (i) the breach by Grantee of any term or condition of this Right of Entry and Indemnification Agreement (this "Agreement"; (ii) injury to, or death of, persons or loss of, or damage to, property, caused by the performance of any of the Work; (iii) the negligence or willful misconduct of Grantee related to this Agreement or the Work; or (iv) Grantee suffering or causing the filing of any mechanic's or materialmen's lien against the Temporary ROE Area.

**EXHIBIT A**

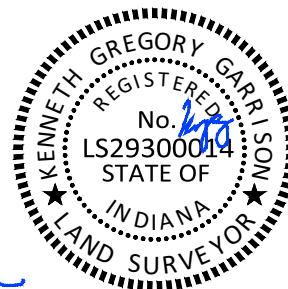
*[LEGAL DESCRIPTION & DEPICTION OF THE TEMPORARY ROE]*

## TEMPORARY RIGHT OF ENTRY EASEMENT EXHIBIT "A"



*Kenneth Gregory Garrison*

**KENNETH GREGORY GARRISON,**  
Professional Surveyor, NO.29300014



7-11-2025

### TEMPORARY RIGHT OF ENTRY EASEMENT DESCRIPTION

*Warranty Deed recorded as Instrument Number 2013050995 in the Office of the Recorder of Hamilton County, Indiana)*

A part of the Northwest Quarter of Section 32, Township 18 North, Range 6 East, located in Fall Creek Township, Hamilton County, Indiana, being bounded as follows:

Commencing at the Southwest corner of the North Half of the Northwest Quarter of Section 32, Township 18 North, Range 6 East, said point being collinear with and equidistant from the Southwest corner of the Northwest corner of said Northwest Quarter, thence North 00 degrees 01 minutes 36 seconds East (assumed bearing) a distance of 559.00 feet along the West line of said Northwest Quarter; thence North 89 degrees 24 minutes 30 seconds East a distance of 210.93 feet to the POINT OF BEGINNING; thence North 01 degrees 10 minutes 39 seconds East 53.99 feet; thence North 88 degrees 49 minutes 21 seconds East a distance of 13.39 feet; thence thence South 89 degrees 24 minutes 30 seconds West a distance of 30.01 feet to the POINT OF BEGINNING. Containing 1171.47 square feet more or less. Subject to any rights-of- way, easements or restrictions of record.



IN WITNESS WHEREOF, KCFC, LLC has executed this 23<sup>rd</sup> day of

July, 2025.

Tyler Underwood  
Signature

Tyler Underwood  
Printed Name

Member  
Title

NOTARY'S CERTIFICATE

STATE OF Indiana )  
 ) SS:  
COUNTY OF Hamilton )

Before me, a Notary Public in and for said State and County, personally appeared Tyler Underwood, and acknowledged the execution of the same on the date aforesaid to be his voluntary act and deed and who, being duly sworn, stated that any representations contained therein are true.

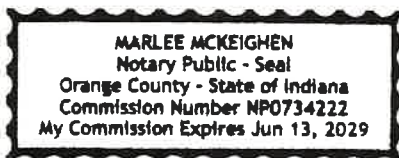
WITNESS, my hand and Notarial Seal this 23<sup>rd</sup> day of July, 2025.

My commission Expires:

6/13/2029

Marlee McKeighen  
Signature

Marlee McKeighen  
Printed, Notary Public,  
A Resident of Orange County, Indiana



This instrument prepared by Lindsey M. Bennett, 1 Municipal Drive, Fishers, Indiana 46038

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law. /s/ Lindsey M. Bennett



Cyntheanne Park

Storm pipe  
location

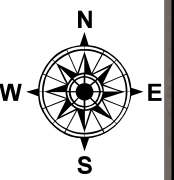
Proposed  
Kid City USA

**Kid City USA**  
**12344 Cyntheanne Road**

(no scale)

Legend

 Parcels (Hamco)







# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                    |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | 08/26/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>RESOLUTION NO.</b>                                                                                                              | R082625F |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to Approve First Amendment to Professional Services Agreement for                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                    |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Hatem Mekky Director of Engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                    |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | <p>In 2022 the City of Fishers solicited proposals from qualified consultants to provide professional engineering on-call consultant services specializing in right-of-way permit reviews for the Department of Engineering. Eleven consultants submitted qualifications and three qualified consultants were chosen; American Structurepoint, Inc., Butler, Fairman, &amp; Seufert, Inc (BF&amp;S), and Fritz Engineering Service, LLC...</p> <p>This is the first amendment to that agreement, to increase their on-call contract by \$25,000 as they are getting close to using their original amount of \$100,000.</p> |                                                                                                                                    |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | 25,000.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                    |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                | 25,000.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                    |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                    |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                    |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over</b> \$50,000<br><input checked="" type="checkbox"/> Contract or Agreement - Other ( Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                    |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the BPW&S Clerk.<br><br><input checked="" type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the BPW&S Clerk.                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Document will be recorded by another party. Name of person or entity recording the document:<br><br>_____ |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:<br>Current Available Budget:<br>Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Engineering Operating Budget<br>25,000.00<br>Lori Mench                                                                            |          |

**RESOLUTION NO. R082625F**

**RESOLUTION BY THE BOARD OF PUBLIC WORKS & SAFETY TO APPROVE  
FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT BETWEEN  
CITY OF FISHERS AND BUTLER, FAIRMAN, & SEUFERT, INC. FOR ON-CALL  
RIGHT OF WAY PERMIT REVIEWS**

WHEREAS, on February 1, 2022, as Resolution No. R020122H the City of Fishers Board of Public Works & Safety (“Board”) approved a Professional Services Agreement between the City of Fishers and Butler, Fairman, & Seufert, Inc., (“BF&S”) for on call development plan and right-of-way permit review services (“Agreement”);

WHEREAS, BF&S is requesting updated rates to the Agreement; and

WHEREAS, the parties desire to enter into a First Amendment to the Agreement to increase compensation to BF&S for additional on-call consultant services, specializing in right of way permit review services, attached hereto and incorporated herein as Exhibit A (“First Amendment”).

NOW, THEREFORE, BE IT RESOLVED, by the City of Fishers Board of Public Works & Safety, meeting in regular session as follows:

- Section 1.** The Board hereby approves the First Amendment in a form substantially similar to the attached Exhibit A, incorporated herein.
- Section 2.** The Board hereby authorizes the Mayor and/or the Director of Engineering to execute the First Amendment and any and all documents necessary to execute the terms of the First Amendment.
- Section 3.** This Resolution shall be of full force and effect from and upon its adoption and in accordance with Indiana law.

ALL OF WHICH IS RESOLVED BY the City of Fishers Board of Public Works & Safety, Hamilton County, Indiana this 26<sup>th</sup> day of August 2025.



**BOARD OF PUBLIC WORKS & SAFETY,  
CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa<br>Member     |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana,  
One Municipal Drive, Fishers, Indiana, 46038

““I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in  
this document, unless required by law.” /s/ Lindsey M. Bennet

**FIRST AMENDMENT TO AGREEMENT BETWEEN CITY OF FISHERS AND  
BUTLER FAIRMAN & SEUFERT, INC. FOR ON-CALL PLAN & ROW PERMIT  
REVIEW**

This First Amendment to Agreement For On-Call Plan & ROW Permit Review (“First Amendment”) is effective as of the \_\_\_\_\_ day of August, 2025 (the “Effective Date”) by and between the City of Fishers, Hamilton County, Indiana, an Indiana municipal corporation, operating by and through its municipal sewer utility (“OWNER”) and Butler, Fairman, & Seufert, Inc. (“ENGINEER”), on the following terms and conditions:

**Recitals**

WHEREAS, on or around February 22, 2022, OWNER entered into a certain Agreement for On-Call Plan & ROW Permit Review (“Agreement”) with ENGINEER to provide certain engineering services for on-call services for development plan and right-of-way permit review (the “Project”), all as further described in the Agreement;

WHEREAS, the parties now desire to enter into this First Amendment to increase the compensation to ENGINEER for ongoing On-Call Plan & ROW Permit Review. The compensation for these ongoing services shall be added to the Agreement increasing the amount by Twenty-Five Thousand and 00/100 Dollars (\$25,000.00), from One-Hundred Thousand and 00/100 Dollars (\$100,000.00), to an amount not-to-exceed One Hundred Twenty-Five Thousand and 00/100 Dollars (\$125,000.00), all as further described herein;

WHEREAS, all capitalized terms not otherwise defined herein shall have the meaning ascribed to such terms in the Agreement; and

WHEREAS, provisions of the Agreement not specifically changed by this First Amendment shall remain in full force and effect.

NOW, THEREFORE, in consideration of the foregoing, the mutual covenants and agreements herein contained, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties do hereby agree as follows:

1. **Recitals.** The representations, covenants and recitations set forth in the foregoing recitals are material to this First Amendment and are hereby incorporated into and made a part of this First Amendment as though they were fully set forth in this Section 1.

2. **Attachment E, Compensation to Engineer**, shall be amended as follows:

The contract will be an hourly, Not-to-Exceed amount of \$125,000 that is task order based assignment.

3. **Appendix E-1, Schedule of Compensation, 2025 Hourly Rate Schedule**, shall be amended per the attached rate schedule.

*[signatures on following pages]*

IN WITNESS WHEREOF, OWNER and ENGINEER have executed this First Amendment as of the day and year first written above.

**“OWNER”**

**CITY OF FISHERS, INDIANA**

By: \_\_\_\_\_  
Scott Fadness, Mayor

**“ENGINEER”**

**BUTLER, FAIRMAN & SEUFERT, INC.**

By: Mark Chmeliwskyj  
Printed: Mark Chmeliwskyj, P.E.  
Title: Vice-President

**APPENDIX “E-1”**  
**SCHEDULE OF COMPENSATION**  
**BUTLER, FAIRMAN and SEUFERT, INC.**  
**2025 HOURLY RATE SCHEDULE**

| <u>Classification</u> |                                           | <u>Hourly Rates</u> |
|-----------------------|-------------------------------------------|---------------------|
| E-V                   | Engineer V                                | \$ 320.00           |
| E-IV                  | Engineer IV                               | \$ 240.00           |
| E-III                 | Engineer III                              | \$ 210.00           |
| E-II                  | Engineer II                               | \$ 165.00           |
| E-I                   | Engineer I                                | \$ 125.00           |
| FP-V                  | Field Personnel V – (Project Coordinator) | \$ 265.00           |
| FP-IV                 | Field Personnel IV                        | \$ 210.00           |
| FP-III                | Field Personnel III                       | \$ 160.00           |
| FP-II                 | Field Personnel II                        | \$ 135.00           |
| FP-I                  | Field Personnel I                         | \$ 105.00           |
| EA-III                | Engineer’s Assistant III                  | \$ 205.00           |
| EA-II                 | Engineer’s Assistant II                   | \$ 185.00           |
| EA-I                  | Engineer’s Assistant I                    | \$ 120.00           |
| SP-1                  | Support Personnel I                       | \$ 85.00            |
| C-II                  | Clerical II                               | \$ 165.00           |
| C-I                   | Clerical I                                | \$ 100.00           |
| P-III                 | Planner/Environmental Specialist III      | \$ 170.00           |
| P-II                  | Planner/Environmental Specialist II       | \$ 130.00           |
| P-I                   | Planner/Environmental Specialist I        | \$ 115.00           |
| EI-I                  | Engineer Intern I                         | \$ 80.00            |

The billing rates are effective January 2025 and may be adjusted annually (beginning January 2026) to reflect changes in the compensation payable to the **ENGINEER**.



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                          |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | August 26, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>RESOLUTION NO.</b>                                                                                                                    | R082625G |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to approve a sewer variance for The Crossing Retail Building 1.                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                          |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Jeremy Schmitt, Engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                          |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | BW Construction is constructing two new buildings at 9086 Maynard Lane, in the Crossing at Fishers District near the Fishers Event Center. Due to site constraints, Building 1 will not meet the sanitary sewer standard for a building to be at least one (1) foot higher than the nearest manhole. This document requires the property owner to acknowledge they do not meet this standard and indemnifies the City of Fishers if there is ever a sewer backup into the building. |                                                                                                                                          |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                          |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                          |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                          |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                          |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over \$50,000</b><br><br><input type="checkbox"/> Contract or Agreement – Other (Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                        |                                                                                                                                          |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the City<br><br><input type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the City                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> Document will be recorded by another party. Who is recording the document?<br><u>Developer/Owner</u> |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | N/A                                                                                                                                      |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current Available Budget:                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N/A                                                                                                                                      |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N/A                                                                                                                                      |          |

**RESOLUTION NO. R082625G**

**A RESOLUTION OF THE CITY OF FISHERS BOARD OF PUBLIC WORKS & SAFETY APPROVING SEWER VARIANCE ACKNOWLEDGMENT, RELEASE, AND INDEMNITY (BW DEVELOPMENT BUILDING 1)**

WHEREAS, as Resolution R052824, the City of Fishers (“City”) Board of Public Works and Safety adopted its Standard Construction Specifications that provide uniform standards for all street, storm sewer and sanitary sewer construction project located within the City (“City Standards”);

WHEREAS, BW Development, LLC (“BW”) owns property located at 9086 Maynard Lane, Building 1, Fishers Indiana, Parcel No. 15-15-06-00-00-002.413 (“Property”);

WHEREAS, BW is undergoing a construction project to make improvements to their Property which include connection to the City’s sanitary sewer (“Project”) and have requested to proceed with the construction, installation and/or connection of a private sewer collection system, transmission line, and/or lateral as part of the Project (“Plans”);

WHEREAS, the Plans do not meet the City Standards but BW desires to proceed with the Plans and has requested a variance from the City Standards; and

WHEREAS, BW and the City desire to enter into the Sewer Variance Acknowledgement, Release and Indemnity as set forth in Exhibit A, attached hereto and incorporated herein.

NOW, THEREFORE, BE IT RESOLVED by the City of Fishers Board of Public Works & Safety meeting in a duly noticed and regularly scheduled meeting as follows:

- Section 1.** The Board hereby approves Sewer Variance, Acknowledgement, Release and Indemnity, as more particularly described in Exhibit A, which is attached hereto and incorporated herein.
- Section 2.** The Board hereby further authorizes the Mayor to execute the Agreement and any and all documents necessary to effectuate its intent.
- Section 3.** This Resolution shall be of full force and effect from and upon its adoption and in accordance with Indiana law.

ALL OF WHICH IS RESOLVED, by the City of Fishers Board of Public Works & Safety meeting this 26<sup>th</sup> day of August 2025.

**BOARD OF PUBLIC WORKS & SAFETY,  
CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana,  
One Municipal Drive, Fishers, Indiana, 46038

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law." /s/ Lindsey M. Bennett

### SEWER VARIANCE ACKNOWLEDGMENT, RELEASE, AND INDEMNITY

Property Address: 9086 Maynard Lane – Bldg 1

Parcel ID #: 15-15-06-00-00-002.413

Owner: BW Development LLC

Plat Cross-Reference No: 202509585

This is to certify, declare, affirm, represent, acknowledge, and agree that I/we:

- (a) are the owners of the above described property;
- (b) have been advised of and reviewed the City of Fishers' ("City") Standard Construction Specifications that provide uniform standards for all street, storm sewer, and sanitary sewer construction projects located within the City, and as currently adopted by the City's Board of Public Works & Safety as R052824 ("City Standards");
- (c) have requested to proceed with the construction, installation, and/or connection of a private sewer collection system, transmission line, and/or lateral as shown in the attached Utility Plan from the Site Development Plans ("Plans");
- (d) understand and acknowledge that I/we have been advised that the Plans do not meet or exceed the City Standards, but have knowingly requested to nevertheless proceed with the Plans at my/our sole risk and for my/our personal benefit (such as costs savings to me/us);
- (e) state that I/we have not received any representations, warranties, guarantees, or assurances from the City concerning or relating to the Plans or the impact on our property and/or utility services;
- (f) acknowledge that City Standards would require the City sewer elevation requirements, as set forth in section 3.2(F) of the City Standards, for the construction of sanitary sewers within its jurisdiction, including on my/our property;
- (g) acknowledge and agree that the City sewer elevation requirements are in place, in part, to protect buildings, property, and persons, including my/our current or proposed buildings, and the City's sewer facilities from mainline surcharges, where improper elevations can cause surcharges to building laterals through the building's plumbing fixtures;
- (h) understand and acknowledge that the representations and agreements herein are a material inducement to the City permitting us to proceed with the Plans; including but not limited to, indemnifying and holding the City harmless from any loss or damage caused by the City allowing me/us to proceed and the development, construction, and use of the Plans; and



(i) I/we have the authority to execute and enter into this document, have full authority to perform its obligations, and no further approval or consent by any other person or entity is required.

In addition, in consideration and as a material inducement for the City permitting me/us to proceed with the Plans, I/we further agree, on behalf of ourselves and our successors and assigns, as follows:

(j) I/we shall indemnify, defend, and hold harmless the City and its respective officers, agents, officials and employees for, from, and against any and all damages, liability, claims (including, without limitation, those brought by third (3<sup>rd</sup>) parties), actions, causes of action, judgments, and liens arising out of development, construction, or use of the Plans, this Variance, or any act or omission or breach of any provision of this Variance by I/we, and our successors or assigns, including but not limited to any sewage backup. Such indemnity shall include attorney's fees and all costs and other expenses arising therefrom or incurred in connection therewith and shall not be limited by reason of the enumeration of any insurance coverage required herein;

(k) I/we will obtain and maintain an insurance policy for any building or structure served by the Plans for the full amount of such building or structure, that includes a special insurance rider/endorsement for sewage backup;

(l) the City shall be entitled to recover its costs and attorneys' fees in any suit concerning this document; and

(m) I/we will record this document in the chain of title of the real property, and it shall be binding upon and enforceable against me/us, and our heirs, executors, administrators, and/or successors and assigns, including any successor owners of the impacted real estate.

**[signatures on following pages]**

**City of Fishers, Indiana:**

Signed: \_\_\_\_\_  
**Scott Fadness, Mayor**

STATE OF INDIANA            )  
                                          ) SS:  
COUNTY OF \_\_\_\_\_ )

Before me, the undersigned, a Notary Public in and for said County and State, personally appeared **Scott Fadness**, known to me to be the **Mayor of the City of Fishers, Indiana**, and acknowledged the execution of the foregoing for and on behalf of said City.

WITNESS my hand and notarial seal this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Printed Signature

My Commission Expires: \_\_\_\_\_ My County of Residence: \_\_\_\_\_

Owner: BW Development LLC

Signed: BW

Printed: Brad Battin

Title: Principal

STATE OF INDIANA )  
 ) SS:  
COUNTY OF Hamilton )

Before me, the undersigned, a Notary Public in and for said County and State, personally appeared Brad Battin known to me to be the Principal of BW, and, after being duly sworn, stated that the representations therein are true and correct, and acknowledged the execution of the foregoing for and on behalf of said entity.

WITNESS my hand and notarial seal this 14 day of August, 2025.



Melissa Lowstetter  
Notary Public

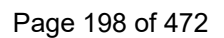
Melissa Lowstetter  
Printed Signature

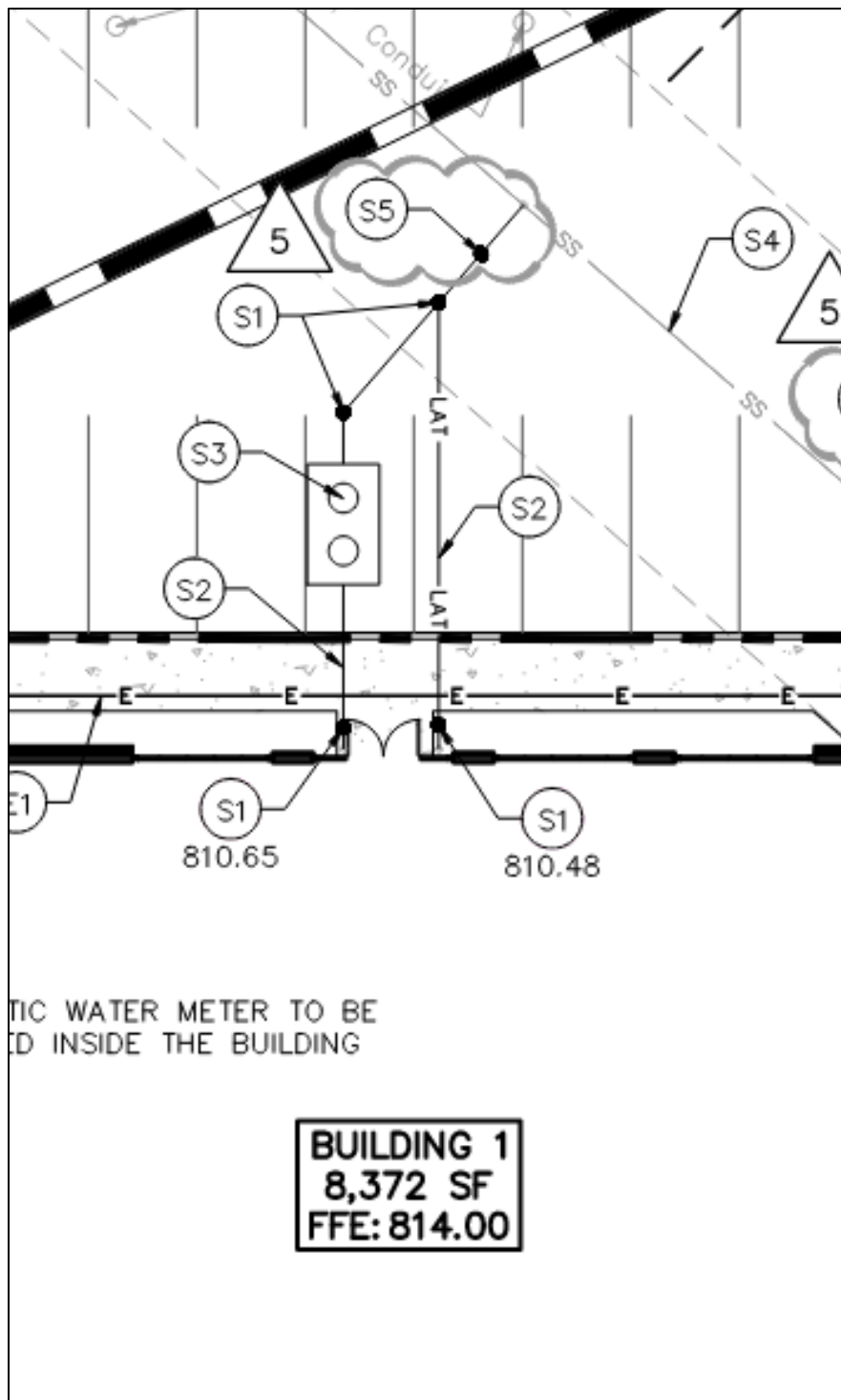
My Commission Expires: 4/24/33 My County of Residence: Hamilton

I affirm, under penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law. Stephen C. Unger

This instrument prepared by Stephen C. Unger, Attorney at Law, Bose McKinney & Evans LLP, 111 Monument Circle, Suite 2700, Indianapolis, Indiana 46204

## Utility Plan





**Utility Plan Enlargement of Sanitary Lateral**



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                          |          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | August 26, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>RESOLUTION NO.</b>                                                                                                                    | R082625H |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to approve a sewer variance for The Crossing Retail Building 1.                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                          |          |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Jeremy Schmitt, Engineering                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                          |          |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | BW Construction is constructing two new buildings at 9086 Maynard Lane, in the Crossing at Fishers District near the Fishers Event Center. Due to site constraints, Building 2 will not meet the sanitary sewer standard for a building to be at least one (1) foot higher than the nearest manhole. This document requires the property owner to acknowledge they do not meet this standard and indemnifies the City of Fishers if there is ever a sewer backup into the building. |                                                                                                                                          |          |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                          |          |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                          |          |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                          |          |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                          |          |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over \$50,000</b><br><br><input type="checkbox"/> Contract or Agreement – Other (Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                        |                                                                                                                                          |          |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the City<br><br><input type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the City                                                                                                                                                                                                                                                        | <input checked="" type="checkbox"/> Document will be recorded by another party. Who is recording the document?<br><u>Developer/Owner</u> |          |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | N/A                                                                                                                                      |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current Available Budget:                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N/A                                                                                                                                      |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                       | N/A                                                                                                                                      |          |

**RESOLUTION NO. R082625H**

**A RESOLUTION OF THE CITY OF FISHERS BOARD OF PUBLIC WORKS & SAFETY APPROVING SEWER VARIANCE ACKNOWLEDGMENT, RELEASE, AND INDEMNITY (BW DEVELOPMENT BUILDING 2)**

WHEREAS, as Resolution R052824, the City of Fishers (“City”) Board of Public Works and Safety adopted its Standard Construction Specifications that provide uniform standards for all street, storm sewer and sanitary sewer construction project located within the City (“City Standards”);

WHEREAS, BW Development, LLC (“BW”) owns property located at 9086 Maynard Lane, Building 2, Fishers Indiana, Parcel No. 15-15-06-00-00-002.413 (“Property”);

WHEREAS, BW is undergoing a construction project to make improvements to their Property which include connection to the City’s sanitary sewer (“Project”) and have requested to proceed with the construction, installation and/or connection of a private sewer collection system, transmission line, and/or lateral as part of the Project (“Plans”);

WHEREAS, the Plans do not meet the City Standards but BW desires to proceed with the Plans and has requested a variance from the City Standards; and

WHEREAS, BW and the City desire to enter into the Sewer Variance Acknowledgement, Release and Indemnity as set forth in Exhibit A, attached hereto and incorporated herein.

NOW, THEREFORE, BE IT RESOLVED by the City of Fishers Board of Public Works & Safety meeting in a duly noticed and regularly scheduled meeting as follows:

- Section 1.** The Board hereby approves Sewer Variance, Acknowledgement, Release and Indemnity, as more particularly described in Exhibit A, which is attached hereto and incorporated herein.
- Section 2.** The Board hereby further authorizes the Mayor to execute the Agreement and any and all documents necessary to effectuate its intent.
- Section 3.** This Resolution shall be of full force and effect from and upon its adoption and in accordance with Indiana law.

ALL OF WHICH IS RESOLVED, by the City of Fishers Board of Public Works & Safety meeting this 26<sup>th</sup> day of August 2025.

**BOARD OF PUBLIC WORKS & SAFETY,  
CITY OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana,  
One Municipal Drive, Fishers, Indiana, 46038

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law." /s/ Lindsey M. Bennett



### SEWER VARIANCE ACKNOWLEDGMENT, RELEASE, AND INDEMNITY

Property Address: 9086 Maynard Lane – Bldg 2 Parcel ID #: 15-15-06-00-00-002.413

Owner: BW Development LLC Plat Cross-Reference No: 202509585

This is to certify, declare, affirm, represent, acknowledge, and agree that I/we:

- (a) are the owners of the above described property;
- (b) have been advised of and reviewed the City of Fishers' ("City") Standard Construction Specifications that provide uniform standards for all street, storm sewer, and sanitary sewer construction projects located within the City, and as currently adopted by the City's Board of Public Works & Safety as R052824 ("City Standards");
- (c) have requested to proceed with the construction, installation, and/or connection of a private sewer collection system, transmission line, and/or lateral as shown in the attached Utility Plan from the Site Development Plans ("Plans");
- (d) understand and acknowledge that I/we have been advised that the Plans do not meet or exceed the City Standards, but have knowingly requested to nevertheless proceed with the Plans at my/our sole risk and for my/our personal benefit (such as costs savings to me/us);
- (e) state that I/we have not received any representations, warranties, guarantees, or assurances from the City concerning or relating to the Plans or the impact on our property and/or utility services;
- (f) acknowledge that City Standards would require the City sewer elevation requirements, as set forth in section 3.2(F) of the City Standards, for the construction of sanitary sewers within its jurisdiction, including on my/our property;
- (g) acknowledge and agree that the City sewer elevation requirements are in place, in part, to protect buildings, property, and persons, including my/our current or proposed buildings, and the City's sewer facilities from mainline surcharges, where improper elevations can cause surcharges to building laterals through the building's plumbing fixtures;
- (h) understand and acknowledge that the representations and agreements herein are a material inducement to the City permitting us to proceed with the Plans; including but not limited to, indemnifying and holding the City harmless from any loss or damage caused by the City allowing me/us to proceed and the development, construction, and use of the Plans; and

(i) I/we have the authority to execute and enter into this document, have full authority to perform its obligations, and no further approval or consent by any other person or entity is required.

In addition, in consideration and as a material inducement for the City permitting me/us to proceed with the Plans, I/we further agree, on behalf of ourselves and our successors and assigns, as follows:

(j) I/we shall indemnify, defend, and hold harmless the City and its respective officers, agents, officials and employees for, from, and against any and all damages, liability, claims (including, without limitation, those brought by third (3<sup>rd</sup>) parties), actions, causes of action, judgments, and liens arising out of development, construction, or use of the Plans, this Variance, or any act or omission or breach of any provision of this Variance by I/we, and our successors or assigns, including but not limited to any sewage backup. Such indemnity shall include attorney's fees and all costs and other expenses arising therefrom or incurred in connection therewith and shall not be limited by reason of the enumeration of any insurance coverage required herein;

(k) I/we will obtain and maintain an insurance policy for any building or structure served by the Plans for the full amount of such building or structure, that includes a special insurance rider/endorsement for sewage backup;

(l) the City shall be entitled to recover its costs and attorneys' fees in any suit concerning this document; and

(m) I/we will record this document in the chain of title of the real property, and it shall be binding upon and enforceable against me/us, and our heirs, executors, administrators, and/or successors and assigns, including any successor owners of the impacted real estate.

**[signatures on following pages]**

**City of Fishers, Indiana:**

Signed: \_\_\_\_\_  
**Scott Fadness, Mayor**

STATE OF INDIANA            )  
                                          ) SS:  
COUNTY OF \_\_\_\_\_ )

Before me, the undersigned, a Notary Public in and for said County and State, personally appeared **Scott Fadness**, known to me to be the **Mayor of the City of Fishers, Indiana**, and acknowledged the execution of the foregoing for and on behalf of said City.

WITNESS my hand and notarial seal this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Printed Signature

My Commission Expires: \_\_\_\_\_ My County of Residence: \_\_\_\_\_

Owner: BW Development LLC

Signed: TJB

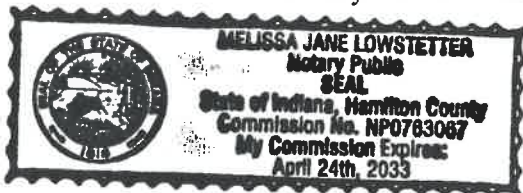
Printed: Brad Battin

Title: Principal

STATE OF INDIANA )  
 ) SS:  
COUNTY OF Hamilton )

Before me, the undersigned, a Notary Public in and for said County and State, personally appeared Brad Battin known to me to be the Principal of BW, and, after being duly sworn, stated that the representations therein are true and correct, and acknowledged the execution of the foregoing for and on behalf of said entity.

WITNESS my hand and notarial seal this 14 day of August, 2025.



Melissa Lowstetter

Notary Public

Melissa Lowstetter

Printed Signature

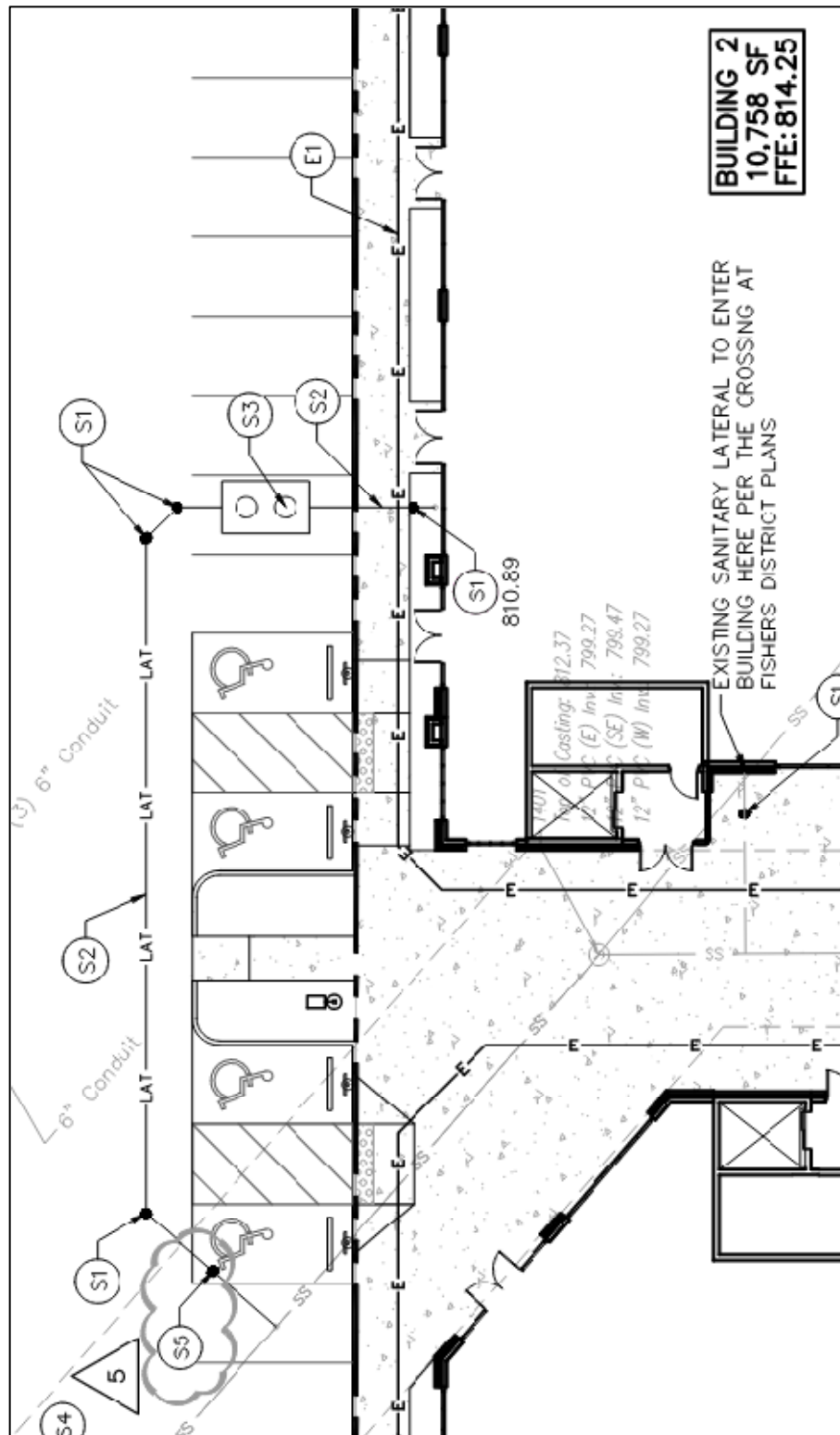
My Commission Expires: 4/24/33 My County of Residence: Hamilton

I affirm, under penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law. Stephen C. Unger

This instrument prepared by Stephen C. Unger, Attorney at Law, Bose McKinney & Evans LLP, 111 Monument Circle, Suite 2700, Indianapolis, Indiana 46204

## Utility Plan





Utility Plan Enlargement of Sanitary Lateral



# City of Fishers Board of Public Works & Safety Board Action Form

|                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                         |                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------|
| <b>MEETING DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                               | 8/26/2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>RESOLUTION NO.</b>                   | R082625I                                                                                                     |
| <b>TITLE OF AGENDA ITEM</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Request to Approve Professional Services Agreement for Overnight Janitorial Services at the Fishers Community Center                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                         |                                                                                                              |
| <b>PRESENTER/DEPARTMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                       | Mike Lindbloom / Fishers Community Center                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         |                                                                                                              |
| <b>BACKGROUND</b> <ul style="list-style-type: none"> <li>Description of item being presented.</li> <li>Description of previous actions by the Board for this project, include previous Resolution No.</li> <li>Other parties involved.</li> <li>Were quotes/bids received? How many?</li> <li>Attach all quotes/bids</li> <li>If a special purchase, the basis of special purchase.</li> <li>Other justification for approval of item.</li> </ul> | <p>The City intends to enter into a Professional Services Agreement with Construinova, LLC, dba City Wide Facility Solutions, to provide overnight janitorial services at the Fishers Community Center through December 31, 2026. Facility cleaning services will present the Fishers Community Center as a clean, sanitary, inviting, and safe place to visit, patronize, and work. The monthly cost is \$14,292.38 for overnight facility cleaning 7 days per week, with an annual 3% inflationary price increase after twelve (12) months of service. City staff will perform daytime facility cleaning.</p> <p>No previous actions have been taken by the Board for this project. No other parties will be involved in this project. Quotes were obtained from City Wide Facility Solutions and Kleenit Group, Inc.</p> |                                         |                                                                                                              |
| <b>EXPENDITURE \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                             | \$215,672.01                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         |                                                                                                              |
| <b>BUDGETED \$</b>                                                                                                                                                                                                                                                                                                                                                                                                                                | 2025: \$42,877.14    2026: \$172,794.87                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         |                                                                                                              |
| <b>PUBLIC HEARING REQUIRED</b>                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         |                                                                                                              |
| <b>AMENDMENT TO ORDINANCE (SCHEDULE CHANGE)</b>                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         |                                                                                                              |
| <b>CONTRACTS/AGREEMENTS</b><br>(Contracts include other similar documents such as agreements and memorandum of understandings.)                                                                                                                                                                                                                                                                                                                   | <input checked="" type="checkbox"/> Contract or Agreement (Equipment, Supply, Public Works, Professional Services, etc.) - <b>Over \$50,000</b><br><br><input type="checkbox"/> Contract or Agreement – Other (Utility Reimbursement Agreements, BOT Agreements, Grant Agreements, etc)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         |                                                                                                              |
| <b>HAMILTON COUNTY RECORDER</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> Document <b>must</b> be recorded with the County Recorder's Office by the City<br><br><input type="checkbox"/> Document <b>does not need</b> recorded with the County Recorder's Office by the City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         | <input type="checkbox"/> Document will be recorded by another party. Who is recording the document?<br>_____ |
| <b>BUDGET INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                         | Expense Account:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 27907055-43100                          |                                                                                                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current Available Budget:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2025: \$42,877.14    2026: \$172,794.87 |                                                                                                              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Controller's Office Approval:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         |                                                                                                              |

**RESOLUTION NO. R082625I**

**RESOLUTION OF THE CITY OF FISHERS BOARD OF PUBLIC WORKS & SAFETY  
TO AWARD BID AND APPROVE AGREEMENT  
(CITY WIDE FACILITY SOLUTIONS)**

WHEREAS, the City of Fishers, Hamilton County, Indiana (the “City”) desires to contract for janitorial services for the Fishers Community Center;

WHEREAS, Contruinnova LLC dba City Wide Facility Solutions (“City Wide”) provides janitorial services, providing a clean, sanitary, inviting and safe place to visit, patronize and work;

WHEREAS, the City has received two quotes for this service, which are attached hereto and incorporated herein as Exhibit A; and

WHEREAS, City Wide and the City now desire to enter into an agreement substantially similar to the Professional Services Agreement attached hereto and incorporated herein as Exhibit B (the “Agreement”).

NOW, THEREFORE, BE IT RESOLVED by the City of Fishers Board of Public Works & Safety meeting in a duly noticed and regularly scheduled meeting as follows:

- Section 1.** The Board of Public Works & Safety hereby approves an agreement with City Wide in a form substantially similar to the Agreement attached hereto as Exhibit B.
- Section 2.** The Mayor is authorized to execute the Agreement.
- Section 3.** This Resolution shall be in full force and effect from and upon its adoption and in accordance with Indiana law.

ALL OF WHICH IS RESOLVED by the City of Fishers Board of Public Works & Safety this 26<sup>th</sup> day of August 2025.



**BOARD OF PUBLIC WORKS & SAFETY, CITY  
OF FISHERS  
HAMILTON COUNTY, INDIANA**

**YAY**

**NAY**

**ABSTAIN**

|  |                            |  |  |
|--|----------------------------|--|--|
|  | Scott Fadness,<br>Chairman |  |  |
|  | Jeff Lantz,<br>Member      |  |  |
|  | Steven Orusa,<br>Member    |  |  |

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Kari Adriano, Board Clerk



This instrument prepared by: Lindsey M. Bennett, Corporation Counsel, City of Fishers, Hamilton County, Indiana,  
One Municipal Drive, Fishers, Indiana, 46038

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law." /s/ Lindsey Bennett

Fishers Community Center

7/21/2025

Investment Recap

**City Wide Facility Solutions: Janitorial Service**

Includes all janitorial services outlined in the Service Agreement

| Janitorial Service              |           |              |
|---------------------------------|-----------|--------------|
| Service                         | Frequency | Price/Month  |
| Janitorial Service              | 7x/week   | \$14,292.38  |
| MONTHLY TOTAL                   |           | \$ 14,292.38 |
| Other Services                  |           |              |
| Service                         | Frequency | Price/Month  |
| Day Porter Full Time - 8 hours  | 7x/week   | \$ 7,172.00  |
| Day Porter Half Time - 4 hours  | 7x/week   | \$ 3,586.00  |
| Day Porter Half Time - 4 hours  | 5x/week   | \$ 2,512.00  |
| Day Porter Half Time - 4 hours  | 1x/week   | \$ 503.00    |
| Night Clean Full Time - 8 hours | 7x/week   | \$ 7,172.00  |
| Night Clean Half Time - 4 hours | 7x/week   | \$ 3,586.00  |

Fishers Community Center

City Wide Facility Solutions

\_\_\_\_\_  
Authorized Representative Signature

\_\_\_\_\_  
Authorized Representative Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

\*Pricing and proposal valid for 60 days from date of delivery.

\*Pricing assumes payment terms of net 30 days, invoiced on or around the first work day of each month services are provided.



5315 E 25<sup>TH</sup> ST, INDIANAPOLIS, IN 46218 ● PH 317-842-9577 ● FAX 317-842-8530 ● [www.KLEENIT.com](http://www.KLEENIT.com)

## JANITORIAL SERVICE PROPOSAL

**Company:** Fishers Community Center  
11400 Johnson Farm Way  
Fishers, IN 46037

**Prepared For:** Mike Lindbloom  
[lindbloomm@fishers.in.us](mailto:lindbloomm@fishers.in.us)

**Date:** July 15, 2025

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## KLEENIT GROUP, INC.

### BRIEF COMPANY HISTORY

**Kleenit, Inc.** commenced business operations in Fort Wayne, Indiana, in May of 1971. The main concentration of business was to provide a quality janitorial service for small office buildings. It soon became apparent that contract cleaning was a growth industry that needed a company dedicated in providing a quality cleaning service.

**Kleenit, Inc.** entered the commercial and residential carpet cleaning market in February of 1978. With the purchase of state-of-the-art truck-mounted equipment specifically designed for these markets, Kleenit created a new and highly specialized division within the company. This expansion allowed us the opportunity to offer a "full-service" janitorial commitment to our customers.

**Kleenit, Inc.'s** growth continued. To accommodate this growth, Kleenit purchased office/warehouse building located in Fort Wayne.

**Kleenit, Inc.** expanded our carpet cleaning division by opening an office in Indianapolis, Indiana during the summer of 1987. The main concentration of our business was to focus on the commercial carpet cleaning market.

**Kleenit, Inc.** is proud to have become the largest independent carpet cleaning company in Indiana. Kleenit is endorsed by most carpet manufacturers across the country, including the nation's largest carpet producer, Shaw Industries.

**Kleenit, Inc.** expanded its janitorial division to Indianapolis in 1992. Kleenit now has over 100 full-time cleaning professionals in the janitorial division. Our commitment in providing well-trained and managed employees has allowed our continued growth in both the Fort Wayne and Indianapolis markets.

**Kleenit, Inc.** was given the recognition of "Employer of the Year", 1990-1991 by the Metropolitan Human Relations Commission.

Kleenit also received State recognition of runner-up during the same period. The awards were given as a result of our commitment to Fair Employment Principles.

**KLEENIT GROUP, INC.**  
CORPORATE OFFICE  
501 LEY ROAD  
FORT WAYNE, IN 46825  
TOLL FREE: 1-888-KLEENIT  
LOCAL: 260-484-0304  
FAX: 260-484-0869

**KLEENIT GROUP, INC.**  
INDIANAPOLIS OFFICE  
5315 E 25<sup>TH</sup> STREET  
INDIANAPOLIS, IN 46218  
TOLL FREE: 1-800-KLEENIT  
LOCAL: 317-842-9577  
FAX: 317-842-8530



## LABOR DIVISIONS WITHIN KLEENIT

The following is a breakdown of the job titles and basic job descriptions for **Kleenit Group** janitorial personnel. Each project under Kleenit Group management requires a different number of personnel in each category, as well as, unique job descriptions. Your facility and specification requirements will dictate your labor needs in the following categories. In other words, your facility might not require a contract manager, but will require an area supervisor.

**CONTRACT MANAGER:** The Contract Manager will be responsible for the overall project. This position is an administrative position with a great deal of responsibility attached for very large contracts. The job responsibilities of this position will include, but not limited to the following:

- Management of the on-site office
- Daily transmission of project time reports
- Daily correspondence with designated customer contact, as well as with Kleenit, Inc. office and management scheduling of special projects and periodic services along with the corresponding progress reports.
- Employee job placement
- Final review of all employee evaluations before submission to corporate offices
- Review of employee disciplinary actions
- Supply inventory, disbursement, and requisitions
- Review of all potential applicants before hiring
- 24 hour on call responsibility
- Daily planning meetings with all area supervisors
- Contact a customer official with building maintenance requests

**AREA SUPERVISORS:** The Area Supervisors will have on-site responsibility of daily operations. Several Area Supervisors might be needed depending on the size of the contract. Some of the responsibilities that will fall under these administrative positions are as follows:

- Direct all areas of service within their quadrant
- Assist Contract Manager as necessary
- Take over responsibility of operations in the absence of the Contract Manager
- Submit all time slips from their area to the Contract Manager for consolidation
- Employment reviews for their area
- Overall quality inspections in all aspects of the project
- Implementation of special project work schedules through the supervisors
- Supply inventory, disbursement, and requisitions for buildings under their responsibility
- Daily planning and quality control meeting with supervisors working within their quadrant
- Networking with all other Area Supervisors to ensure overall standards of quality and performance

**ENVIRONMENTAL MAINTENANCE TECHNICIANS:** An Environmental Maintenance Technician is the position where the majority of the manual tasks will be completed. This will be the entry-level position for most employees. Some of the responsibilities that will fall under this position are as follows:

- Conscientious work performance
- Responsiveness to all work requests and changes in procedure
- Performance of special requests and most project work
- Accountability for all work at each site they are involved with
- Assisting any position where a request is made
- Reporting of work progress to Supervisor or Area Supervisor
- Obligated to inform any management position of any improprieties, lack of work performance, and ethics violations

## EMPLOYEE INCENTIVE PROGRAM

**Kleenit's** employee incentive program is based upon perfect attendance each weekly pay period. This is a "no-excuse" perfect attendance bonus program developed by Kleenit, Inc. and it works!

Twenty percent of each employee's wages are united with this program. Tardiness and absenteeism have been greatly reduced. Additionally, our supervisors receive bonuses quarterly based upon the results of monthly inspections and daily building activity reports.

## QUALITY CONTROL SYSTEM/INSPECTION REPORTING

**Kleenit's** Quality Control and Inspection System is designed specifically for your facility to meet your daily requirements. We design Quality Control/Inspection Systems that will dramatically increase the quality of janitorial service but will also ensure consistent levels in cleaning.

**Quality Control System:** Provides for customer and/or tenant evaluations on a frequent schedule as determined by our customer. Walk-through reporting is performed by Kleenit management and/or office personnel with Kleenit customer. These evaluations are documented and discussed openly with all levels of on-site management and personnel.

**Inspection Reporting:** Kleenit's internal reporting system allows us the flexibility to maintain a consistent level of cleaning. Inspection reporting on a regular basis is a proactive approach that is essential in contract cleaning. Inspection reporting will occur monthly with Kleenit's office management team and will occur weekly with our on-site supervision.

The above-mentioned valuations afford Kleenit the opportunity to adjust and/or change cleaning specifications to specifically fit your changing requirements. Furthermore, any changes in Cleaning Specifications can result in modification of current pricing guidelines if necessary. This type of monitoring & on-going reporting aids Kleenit in evaluating management and general maintenance personnel. It affords Kleenit the opportunity to evaluate personnel with respect to advancements and raises. Employee evaluations are made and if necessary corrective action is taken. If requested by customer, a copy of this report can be made available for review.

## COMMUNICATIONS

Our customers will enjoy the ease of communicating with Kleenit staff and supervisors. Our office will be easily accessible to our customers. Our office will be open during the weekdays from 8:00 a.m. to 5:30 p.m.

Kleenit has many telephone lines for easy access. You will always reach a Kleenit representative when calling our telephone number. A dedicated fax line is installed for your convenience. The use of the facsimile will enable immediate and direct transmission of requests and instructions.

Our internal communications equipment is assigned to our personnel as follows:

1. Contract Manager will be on voice/digital pager and two-way radio.
2. Area Supervisors will also be permanently assigned voice/digital pagers to allow for immediate access and response.
3. Supervisors will always also be assigned pagers to provide communication access during their work schedule.
4. Assistant Supervisors will have pagers that are made available when supervisors are off due to illness or vacation.
5. Environmental Maintenance Technicians are ALWAYS working with a member of the supervisory staff and will not be assigned communications equipment.

## SECURITY

Kleenit is a security conscience company and will provide all employees with training on Kleenit's Security Policy. Listed below are guidelines for Kleenit's Security Policy for your review.

1. All employees will provide a felony-free Police Department requisition report prior to their first day of employment.
2. Building and entrance lock-up forms will be utilized in each building daily to ensure proper locking of all doors. Lock-up forms also allow for the monitoring of unlocked doors throughout the facility.
3. When loading or unloading of equipment is necessary, Kleenit personnel will ensure each access door is immediately locked upon completion.
4. Only supervisors are authorized to issue keys and all keys will be signed in and out and logged appropriately. Under no circumstances will any keys leave the premises without approval from project manager or office.
5. At any time, no on-premise employees are allowed the use of cellphones for personal or music-related purposes. This policy is in place to insure the safety of our employees.
6. All employees will report any suspicious behavior to their respective supervisors immediately.

## INSURANCE COVERAGES FOR KLEENIT GROUP, INC.

If you need a copy of our For-Bidding Purposes insurance certificate, please contact a **Kleenit, Inc.** representative and one can be provided at no charge. If you need to be listed as additionally insured that is a \$75.00 cost to Kleenit for which will be passed on to you as the customer. One will be mailed or faxed for your convenience.

### PROPERTY-LIABILITY PACKAGE POLICY

| <u>Company</u>                                                                                                          | <u>Policy Number</u> | <u>Effective Date</u> | <u>Expiration Date</u> |
|-------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------|------------------------|
| Acordia                                                                                                                 | ACP7100977672        | 10/01/24              | 10/01/25               |
| <b>A. Property - Special Perils including Theft</b>                                                                     |                      |                       |                        |
| 1. Blanket Business Personal Property<br>8832 Corporation Drive, Indianapolis, IN<br>501 Ley Road, Fort Wayne, IN       |                      |                       |                        |
| 2. Extra Expense (1/3rd Monthly Limitation)<br>8832 Corporation Drive, Indianapolis, IN<br>501 Ley Road, Fort Wayne, IN |                      |                       |                        |
| 3. Commercial Blanket Fidelity Bond @ \$50,000.00                                                                       |                      |                       |                        |
| <b>B. Commercial General Liability</b>                                                                                  |                      |                       |                        |
| General Aggregate Limit @ \$1,000,000.00 (Other than Products/Completed Operations)                                     |                      |                       |                        |
| Products/Completed Operations Aggregate Limit @ \$1,000,000.00                                                          |                      |                       |                        |
| Personal & Advertising Injury Limit @ \$1,000,000.00                                                                    |                      |                       |                        |
| Each Occurrence Limit @ \$1,000,000.00                                                                                  |                      |                       |                        |
| Fire Damage Limit (Any One Fire) \$50,000.00                                                                            |                      |                       |                        |
| Medical Expense Limit (Any One Person) @ \$50,000.00                                                                    |                      |                       |                        |
| Special Property Damage Coverage Extension, Care<br>Custody and control @ 10,000.00 Limit                               |                      |                       |                        |
| <b>C. Employee Benefit Errors &amp; Omissions Coverage</b>                                                              |                      |                       |                        |
| Each Claim Limit @ \$500,000.00                                                                                         |                      |                       |                        |
| Aggregate @ \$1,000,000.00                                                                                              |                      |                       |                        |
| <b>D. Scheduled Property-All direct physical damage or loss perils</b>                                                  |                      |                       |                        |

### WORKERS COMPENSATION

Coverage A - Statutory Benefits // Coverage B - Employers Liability @ \$100,000.00

| <u>Company</u> | <u>Policy Number</u> | <u>Effective Date</u> | <u>Expiration Date</u> |
|----------------|----------------------|-----------------------|------------------------|
| Acordia        | WC0758897            | 10/01/24              | 10/01/25               |

### BUSINESS AUTOMOBILE

| <u>Company</u>                                                                                                                                                              | <u>Policy Number</u> | <u>Effective Date</u> | <u>Expiration Date</u> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------|------------------------|
| Acordia                                                                                                                                                                     | ACP7100974673        | 10/01/24              | 10/01/25               |
| Liability Coverage - Symbol 1 @ \$500,000.00                                                                                                                                |                      |                       |                        |
| Medical Payments - Private Passenger Units Only @ \$5,000.00                                                                                                                |                      |                       |                        |
| Uninsured Motorists @ \$100,000.00                                                                                                                                          |                      |                       |                        |
| And Comprehensive, Collision, Towing and Labor, Rental Reimbursement, Drive Other Car<br>Coverage, Hired or Borrowed Automobile Physical Damage-Primary Basis @ \$25,000.00 |                      |                       |                        |

### UMBRELLA LIABILITY

| <u>Company</u>                                                 | <u>Policy Number</u> | <u>Effective Date</u> | <u>Expiration Date</u> |
|----------------------------------------------------------------|----------------------|-----------------------|------------------------|
| Acordia                                                        | ACP7100971672        | 10/01/24              | 10/01/25               |
| Limits of Liability in Excess \$2,000,000.00.                  |                      |                       |                        |
| Each Occurrence of Underlying Policies Coverage \$2,000,000.00 |                      |                       |                        |
| Aggregate Limits                                               |                      |                       |                        |

## SUPPLY REQUIREMENTS

It is the responsibility of the customer to provide the following items to refill and restock; paper products, hand soap, liners, cleaning supplies, equipment, etc. Kleenit will provide labor only.

## DESCRIPTION OF JANITORIAL & FLOOR CARE SERVICES

### Empty Waste Containers

Empty all waste containers, ashtrays, combination ash urns into containers provided for the purpose and deposit at designated areas. Keep waste containers clean with the use of sanitary can liners or washing as required by Kleenit discretion.

### Spot Clean Glass

Use an approved glass cleaner and lint free paper or cloth. Remove fingerprints, smudges, or smears from glass.

### Vacuum Carpets

Completely vacuum all exposed areas of carpet within a room or corridor using a good beater-bar-type vacuum cleaner.

### Dust Furniture

Wipe all surfaces of hard finished furniture with a clean cloth treated with an approved material.

### Damp Mop Floors

Use a clean string mop and an approved cleaning solution. Damp mop all exposed areas of floor surface. Wring out mop so that it does not drip where damp mop is used or leave streaks. Use "WET FLOOR" signs as required.

### Clean Bright Metal Work

Clean with an approved cleaning/polish chemical on plumbing fixtures, including mirrors, commodes, washbasins, urinals, and their exposed piping and valves. Wipe dry to avoid streaking and smudging.

### Buffing/Burnishing Floor

- Vinyl Asbestos Tile - Use the spray buff method with an approved floor finish material. High speed burnishing is acceptable using approved methods.
- Acid Resilient Tile - Damp mop with a mild neutral detergent, pick up residue with a clean mop, allow drying and buffing with a clean brush; using no wax or other floor finish material.
- Brick Stair or Brick Walking Surface - Damp mop with a mild sanitizing solution, allow to dry and spray buff using an approved material.
- Wood Flooring - Sweep floor clean. While buffing with a nylon open web pad, spray floor with spray buff cleaner to pick up dirt. Use clean buffing pad to polish floor to a luster. Use only an approved cleaner.
- Ceramic Tile - Dust mop and damp mop with approved neutral detergent solution. DO NOT SPRAY BUFF unless requested by customer. Spot Clean Floor, Wall, or Furniture
- Floors - Clean up spills on all carpet with approved carpet spotter.
- Walls - Spot clean painted walls and doors with approved cleaner and a clean cloth.
- Used approved sanitizing/cleaning solution on metal partitions.
- Dust mop - Use a treated dust mop, remove all surface dust and dirt from all hard surface flooring. Use only an approved mop treatment on resilient tile.
- Wet mop floors
- Ceramic Tile - Use a clean mop with an approved mild detergent germicide. DO NOT apply any type of floor finish.
- Resilient Tile - For vinyl asbestos tile use a clean mop with approved detergent and germicide. Rinse Floor with clear water and clean mop and allow to dry. Spray buff for final finish. For acid proof tile use a clean mop with approved detergent and germicide. Rinse floor with clear water and clean mop. DO NOT apply any floor finish or wax. For brick or concrete, use a clean mop with approved detergent. Rinse floor with clean water and clean mop dry enough not to drip.
- Furniture - Clean all desktops and hard finished furniture with approved cleaner/polisher with a cloth. All desktops must be free of papers and objects to receive service.

### Carpet Cleaning

All carpets will be cleaned using the warm water extraction method of cleaning. This method is recommended by many carpet manufacturers including Shaw Industries, the largest carpet manufacturer in the country.

Registered and certified Teflon carpet protectors can be applied following the cleaning process.

All discretionary/moveable furniture will be appropriately protected with waterproof tabs or blocks as not to leave transfer stains on the carpet.



## EQUIPMENT

**Kleenit** is totally committed in providing the best available equipment for our employees. All equipment is placed in our company-wide Preventative Maintenance Program. Kleenit conducts equipment, chemical, and methods seminars to provide for uniform quality of service. The employees do not perform any mechanical or electrical maintenance on our equipment. Kleenit has a repair center at each office location.

**Kleenit** is a certified repair center for the Hoover Company. Our repair centers stock replacement and repair parts for all models of Kleenit equipment. Kleenit also places reserve equipment in all facilities for emergency use. If a piece of equipment fails, back-up equipment is available immediately reducing downtime. We are fully prepared to assign additional equipment that is determined to be needed to complete our janitorial service commitment.

### Vacuums

**Kleenit** utilizes Hoover and Power-Flite floor maintenance equipment in all facilities serviced by our janitorial division; We also utilize Hoover vacuum cleaners in the performance of our daily general carpet maintenance. Hoover's commercial line of vacuum cleaners are the best in the industry for durability and performance. The vacuum models that we generally employ with our services include (but are not limited to) the following:

**Hoover Conquest Commercial Model # U7069** (14-inch upright)

**Hoover Conquest Commercial Model # U7071** (18-in upright; Extended version for additional floor coverage)

**Hoover Heavy Duty Portapower Cleaner Model # S7065** (Edge vacuum with attachments)

### Floor Burnishes/Scrubbers

**Kleenit** utilizes floor-burnishing equipment that turns at more than 1500 r.p.m. These direct drive burnishers eliminate general maintenance problems bringing your floor up to a deep and lustrous sheen for extended wear. The hard surface floor equipment models that we generally employ with our services include (but are not limited to) the following:

**Hoover Floor Max Model # C5039** (Floor burnisher 1550 r.p.m.)

**Power-Flite Floor Machine Model # P172** (Floor scrubber)

**Hoover Floor Max Model # C5033** (Floor scrubber)

### Floor Machine Pads

*Black/Strip Pads* - A very aggressive stripping pad. Used for complete stripping with a solution on finished flooring.

*Green/Scrub Pads* - A medium abrasive pad that is designed for wet scrubbing traffic areas to remove soil.

*White/Buf Pads* - A lightly aggressive buffing pad that produces a beautiful luster when spray buffing.

**Kleenit** employs many chemicals to aid in the performance of our janitorial services. All chemicals are thoroughly reviewed and field testing prior to implementation into your facility. Kleenit is also responsible for educating our people regarding our Hazardous Communications Program. We will update our people with any necessary changes regarding same. Kleenit is constantly evaluating new chemicals that can help elevate our overall cleaning standards. We review literature, attend seminars, and have direct correspondence with many chemical manufacturers across the country. This pro-active approach affords a long-term benefit allowing Kleenit the opportunity to provide the very best in commercial janitorial service.

*Kleenit currently uses a Chemical Concentrates Program developed by S.C. Johnson & Company. This program is a unique combination of chemical blends that transcends the standards of all other chemical concentrate programs. Our program consists of four basic chemicals, an all-purpose cleaner, degreaser, glass cleaner, and a disinfectant cleaner. Each product is specifically engineered to provide safe yet highly effective cleaning results, as described below:*

**Sun Gold Degreaser** - A fast acting, high performance degreaser designed for the toughest jobs. Combines a superb blend of multi-faceted, hard working surfactants with d-Limonene (a natural solvent extracted from orange peels). A water soluble, non-flammable, biodegradable, and highly efficient degreaser.

**Triad Germicidal Cleaner** - A revolutionary disinfectant/counteractant combines a blend of powerful deodorants with specially bred bacteria for long lasting odor elimination. A superb uric acid eliminator and room deodorizer.

**Stainless Steel/Chrome Cleaner** - Cleans and polishes without abrasives, protects with a tough film that resists smudges, watermarks, and dust pick-up. Ideal for high gloss metal and chrome surfaces.

**Vinegar** - Ideal for hard water build-up on drinking fountains, leaky pipes, sinks, and chrome fixtures

**D.F. 101 Carpet Spotter** - Formulated specifically for Kleenit by Ashland Chemical Company. This product will remove gum, grease, tar, paint, inks, etc. This solvent-based product is Dioxane-Free and safe for the environment. After application, chemical must be removed by a water extraction system.

*Kleenit exclusively employs S.C. Johnson's floor chemicals. Unless specifically requested to use alternative floor care products, you can depend on Kleenit to utilize S.C. Johnson's floor chemicals for every type of application. S.C. Johnson Company has manufactured the highest quality of floor care products for more than 100 years & provides excellent support to their customers. Flooring is an expensive investment that deserves the proper maintenance products to extend the life of your flooring and maintain the overall level of appearance desired. Descriptions of the floor cleaning products we generally utilize are as follows:*

**Step-Off Floor Stripper** - This stripper contains a no rinse formula that makes it easy to use for normal stripping applications.

**Jackhammer Baseboard Stripper** - An excellent non-ammoniated aerosol stripper for baseboards and edges. This unique foam-to-gel action won't run off and strips the first time. Manufactured by Butchers.

**Fortify Terrazzo & Concrete Sealer** - This sealer is designed for terrazzo and concrete flooring. Adheres to alkaline or acid hardened surfaces. Eliminates concrete dusting. Excellent resistance to heavy traffic.

**Vectra Floor Finish** - Produces an excellent shine and stands up to the toughest traffic. This is a long-lasting floor finish that compliments spray buffing.

**Snapback Spray Buff** - This quick recovery system enhances all types of floor finishes. Spray buffing will reduce the friction coefficient to keeping your finished floors looking better longer.



**KLEENIT JANITORIAL CLEANING SERVICES**  
**SERVICE DESCRIPTION & COST SUMMARY SHEET**

**A. Vendor:**

Kleenit Group, Inc.  
5315 East 25th Street  
Indianapolis, Indiana 46218  
Contact: Mark Peters

**B. Building Information:**

Site Location

Fishers Community Center  
11400 Johnson Farm Way  
Fishers, IN 46037

**C. Expense Information:**

**Janitorial Cleaning Service**

Services performed seven (7) times per week throughout each area, per the attached specifications. Kleenit is responsible for all labor.

Monthly Cost (7x/week).....\$ 14,500.00

Note: Proposed start date 30 days from execution of contract.

**D. Additional Services & Items:**

- |                                                 |               |
|-------------------------------------------------|---------------|
| 1. T&M Labor Rate .....                         | \$ 35.00/hr.  |
| 2. Window Cleaning (exterior of perimeter)..... | Can be quoted |
| 3. Window Cleaning (interior of perimeter)..... | Can be quoted |

**Note:** Labor Rate (Non-Overtime) 4 hr./man/hour (portal to portal)...

**E. Schedule:**

Kleenit will follow the holiday schedule and will not be cleaning on these recognized holidays. These dates are reflected in the monthly and annual costs as presented within this quote. Service costs will not change for this contract year except for a legislative change in minimum wage and mandatory health insurance for employees, etc. Additionally, Kleenit will increase the cost of this contract by 3.5% for each year of service.



## PAYMENT TERMS & AGREEMENT

The customer agrees to the above terms and conditions and authorizes **Kleenit Group, Inc.** to perform the work described herein. The customer acknowledges that terms are Net 30 days from the date of invoice and that customer will be billed the total monthly cost of service on the 1st of each month. Invoicing will commence the first day of service and all pro-rates if applicable will be taken into consideration. Payments made after 30 days from the date of invoice are subject to a 2% per month finance charge on the unpaid balance and all costs of collection, including reasonable attorney's fees. IF YOU ELECT TO PAY ANY INVOICE(S) VIA CREDIT CARD, A 3.5% CREDIT CARD PROCESSING FEE WILL BE ADDED.

### PERSONNEL

The Owner(s), Lucas Oil Indianapolis Raceway Park, at no time during or for one year after termination of this agreement, hire, retain or employ on its own payroll or by contract basis, any individual that is or has been employed by the Contractor (Kleenit Group, Inc.).

### TERMINATION OF AGREEMENT

This service agreement may be terminated by either party upon ninety (90) days written notice. In the event of termination, Kleenit Group, Inc., will be paid for services and service provided for ninety (90) days from the date the written notice is received by Kleenit Group, Inc.

### CUSTOMER AGREEMENT

I have thoroughly read this proposal and completely understand the contents herein. I also understand Kleenit Group, Inc.'s payment terms and conditions. Please sign where indicated and fax or mail to our office. Our fax number is 317-842-8530.

\_\_\_\_\_  
Company Representative/Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Kleenit Representative/Title

\_\_\_\_\_  
Date

## PROFESSIONAL SERVICES AGREEMENT

This PROFESSIONAL SERVICES AGREEMENT ("Agreement") is made and entered into this \_\_\_\_ day of \_\_\_\_\_ 2025 (the "Effective Date") by and between the City of Fishers, Hamilton County, Indiana, an Indiana municipal corporation (the "City"), Construinova, LLC, dba City Wide Facility Solutions, an Indiana limited liability company (the "Consultant") as follows:

1. **PURPOSE OF AGREEMENT.** The purpose of this Agreement is for the Consultant to provide services as specifically included in the Scope of Work attached hereto and incorporated herein as Exhibit A (individually or collectively, the "Services").

The "Agreement" shall mean this Services Agreement executed by City and Consultant, and shall include these Terms and Conditions, the Exhibits attached hereto and any written supplemental agreement or modification entered into between City and Consultant, in writing, after the date of this Agreement.

In resolving conflicts, errors, discrepancies and disputes concerning the scope of the work or services to be performed by Consultant or other rights or obligations of City or Consultant the document or provision expressing the greater quantity, quality or scope of service or imposing the greater obligation upon Consultant and affording the greater right or remedy to City, shall govern.

2. **TERM.** This Agreement shall be for a period commencing on the Effective Date and ending December 31, 2026, unless earlier terminated in accordance with the provisions of this Agreement (the "Term"). In no event shall payments be made for work done or Services performed after expiration of the Term.
  - A. **Early Termination.** Either Party may terminate this Agreement by giving thirty (30) days written notice of termination to the other Party. Additionally, the City may immediately terminate this agreement upon written notice if (a) Consultant (i) engages in gross misconduct (notwithstanding whether such conduct concerns the subject of this Agreement or Consultant's contractual relationship with the City); or (ii) it becomes generally known that Consultant is insolvent, plans to make a general assignment for the benefit of creditors, is expected to file a voluntary petition of bankruptcy, suffers or permits the appointment of the receiver for its business or assets, or becomes subject to any proceeding under any bankruptcy or insolvency law, whether domestic or foreign, dissolved or liquidated, voluntarily or otherwise; or (b) the Consultant breaches a fiduciary duty owed to City as a result of performance or nonperformance of the Services.
  - B. **Termination for Material Default.** In the event of material default, the non-defaulting Party may terminate this Agreement upon three (3) days' written notice which right shall not be subject to the right to cure.

C. **Survival.** Any provisions which, by their nature, are intended to apply after termination of this Agreement shall survive termination of this Agreement, including provisions for payment of amounts owed for work performed under this Agreement during the Term and prior to termination as provided herein.

3. **CONFIDENTIALITY.** Consultant acknowledges that it may be provided certain confidential nonpublic trade secrets, ideas, samples, models, processes, techniques, methods, drafts, know-how, business information, financial information, research, developmental information, client lists, prospect lists, marketing plans and other similar types of information (individually or collectively, "Confidential Information"). Consultant shall exclusively use Confidential Information for the purpose of performing, and assisting in the performance of, the Services. Consultant shall keep all Confidential Information and not disclose any of the same, or any details thereof, or any information relating thereto or derived or developed therefrom, to any third party, without the City's prior written consent. Upon conclusion of the Term, Consultant shall return to City all Confidential Information. This provision shall survive termination of this Agreement.
4. **CONSIDERATION.** For and in consideration of and as a material inducement for Consultant fully satisfying its obligations included herein, Consultant shall be paid as set forth in Exhibit A, not to exceed \$14,292.38 per month (the "Consideration"); provided, however, the Consultant acknowledges that to be timely paid, the Consultant shall within ten (10) days of the Effective Date, provide City (a) the completed EFT form attached as Exhibit B (the "EFT Form"), and, if not previously provided to the City, (b) a completed 1099 form. All Compensation shall be paid to Consultant by EFT and paid into the account included on the EFT Form.

Consultant will invoice City on or about the first workday of each month in which Services and products are provided. Monthly fees for Services and products, as set forth in the attached Exhibit A, may be prorated by Consultant when appropriate. Invoices for Services and products, as set forth in the attached Exhibit A, shall be paid by the last day of the month of the Invoice.

5. **INDEMNIFICATION.** Consultant shall indemnify and hold harmless City from and against any and all Claims arising from or connected with: (a) breaches by Consultant under contracts to which Consultant is a party, to the extent that such contracts relate to the performance of the Services by Consultant or any party acting by, under, through, or on behalf of Consultant; or (b) the breach by Consultant of any term or condition of this Agreement or any Ancillary Agreement. For purposes of this Agreement, "Claims" shall mean claims, liabilities, damages, injuries, losses, liens, costs, and/or expenses (including, without limitation, reasonable attorneys' fees); provided that in no event shall Claims include consequential or punitive damages.

City and Consultant shall indemnify, defend and hold harmless the other for any and all costs and expenses for any and all claims, costs, expenses and damages arising as a result

of acts or omissions of the other, its employees, agents, guests, invitees and/or representatives including any violation of laws.

Notwithstanding the foregoing or anything contained herein to the contrary, City Wide acknowledges and agrees that City is an Indiana municipal corporation subject to Indiana's Tort Claim Act ("INTCA"), and City's liability to indemnify and hold City Wide harmless for any claims subject to the INTCA shall be subject to any defenses available to City by INTCA and limited to the maximum amount of City's financial exposure under the ITNCA.

6. **INSURANCE.**

Consultant shall, as a condition precedent to this Agreement, purchase and thereafter maintain such insurance as will protect it and City from the claims set forth below which may arise out of or result from Consultant's operations under this Agreement, whether such operations be by Consultant or by its subcontractors or by anyone directly or indirectly employed by any of them, or by anyone directly for whose acts any of them may be liable:

- 1) Claims under Worker's Compensation and Occupational Disease Acts, and any other employee benefits acts applicable to the performance of the work;
- 2) Claims for damages because of bodily injury and personal injury, including death, and;
- 3) Claims for damages to property.

Consultant's insurance shall be not less than the amounts shown below:

A. Commercial General Liability

|                      |                                           |
|----------------------|-------------------------------------------|
| Limits of Liability: | \$2,000,000 General Aggregate             |
|                      | \$2,000,000 Products & Completed Ops.     |
|                      | \$1,000,000 Bodily Injury / Prop. Damage  |
|                      | \$1,000,000 Personal / Advertising Injury |
|                      | \$1,000,000 Each Occurrence               |

B. Auto Liability

|                      |                                        |
|----------------------|----------------------------------------|
| Limits of Liability: | \$1,000,000 Per Accident               |
| Coverage Details     | All owned, non-owned, & hired vehicles |

C. Workers Compensation and Employer's Liability

|                  |                                |
|------------------|--------------------------------|
| Coverage A       |                                |
| (Worker's Comp.) | Statutory Minimum Requirements |

D. Excess Liability (Umbrella Form)

|                     |                             |
|---------------------|-----------------------------|
| Limits of Liability | \$5,000,000 Each Occurrence |
|---------------------|-----------------------------|

E. Professional/Errors & Omissions Liability

|                     |                             |
|---------------------|-----------------------------|
| Limits of Liability | \$1,000,000 Each Occurrence |
|                     | \$2,000,000 Aggregate       |

With the prior approval of City, Consultant may substitute different types of coverage for those specified as long as the total amount of required protection is not reduced. Consultant shall be responsible for all deductibles.

Nothing in the above provisions shall operate as or be construed as limiting the amount of liability of Consultant to the above enumerated amounts.

7. **COMPLIANCE WITH LAWS.** During the Term, Consultant shall fully comply with the Laws while delivering the Services. For purposes of this Section 7, "Laws" shall mean all applicable laws, statutes, and/or ordinances, and any applicable governmental or judicial rules, regulations, guidelines, judgments, orders, and/or decrees, as amended, including by not limited to the Federal Civil Rights Act of 1964 and if applicable, the Drug-Free Workplace Act of 1988. Moreover, Consultant acknowledges and agree that the City must comply with the Laws, including, without limitation, Indiana's Access to Public Records Acts, Ind. Code § 5-14-3 *et. seq.* and in so complying the City shall disclose the contents of this Agreement and the exhibits attached hereto.
8. **GOVERNING LAW.**

This Agreement shall be construed in accordance with and governed by the laws of the State of Indiana without regard to principles of choice of law, and suit, if any, must be brought in the State of Indiana. All proceedings arising in connection with this Agreement shall be tried and litigated only in the state courts in Hamilton County, Indiana, or the federal courts with venue that includes Hamilton County, Indiana.

If any section, paragraph, term, condition, or provision of this Agreement is found to be invalid or unenforceable by a court of competent jurisdiction, then the section, paragraph, term, condition, or provision so found will be deem severed from this Agreement, but all other sections, paragraphs, terms, conditions, and provisions will remain in full force and effect.

#### 9. **CONSULTANT CERTIFICATIONS.**

- A. **Discrimination.** Consultant represents and warrants to the City that it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause; and Consultant will state, in all solicitations or advertisements for employees placed by or on behalf of Consultant, that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
- B. **Conflict of Interest.** Consultant certifies and warrants to the City that neither it nor its officers, agents, employees or subcontractors who will participate in the performance of any services required by this Agreement has or will have any conflict of interest, direct or indirect, with the City. For purposes of compliance



with Ind. Code 36-1-21, Consultant certifies and warrants to City that Consultant, or a person who wholly or partially owns Consultant, is not a relative as that term is defined by IC 36-1-21-3 of an elected official of the City. Consultant further certifies and warrants that Consultant, or a person who wholly or partially owns Consultant is not a public servant who knowingly or intentionally has a pecuniary interest in or derives a profit from this contract as set forth in Ind. Code 35-44.1-1-4.

- C. **Investment in Iran.** Consultant certifies and warrants that it does not engage in investment activities in Iran as more particularly described in I.C. 5-22-16.5.
- D. **E-Verify.** Consultant understands and agrees that terms defined in IND. CODE § 22-5-1.7 *et seq.* are adopted and incorporated into this Section 9, and pursuant to IND. CODE § 22-5-1.7 *et seq.*, Consultant agrees to enroll in and verify the work eligibility status of all of its employees using the E-Verify program, if it has not already done so as of the Execution Date. Within ten (10) days after the Effective Date, Consultant shall execute the affidavit included as Exhibit C affirming that: (a) it is enrolled and is participating in the E-Verify program; and (b) it does not knowingly employ any unauthorized aliens. In support of the affidavit, Consultant shall provide City with documentation that it has enrolled and is participating in the E-Verify program. This Agreement shall not take effect until said affidavit is signed by Consultant and delivered to the City.

**10. MISCELLANEOUS.** This Agreement shall inure to the benefit of, and be binding upon, City and Consultant, and their respective successors and assigns; provided, however, Consultant may only assign this Agreement upon written approval of the City. This Agreement may be signed in one or more counterparts, each of which shall constitute one and the same instrument. This Agreement shall be governed by, and construed in accordance with, the laws of the State of Indiana. All proceedings arising in connection with this Agreement shall be tried and litigated only in the state courts in Hamilton County, Indiana, or the federal courts with venue that includes Hamilton County, Indiana. Consultant waives, to the extent permitted under applicable law: (a) the right to a trial by jury; and (b) any right Consultant may have to: (i) assert the doctrine of “forum non conveniens”; or (ii) object to venue. This Agreement may be modified only by a written agreement signed by City and Consultant. The invalidity, illegality, or unenforceability of any one or more of the terms and conditions of this Agreement shall not affect the validity, legality, or enforceability of the remaining terms and conditions hereof. All Exhibits to this Agreement are attached hereto and incorporated herein by reference. Time is of the essence in this Agreement. If any provision of this Agreement or application to any party or circumstances shall be determined by any court of competent jurisdiction to be invalid and unenforceable to any extent, the remainder of this Agreement or the application of such provision to such person or circumstances, other than those as to which it is so determined invalid or unenforceable, shall not be affected thereby, and each provision hereof shall be valid and shall be enforced to the fullest extent permitted by law; provided that, in lieu of such invalid or unenforceable provision, there will be added to this Agreement a provision as similar to the invalid or unenforceable provision as is possible to reflect the intent of the parties and still be valid and enforceable. The captions in this Agreement are inserted only as a matter of convenience and for

reference and in no way define, limit, or describe the scope of this Agreement or the scope or content of any of its provisions. Nothing contained in this Agreement shall be construed to create a partnership, joint venture or employment relationship between Consultant and City or their successors in interest. Unless otherwise specified, in computing any period of time described herein, the day of the act or event after which the designated period of time begins to run is not to be included and the last day of the period so computed is to be included, unless such last day is a Saturday, Sunday or legal holiday for national banks in the location where the Project Site is located, in which event the period shall run until the end of the next day which is neither a Saturday, Sunday, or legal holiday.

*[signatures on following pages]*

**City of Fishers, Hamilton County, Indiana**

By: \_\_\_\_\_  
Scott Fadness, Mayor

Construinnova, LLC, dba City Wide Facility  
Solutions

By: \_\_\_\_\_  
Its: \_\_\_\_\_

**EXHIBIT B**  
**EFT Form**

**EXHIBIT C**  
**E-VERIFY AFFIDAVIT**

\_\_\_\_\_ ("Affiant"), the \_\_\_\_\_ of Construinnova, LLC, dba City Wide Facility Solutions an Indiana limited liability company ("Consultant"), effective as of \_\_\_\_\_, 2025 (the "Effective Date"), hereby certifies and affirms the following on behalf of Consultant:

1. Consultant is enrolled in and is participating in the E-Verify program;
2. Consultant does not knowingly employ any unauthorized aliens; and
3. Simultaneously with this E-Verify Affidavit, Contactor has provided documentation that it has enrolled and is participating in the E-Verify program.

Under penalties of perjury, Affiant swears that (a) Affiant has examined this E-Verify Affidavit on behalf of the Consultant and (b) it is true, correct and complete, and Affiant further declares that Affiant has the authority to sign this E-Verify Affidavit on behalf of Consultant.

Construinnova, LLC, dba City Wide Facility Solutions

\_\_\_\_\_

Its: \_\_\_\_\_  
[SIGNATORY'S POSITION]

Fishers Community Center

7/21/2025

Investment Recap

**City Wide Facility Solutions: Janitorial Service**

Includes all janitorial services outlined in the Service Agreement

| Janitorial Service              |           |              |
|---------------------------------|-----------|--------------|
| Service                         | Frequency | Price/Month  |
| Janitorial Service              | 7x/week   | \$14,292.38  |
| MONTHLY TOTAL                   |           | \$ 14,292.38 |
| Other Services                  |           |              |
| Service                         | Frequency | Price/Month  |
| Day Porter Full Time - 8 hours  | 7x/week   | \$ 7,172.00  |
| Day Porter Half Time - 4 hours  | 7x/week   | \$ 3,586.00  |
| Day Porter Half Time - 4 hours  | 5x/week   | \$ 2,512.00  |
| Day Porter Half Time - 4 hours  | 1x/week   | \$ 503.00    |
| Night Clean Full Time - 8 hours | 7x/week   | \$ 7,172.00  |
| Night Clean Half Time - 4 hours | 7x/week   | \$ 3,586.00  |

Fishers Community Center

City Wide Facility Solutions

\_\_\_\_\_  
Authorized Representative Signature

\_\_\_\_\_  
Authorized Representative Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

\*Pricing and proposal valid for 60 days from date of delivery.

\*Pricing assumes payment terms of net 30 days, invoiced on or around the first work day of each month services are provided.

# Exhibit A

## Overnight Janitorial Services at the Fishers Community Center

### Scope of Work

The Fishers Community Center will open to the public in fall 2025. The 105,000-square-foot facility located at Hoosier Road and 121<sup>st</sup> Street will serve as a dynamic community hub dedicated to fostering a healthier community for residents of all ages. The facility will include amenities such as an indoor walking track and playground, indoor sports courts, an aquatics facility, a fitness center, community meeting rooms, a childcare area, Sahm's Café, and the Fishers Health Department.

The City of Fishers intends to enter into an agreement with CONTRACTOR, to provide overnight janitorial cleaning services that will present the Fishers Community Center as a clean, sanitary, inviting, and safe place to visit, patronize, and work.

**Contract Term** – the term of this service agreement shall be from October 2025 through December 31, 2026. The agreement may automatically renew year to year under the same terms and conditions, unless either party gives at least thirty (30) days written notice of requested changes to the terms, scope of work, or their intention not to renew the agreement. CONTRACTOR may request an annual price adjustment.

**Hours of Operation** – the Fishers Community Center will be open 7 days per week. Within these hours, specific programming areas may be open to the public at varying times, as noted in the Work Schedule, below.

Monday-Friday: 5am-9pm

Saturday: 7am-7pm

Sunday: 10am-6pm

Closed: Thanksgiving Day, Christmas Day

Adjusted hours: New Year's Eve, New Year's Day, Christmas Eve, Memorial Day, Independence Day, Labor Day, Easter

**Contractor Supervision and Accountability** – CONTRACTOR shall provide an adequate number of personnel to perform the services, in accordance with the City's scope of work and shall schedule work so that it does not disrupt the functions and normal day-to-day operations of City employees and facility programming. CONTRACTOR is responsible for all subsequent orientation of personnel that will be performing the work.

CONTRACTOR shall provide a point-of-contact supervisor to assure competent performance of the contracted work on City premises and must ensure good order among all workers. Only authorized CONTRACTOR personnel shall be permitted on City premises during the performance of their duties and shall not be accompanied in the work area by acquaintances, family members, or any other said person, unless said person is authorized CONTRACTOR personnel.

**Inspection and Reporting** – the City may perform random inspections of the areas covered under this service agreement from time to time. A joint inspection, arranged through the Facility Director, is required once per month, or at the request of the Facility Director, to ensure CONTRACTOR'S personnel are meeting the minimum requirements outlined in the scope of work.

**Performance Standards** – all work shall be performed in a manner consistent with established industry standards and practices. CONTRACTOR shall comply with recognized workmanship quality standards within the industry.

**Keys** – upon execution of this service agreement, CONTRACTOR shall sign for any applicable building keys/access cards, as the City determines necessary to complete the work.

If a key/access card is ever lost, CONTRACTOR will be required to notify the Facility Director immediately upon discovery and shall be required to pay for the cost of having a new key/access card made, if applicable. If a breach of security results from the loss of keys/access cards, requiring the locks to be changed or re-keyed, an additional charge for each lock will be assessed. CONTRACTOR agrees that these charges will be deducted from monthly payments made to the CONTRACTOR. The City reserves the right to audit for complete key/access card inventory, from time to time. All keys/access cards shall remain the property of the City and must be surrendered to the Facility Director upon request.

**Restricted Areas** – the following areas have been designated as restricted areas. Under no circumstance shall CONTRACTOR enter these restricted areas:

- IDF closets (located throughout the building)
- Mechanical pump room (located in Module B)

**Material Safety Data Sheets (MSDS)** – MSDS sheets will be maintained at the Fishers Community Center for all products containing any toxic substances that may be harmful to the end user while being used or stored on City property. It will be the responsibility of the City to ensure each set of documentation is kept up to date as cleaning products and supplies are changed.

**Equipment and Consumables** – the City will furnish all equipment and supplies/paper products to complete the services identified in the Work Schedule below.



**Insurance** – CONTRACTOR must maintain adequate insurance. Coverage requirements will be outlined in the final service agreement with the City.

**Add-On Services** – the City may request additional cleaning services that fall outside the scope of work identified in this agreement. Any such add-on service will be managed separately from this service agreement.

**Payment Terms** – Net 30

## Work Schedule

The City requests the following cleaning tasks and frequencies. Any overnight work must be completed by 4:30am the following morning unless otherwise stated.

### I. Common Areas

- Hours of operation: building hours
- Floor types:
  - LVT throughout the majority of the common areas, including restrooms
  - Entryway is walk-off floor

#### A. Entryway, Lobbies, Hallways, Stairs, Reception, Check-In Areas

| Service                                                                                   | Frequency |
|-------------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                                | Daily     |
| 2. Sweep/dust mop the floors and stairs                                                   | Daily     |
| 3. Wipe down surfaces/furniture, including tables, chairs, doors/frames, lockers, benches | Daily     |
| 4. Tidy, de-clutter, spot clean the areas                                                 | Daily     |
| 5. Disinfect frequently touched areas, including the door handles and light switches      | Daily     |
| 6. Clean and disinfect drinking fountains                                                 | Daily     |
| 7. Clean/remove fingerprints from windows and glass                                       | Daily     |
| 8. Spot clean/wipe down the walls                                                         | Daily     |
| 9. Dust windowsills, surfaces/furniture; remove cobwebs from ledges and windows           | Weekly    |
| 10. Auto scrub the floors                                                                 | Weekly    |

## B. Restrooms

- Restrooms are located throughout the facility (see blue highlighted areas on map)
  - Main floor
    - Entryway (located near the elevator)
    - Between indoor courts and administrative offices (in Module D)
    - Action Zone (in Module C)
      - Note: the Action Zone is closed on Sundays, and after 1pm on Saturdays
      - Refer to Section V for additional Action Zone cleaning requests
    - Health Department (in Module D)
      - Note: the Health Department has varying hours
      - Refer to Section VI for additional Health Department cleaning requests
  - Upper level
    - Outside the group exercise studios
- Note: there are also restrooms located in the Universal Locker Rooms (in Module B). The requested cleaning services for the Universal Locker Rooms are included in Section IV.

| Service                                                                                                                   | Frequency |
|---------------------------------------------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                                                                | Daily     |
| 2. Sweep/mop the floors                                                                                                   | Daily     |
| 3. Clean and disinfect the restrooms – including countertops, sinks, drains, toilets, toilet seats, all fixtures, mirrors | Daily     |
| 4. Restock restrooms (paper products, soap)                                                                               | Daily     |
| 5. Disinfect frequently touched areas, including the door handles and light switches                                      | Daily     |
| 6. Spot clean/wipe down the walls                                                                                         | Daily     |

## C. Elevator

Note: there is qty (1) elevator, located near the indoor playground

| Service                                                                                   | Frequency |
|-------------------------------------------------------------------------------------------|-----------|
| 1. Sweep/dust mop the floor                                                               | Daily     |
| 2. Wipe down surfaces, including the exterior elevator doors and the elevator door tracks | Daily     |
| 3. Spot clean/wipe down the walls                                                         | Daily     |

## II. Indoor Playground

- Hours of operation
  - Monday-Friday: 9am-8:30pm
  - Saturday: 9am-6:30pm
  - Sunday: 10:15am-5:30pm
- Floor type: rubberized flooring (special cleaning instructions will be provided)
- Square footage: 5,300 sqft

| Service                                                                              | Frequency |
|--------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                           | Daily     |
| 2. Sweep/dust mop/clean the floor                                                    | Daily     |
| 3. Wipe down the play structures (electrostatic disinfectant)                        | Daily     |
| 4. Tidy, de-clutter, spot clean the area, including the seating areas and furniture  | Daily     |
| 5. Disinfect frequently touched areas, including the door handles and light switches | Daily     |
| 6. Clean/remove fingerprints from windows and glass                                  | Daily     |
| 7. Spot clean/wipe down the walls                                                    | Daily     |
| 8. Dust windowsills, surfaces/furniture; remove cobwebs from ledges and windows      | Weekly    |

### III. Sahm's Café Seating Area

- Hours of operation: building hours
- Floor type: LVT
- Square footage: 2,600 sqft

| Service                                                                         | Frequency |
|---------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                      | Daily     |
| 2. Sweep/dust mop/clean the floor                                               | Daily     |
| 3. Wipe down surfaces/furniture and disinfect tables and chairs                 | Daily     |
| 4. Clean/remove fingerprints from windows and glass                             | Daily     |
| 5. Spot clean/wipe down the walls                                               | Daily     |
| 6. Dust windowsills, surfaces/furniture; remove cobwebs from ledges and windows | Weekly    |
| 7. Auto scrub the floor                                                         | Weekly    |

## IV. Universal Locker Rooms

- Hours of operation: building hours
- Floor type: epoxy
- Square footage: 2,800 sqft
- Includes:
  - Qty (10) universal locker rooms – each equipped with toilet, sink, and shower (all are ADA accessible)
  - Qty (14) separate changing stalls, locker storage for personal belongings, and qty (1) adult changing table room (with sink and toilet)
  - Grooming area
- Note: cleaning the pool and sauna areas are not included in the scope of work

| Service                                                                                                                                   | Frequency        |
|-------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1. Remove trash/recycle and replace liners                                                                                                | Daily            |
| 2. Auto Scrub the floors                                                                                                                  | Weekly           |
| 3. Wipe down surfaces, including doors/frames, benches, lockers, shower curtains                                                          | Daily            |
| 4. Clean and disinfect restrooms and showers – including floors, countertops, sinks, drains, toilets, toilet seats, all fixtures, mirrors | Daily            |
| 5. In the grooming area – clean sinks and mirrors (see green highlighted areas on map)                                                    | Daily            |
| 6. Restock restrooms (paper products, soap)                                                                                               | Daily            |
| 7. Tidy, de-clutter, spot clean the area, including the changing stalls                                                                   | Daily            |
| 8. Disinfect frequently touched areas, including the door handles and light switches                                                      | Daily            |
| 9. Clean/remove fingerprints from windows and glass                                                                                       | Daily            |
| 10. Spot clean/wipe down the walls                                                                                                        | Daily            |
| 11. Clean baby changing tables (located within each locker room)                                                                          | Daily            |
| 12. Clean adult changing table (located within the adult changing table room)                                                             | Daily            |
| 13. Clean shower stalls                                                                                                                   | 2-3 x's per week |

## V. Action Zone

- Hours of operation
  - Monday-Thursday: 8am-1pm and 4pm-8pm
  - Friday-Saturday: 8am-1pm
  - Sunday: closed
- Floor types:
  - LVT
  - Carpet is in the infant room
  - Rubberizing flooring around the play structure
- Square footage: 6,100 sqft (not including offices, storage, or conference room)
- Notes:
  - All cleaning is to be completed when the Action Zone is closed to the public
  - **This area includes restrooms (refer to Section I.B.)**

| Service                                                                                                 | Frequency |
|---------------------------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                                              | Mon-Thurs |
| 2. Sweep/dust mop the floors; vacuum the floor in the infant room                                       | Mon-Thurs |
| 3. Wipe down surfaces/furniture, including tables, chairs, doors/frames                                 | Mon-Thurs |
| 4. Tidy, de-clutter, spot clean the areas                                                               | Mon-Thurs |
| 5. Disinfect frequently touched areas, including the door handles and light switches AND play structure | Mon-Thurs |
| 6. Clean/remove fingerprints from windows and glass                                                     | Mon-Thurs |
| 7. Clean infant changing table                                                                          | Mon-Thurs |
| 8. Dust windowsills, surfaces/furniture; remove cobwebs from ledges and windows                         | Weekly    |
| 9. Auto scrub (excluding the infant room)                                                               | Weekly    |
| 10. Spot clean/wipe down the walls                                                                      | Mon-Thurs |

## VI. Health Department

- Hours of operation
  - Monday, Wednesday, Friday: 9am-1pm
  - Tuesday, Thursday: 3pm-7pm
  - 2 Saturdays a month: 9am-1pm
- Floor types: LVT and carpet (offices)
- Square footage: 3,100 sqft (not including the offices and storage)
- Notes:
  - All cleaning is to be completed when clinic is closed to the public
  - This area includes clinic rooms (see pink highlighted areas on map)
  - No special chemicals or hazardous material handling is required
  - Disposing of medical waste is not part of the scope of work
  - **This area includes restrooms (refer to Section I.B.)**

| Service                                                                              | Frequency |
|--------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                           | Daily     |
| 2. Sweep/dust mop the floors                                                         | Daily     |
| 3. Wipe down surfaces/furniture, including tables, chairs, doors/frames              | Daily     |
| 4. Disinfect frequently touched areas, including the door handles and light switches | Daily     |
| 5. Clean/remove fingerprints from windows and glass                                  | Daily     |
| 6. Dust windowsills, surfaces/furniture; remove cobwebs from ledges and windows      | Weekly    |
| 7. Auto scrub or damp mop the floors                                                 | Weekly    |
| 8. Spot clean/wipe down the walls                                                    | Weekly    |

## VII. Offices

- Hours of operation: building hours
- Floor type: carpet
- Offices are located throughout the facility (see yellow highlighted areas on map)
  - Main floor
    - Qty (2) in Module B
    - Qty (6) in Module C
    - Qty (7) in Module D
    - Qty (2) cubicle areas in Module D
  - Upper level
    - Qty (2) outside the group exercise studios

| Service                                                                                                                                | Frequency |
|----------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                                                                             | 3x/week   |
| 2. Vacuum the floors                                                                                                                   | 3x/week   |
| 3. Wipe down surfaces/furniture, including tables, chairs, doors/frames                                                                | 3x/week   |
| 4. Disinfect frequently touched areas, including the door handles and light switches                                                   | 3x/week   |
| 5. Clean/remove fingerprints from windows and glass                                                                                    | 3x/week   |
| 6. Clean employee break rooms (located in Module C and Module D) – restock paper products and soap, wipe down counters and clean sinks | 3x/week   |
| 7. High dusting and remove cobwebs – windowsills                                                                                       | 3x/week   |
| 8. Low dusting – desks, shelves, bookcases, file cabinets, tables, chairs, phones                                                      | 3x/week   |
| 9. Spot clean/wipe down the walls                                                                                                      | 3x/week   |



## VIII. Meeting/Conference Rooms

- Hours of operation: building hours
- Floor type: LVT
- Square footage:
  - 230 sqft (conference room in Module C)
  - 280 sqft (conference room in Module D)
- Meeting rooms are located throughout the facility (see orange highlighted areas on map)
  - Main floor
    - Qty (1) conference room in Module C
    - Qty (1) conference room in Module D
    - Qty (1) Community Room in Module D
    - Qty (3) Program Rooms in Module D

| Service                                                                              | Frequency |
|--------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                           | Daily     |
| 2. Sweep/dust mop the floors                                                         | Daily     |
| 3. Wipe down surfaces/furniture, including tables, chairs, doors/frames              | Daily     |
| 4. Clean sinks, cabinets, and countertops in 3 Program Rooms and Community Rm        | Daily     |
| 5. Check/restock paper products and soap in 3 Program Rooms and Community Rm         | Daily     |
| 6. Tidy, de-clutter, spot clean the areas                                            | Daily     |
| 7. Disinfect frequently touched areas, including the door handles and light switches | Daily     |
| 8. Clean/remove fingerprints from windows and glass                                  | Daily     |
| 9. Dust windowsills, surfaces/furniture; remove cobwebs from ledges and windows      | Weekly    |
| 10. Spot clean/wipe down the walls                                                   | Weekly    |

## IX. Indoor Courts

- Hours of operation: building hours
- Floor type: sealed wood
- Square footage: 18,600 sqft

| Service                                                                              | Frequency |
|--------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                           | Daily     |
| 2. Dust mop the floors                                                               | Daily     |
| 3. Wipe down benches                                                                 | Daily     |
| 4. Disinfect frequently touched areas, including the door handles and light switches | Daily     |
| 5. Clean/remove fingerprints from windows and glass                                  | Daily     |
| 6. Spot clean/wipe down the walls                                                    | Daily     |
| 7. Auto scrub the floors (more frequently during winter season)                      | 3x's/week |

## X. Fitness Center and Group Exercise Studios

- Hours of operation: building hours
- Floor types:
  - Rubberized flooring
  - LVT in the member check-in area
  - Sealed wood in the 2 group exercise studios
  - 20' x 48' turf area
- Square footage: 11,000 sqft
- Note: this area includes 2 group exercise studios and 1 cycle studio
  - **This area includes restrooms (refer to Section I.B.)**

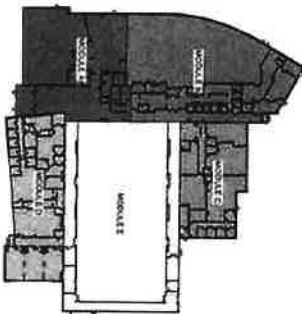
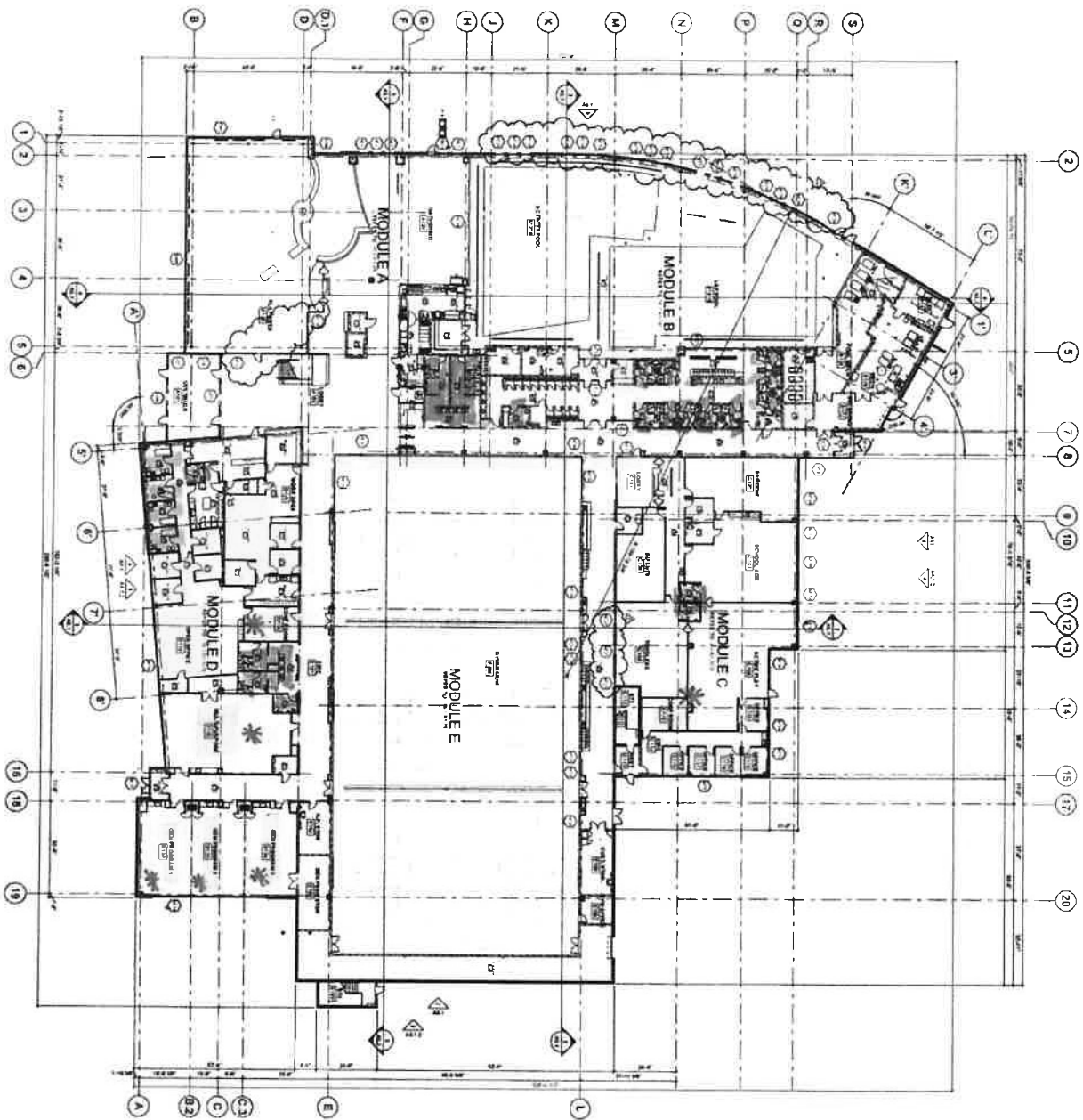
| Service                                                                                    | Frequency |
|--------------------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                                 | Daily     |
| 2. Sweep/dust mop/clean the floors                                                         | Daily     |
| 3. Disinfect frequently touched areas, including the door handles and light switches       | Daily     |
| 4. Clean and disinfect drinking fountains                                                  | Daily     |
| 5. Clean/remove fingerprints from windows, glass & mirrors in free weight area and studios | Daily     |
| 6. Dust windowsills, surfaces/furniture; remove cobwebs from ledges and windows            | Weekly    |
| 7. Auto scrub the floors                                                                   | Weekly    |
| 8. Spot clean/wipe down the walls                                                          | Weekly    |
| 9. In the studios – high dusting/ceiling fans                                              | Monthly   |

## XI. Track

- Hours of operation: building hours
- Floor type: rubberized flooring
- Size: 1/9-mile track

| Service                                                                      | Frequency |
|------------------------------------------------------------------------------|-----------|
| 1. Remove trash/recycle and replace liners                                   | Daily     |
| 2. Sweep/dust mop/vacuum the track                                           | Daily     |
| 3. Tidy, de-clutter, spot clean the 4 corners of the track for dirt and dust | Daily     |
| 4. Disinfect frequently touched areas, including the door handles            | Daily     |
| 5. Clean/remove fingerprints from windows and glass                          | Daily     |
| 6. Spot clean/wipe down the walls                                            | Daily     |
| 7. Auto scrub the floors (more frequently during winter season)              | Weekly    |
| 8. Wipe down the hand railing                                                | Weekly    |

MAIN LEVEL PLAN - OVERALL



| AREA SCHEDULE |              |
|---------------|--------------|
| NO.           | NAME         |
| 1             | OFFICE       |
| 2             | MEETING ROOM |
| 3             | RESTROOM     |
| 4             | LOCKER ROOM  |
| 5             | CLINIC ROOM  |
| 6             | UNIVERSAL    |
| 7             | MIRROR       |
| 8             | SINK         |
| 9             | ADDITIONAL   |
| 10            | RESTROOM     |

- restroom S
- additional
- sinks and
- mirrors in
- universal
- locker rooms
- clinic rooms
- offices
- meeting rooms
- and conf.

MAIN LEVEL PLAN - OVERALL

10 MAIN LEVEL MODULE PLAN

5



OVERALL PLAN

**WILLIAMS**  
ARCHITECTS  
11111 FISHERS PARKWAY  
FISHERS, IN 46037  
PHONE: (317) 291-1111 FAX: (317) 291-1112



DATE: 11/11/11  
BY: JAC/BJP  
CHECKED: JAC/BJP  
DESIGNED: JAC/BJP

**FISHERS PARKS COMMUNITY CENTER**  
CITY OF FISHERS, IN  
11400 JOHNSON FARM WAY  
FISHERS, IN 46037



10



restrooms  
offices

Exhibit B  
EFT Form



**VENDOR INFORMATION**

Fishers Electronic Payment Form  
Approved by Mayor, 2018  
Approved by City Controller, 2018

Name and telephone number of the person who completed this document must be provided.

Name: \_\_\_\_\_

Daytime telephone number: \_\_\_\_\_

**Print or Type**

Legal Name (Owner of the EIN or SSN as name appears on your tax return. Do not enter business name of a sole proprietorship on this line.)

Trade Name (Doing Business as Name D/B/A) (Complete only if payment is to be made payable to the DBA name)

Remit Address (number and street, city, state, and ZIP code)

Purchase Order Address – Optional (number and street, city, state, and ZIP code)

Enter 9-digit Taxpayer Identification Number (TIN) of the legal name:  
(SSN = Social Security Number, EIN = Employer Identification Number)

(Individual's SSN) \_\_\_\_\_ or EIN \_\_\_\_\_

One box must be checked ☐ I am a U.S. Person (including a U.S. resident alien) ☐ I am not a U.S. Person (a W-8 must be filed with the Auditor of State)

**SECTION 1: AUTHORIZATION**

According to Indiana law, your signature below authorizes the transfer of electronic funds under the following terms:

Account Holder's Name: \_\_\_\_\_ Account Number: \_\_\_\_\_

Type of Account: ☐ Checking (Demand) ☐ Savings

**SECTION 2: FINANCIAL INSTITUTION'S APPROVAL** (Attach a non-altered voided check or have your financial institution complete this section)

The financial institution identified below agrees to accept automated deposits under the terms set forth herein:

Name of Financial Institution: \_\_\_\_\_

Telephone Number: ( \_\_\_\_\_ ) \_\_\_\_\_

Address: \_\_\_\_\_  
Number and Street, and/or P.O. Box No. \_\_\_\_\_ Financial Institution's Authorized Signature \_\_\_\_\_

\_\_\_\_\_ City, State, and ZIP code (00000-0000) \_\_\_\_\_ Title \_\_\_\_\_

\_\_\_\_\_ ABA Transit-Routing Number \_\_\_\_\_ Date \_\_\_\_\_

**SECTION 3: ELECTRONIC NOTIFICATION OF ELECTRONIC FUND TRANSFER (EFT) DEPOSITS**

(Complete this section for electronic notification of remittance advice. If you provide more than one email address, due to our space limitation, please list emails based on priority.)

I hereby request that all future notices of EFT deposits to the bank account specified above be sent to the following email addresses:

Use 1st: \_\_\_\_\_ Use 2nd: \_\_\_\_\_

Use 3rd: \_\_\_\_\_

I agree to the provisions contained on the reverse side of this form.

NAME (print or type) \_\_\_\_\_ TITLE \_\_\_\_\_

AUTHORIZED SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_ TELEPHONE NUMBER \_\_\_\_\_

## REQUEST FOR VENDOR INFORMATION

### **THIS FORM APPLIES TO YOU, IF YOU ARE:**

- 1) A U.S. person (including a U.S. resident alien) and;
- 2) A person, business, or other entity who has or will receive a payment from the city; or
- 3) A city employee who has or will receive a payment, other than payroll, from the city.

### **PURPOSE OF FORM:**

The City of Fishers must have correct vendor information to make payments to vendors. This includes the vendors' legal name, doing business as name (if any), address, Taxpayer Identification Number (TIN), entity type, and banking information. This form allows you to provide your correct name, address, TIN, entity type, and banking information.

If you do not provide us with the information, your payments will not be able to be completed. This new policy that the City of Fishers has mandated requires all vendors to complete and submit this form in order to carry out payments to the intended recipient.

### **INSTRUCTIONS:**

- 1) Enter your legal name on the designated line. Your legal name is the one that appears on your Social Security Card or, if you are a business, the Employer Identification Number (EIN) as it is in the City's records. If you are a sole proprietor, then your legal name is the business owner's name. If you have a "doing business as" (d/b/a) name, enter this on the trade name line. Enter your remit address on the next line, and if you have a separate address for purchase orders, enter that address on the appropriate line.
- 2) Record the appropriate TIN in the space provided and check the box that corresponds to the correct organization type for your name. Note that individuals and sole proprietors are the only types that should record a social security number (SSN). a) If you are a corporation, you must indicate whether you provide legal or medical services. b) If you are a sole proprietor, you must show the business owner's name in the legal name box and you may show the business name in the trade name box. You cannot use only the business name. For a sole proprietor, you may use either the individual's SSN or the EIN of the business. However, we prefer you provide the SSN.
- 3) Check the appropriate box that indicates whether you are or are not a U.S. person.
- 4) Complete Section 1: Authorization and account holder's name, account number and account type.
- 5) Complete Section 2: Two options, **Option 1**, Have your financial institution complete this section: Financial Institution's Approval. Your financial institution should return the completed form to you. **Option 2**, A voided check may be provided in lieu of having your financial institution complete this section. Attach only preprinted checks, Deposit slips, starter checks, or checks that have been altered will not be accepted.
- 6) Complete Section 3: Electronic Notification of Electronic Fund Transfer (EFT) Deposits, only if you choose to receive electronic EFT notifications by email. If this section is not completed, your notification will be sent by U.S. Mail to the remit address designated on the reverse side of this form.
- 7) Email the completed form to [accountspayable@fishers.in.us](mailto:accountspayable@fishers.in.us) or mail to the City of Fishers Controller's Office at 3 Municipal Drive Fishers, IN 46038.
- 8) Attach a copy of your completed W9 form.
- 9) Retain a copy of the completed Vendor Information form for your records.
- 10) Any form submitted without an authorized signature will be destroyed and will not be entered into the City's vendor file.

### **BY SIGNING THIS FORM:**

You represent that you understand and agree that:

- 1) You are authorized to provide this information on behalf of yourself or your organization.
- 2) The City of Fishers is authorized to initiate credits (deposits) in various amounts, by EFT through automated clearing house (ACH) processes, to the checking (demand) or savings account in the financial institution designated on the reverse side of this form.
- 3) Any change to the account or to a new financial institution will require a new Vendor Information form to be completed and submitted to the City Controller at the above address. Failure to provide timely notification to the City that your account has changed will result in a delay in payment.
- 4) The City of Fishers and its entities are not liable for late payment penalties or interest if you fail to provide the information necessary for an EFT transaction and/or you do not properly follow the instructions above.
- 5) The mail addresses provided in Section 3 for electronic EFT notification will allow for appropriate application for all payments.
- 6) You acknowledge that it will cause disruption to the notification process if the email addresses provided for electronic EFT notification are frequently changed or changed without promptly providing an updated email address to the Controller Office.
- 7) You acknowledge that an email notification returned as undeliverable may be removed from the City's email notification system and all future notices of EFT deposits to you will be provided by the City via U.S. Mail to the remit address designated on the reverse side of this form until you have provided a valid email address to the Auditor.
- 8) You are responsible for contacting the City if you are not receiving electronic notices of EFT deposits.





# ***CORRIDOR STUDY***

## ***116<sup>TH</sup> STREET BETWEEN CUMBERLAND ROAD & HOOSIER ROAD***

***FISHERS, INDIANA***

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***PREPARED FOR***



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***AUGUST 2025***

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## ***CERTIFICATION***

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

A&F ENGINEERING Co., LLC



August 18, 2025  
Steven J. Fehribach, P.E.  
Indiana Registration #60890237



Trevor Reich, P.E.  
Senior Traffic Engineer

## ***INTRODUCTION & PURPOSE***

This **CORRIDOR STUDY**, prepared for the City of Fishers, evaluates the potential location of an additional traffic signal along the 116<sup>th</sup> Street corridor with the purpose of increasing safety for vehicles exiting minor streets between Cumberland Road and Hoosier Road in Fishers, Indiana.

## ***SCOPE OF WORK***

The scope of work for this analysis is as follows:

First, obtain 24-hour turning movement traffic volume counts during a typical weekday at the following intersections:

- 116<sup>th</sup> Street & Cumberland Road
- 116<sup>th</sup> Street & Klotz Farm Boulevard
- 116<sup>th</sup> Street & Sand Creek Boulevard
- 116<sup>th</sup> Street & Spyglass Ridge Drive
- 116<sup>th</sup> Street & The Legends Boulevard
- 116<sup>th</sup> Street & Belle Plaine Boulevard
- 116<sup>th</sup> Street & Hoosier Road

Second, establish baseline levels of service along the corridor at the study intersections based on the existing traffic volumes and existing intersection geometric data.

Third, estimate year 2035 traffic volumes along the corridor based on an annual growth rate of 0.5%.

Fourth, using the year 2035 traffic volume projections, analyze the 116<sup>th</sup> Street corridor to determine intersection level of service and anticipated queueing at each of the study intersections for each of the following scenarios:

*Scenario 1: Existing Corridor Geometrics and Controls* – Based on existing intersection geometrics and existing traffic controls at the study intersections.

*Scenario 2: Signal at Klotz Farm Boulevard* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Klotz Farm Boulevard.

*Scenario 3: Signal at Sand Creek Boulevard* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Sand Creek Boulevard.

*Scenario 4: Signal at Spyglass Ridge Drive* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Spyglass Ridge Drive.

*Scenario 5: Signal and U-turn at Spyglass Ridge* – Based on restricting access at Klotz Farm Boulevard to left-in/right-in/right-out only with the installation of a traffic signal at the intersection of Spyglass Ridge Drive

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

### ***STUDY AREA***

The study area for this analysis has been defined to include the 116<sup>th</sup> Street corridor from Cumberland Road to Hoosier Road including the following intersections:

- 116<sup>th</sup> Street & Cumberland Road
- 116<sup>th</sup> Street & Klotz Farm Boulevard
- 116<sup>th</sup> Street & Sand Creek Boulevard
- 116<sup>th</sup> Street & Spyglass Ridge Drive
- 116<sup>th</sup> Street & The Legends Boulevard
- 116<sup>th</sup> Street & Belle Plaine Boulevard
- 116<sup>th</sup> Street & Hoosier Road

**Figure 1** shows the study area.

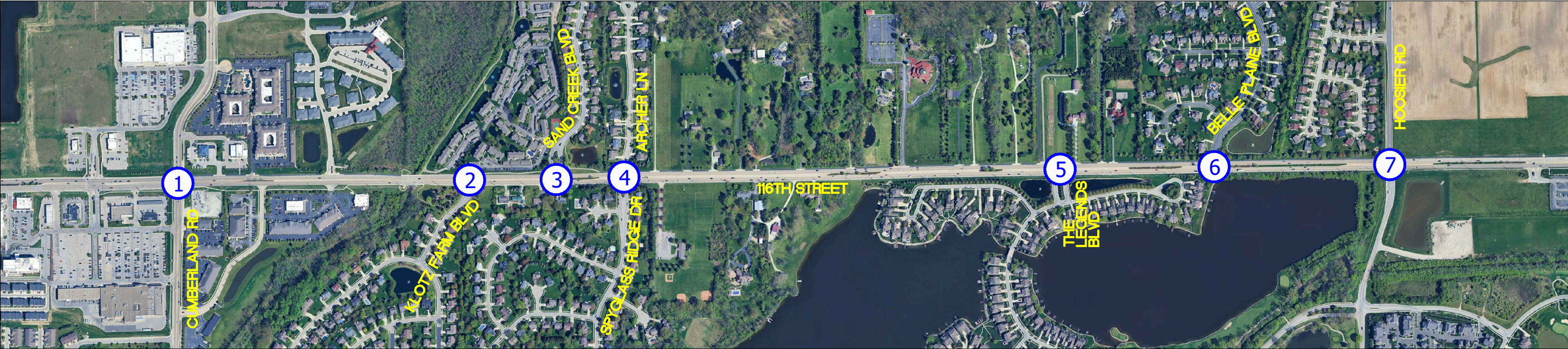
### ***EXISTING TRAFFIC DATA***

Twenty-four hour turning movement traffic volume counts were collected by A&F Engineering in April 2025 at the study during a typical weekday. According to the turning movement counts, the weekday AM and PM peak hours vary slightly at each study intersection. However, to model the corridor, the traffic volumes between each intersection were balanced based on the highest eastbound and westbound traffic volumes. This method of balancing creates a “worse case” traffic volume scenario. The balanced existing traffic volumes are shown in **Figure 2** and the existing count summary sheets are included in the **Appendix**.

### ***YEAR 2035 BACKGROUND TRAFFIC VOLUMES***

In order to account for the annual growth in traffic that may occur due to future development outside of the study area over the next 10 years, an annual growth rate was applied to the existing traffic volumes. A 0.5% per year non-compounded growth rate was considered for this analysis. Therefore, a growth rate factor of 1.05 was applied to the existing traffic volumes to obtain year 2035 background traffic volume estimates shown in **Figure 3**.



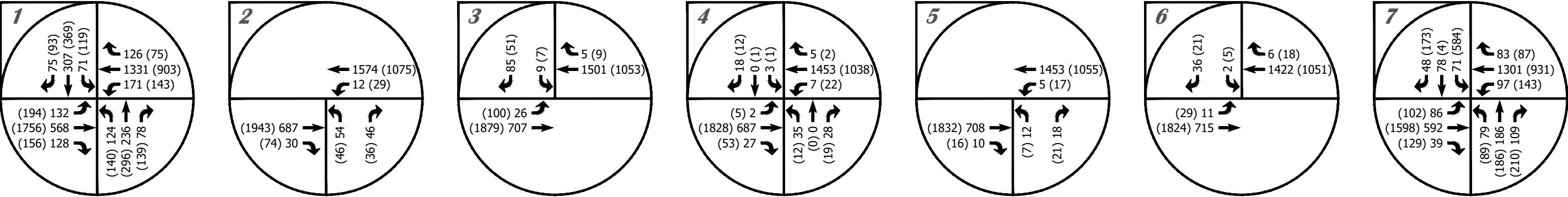
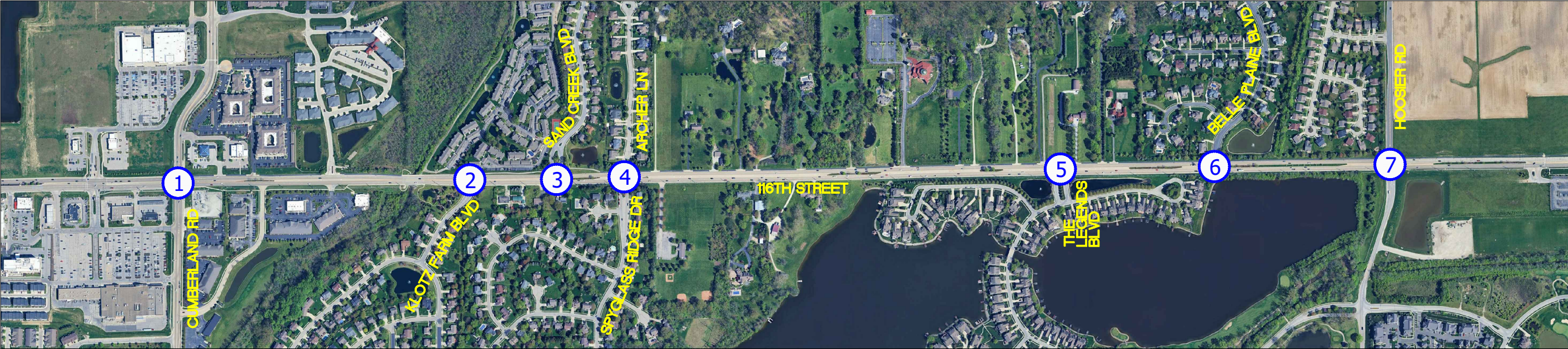


**CORRIDOR STUDY**  
**116TH STREET**  
**FISHERS, IN**

**FIGURE 1**  
**AREA MAP**







**LEGEND**

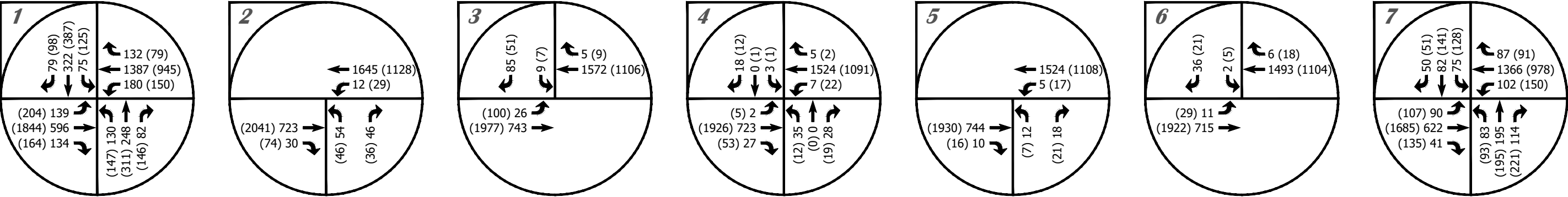
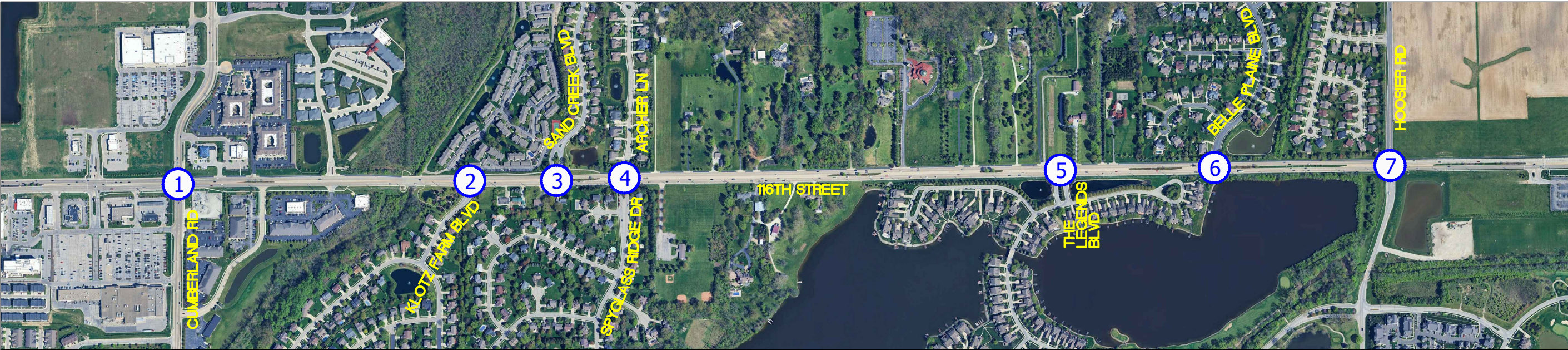
XX = A.M. PEAK HOUR  
(XX) = P.M. PEAK HOUR  
\* = NEGLIGIBLE

**CORRIDOR STUDY  
116TH STREET  
FISHERS, IN**

**FIGURE 2  
EXISTING TRAFFIC  
VOLUMES**







**LEGEND**  
 XX = A.M. PEAK HOUR  
 (XX) = P.M. PEAK HOUR  
 \* = NEGLIGIBLE

**CORRIDOR STUDY  
 116TH STREET  
 FISHERS, IN**

**FIGURE 3  
 2035 BACKGROUND  
 TRAFFIC VOLUMES**





## QUEUE LENGTH ANALYSIS

A queue length analysis was completed at each of the study intersections for the year 2035 traffic volume scenarios below. This analysis was completed using the recognized computer software *Synchro/SimTraffic*<sup>1</sup>. The 95<sup>th</sup> percentile queue lengths at each approach of each study intersection were estimated and are shown in **Tables 1 to 7**. Note that these queue lengths are shown in feet rounded to the nearest ten feet. The queue length analysis summary sheets are included in the **Appendix**.

*Scenario 1: Existing Corridor Geometrics and Controls* – Based on existing intersection geometrics and existing traffic controls at the study intersections.

*Scenario 2: Signal at Klotz Farm Boulevard* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Klotz Farm Boulevard.

*Scenario 3: Signal at Sand Creek Boulevard* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Sand Creek Boulevard.

*Scenario 4: Signal at Spyglass Ridge Drive* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Spyglass Ridge Drive.

*Scenario 5: Signal and U-turn at Spyglass Ridge* – Based on restricting access at Klotz Farm Boulevard to left-in/right-in/right-out only with the installation of a traffic signal at the intersection of Spyglass Ridge Drive.

TABLE 1 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (FEET): 116<sup>TH</sup> STREET & CUMBERLAND ROAD

| APPROACH            | AM Peak   |     |     |     |     | PM Peak   |      |      |      |      |
|---------------------|-----------|-----|-----|-----|-----|-----------|------|------|------|------|
|                     | Scenarios |     |     |     |     | Scenarios |      |      |      |      |
|                     | 1         | 2   | 3   | 4   | 5   | 1         | 2    | 3    | 4    | 5    |
| Northbound Approach | 310       | 370 | 320 | 370 | 360 | 1190      | 1320 | 790  | 1650 | 760  |
| Southbound Approach | 210       | 210 | 220 | 210 | 230 | 450       | 560  | 300  | 310  | 470  |
| Eastbound Approach  | 190       | 190 | 190 | 190 | 200 | 1590      | 1130 | 1450 | 1220 | 1020 |
| Westbound Approach  | 560       | 580 | 540 | 560 | 590 | 550       | 680  | 770  | 580  | 470  |

TABLE 2 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (VEHICLES): 116<sup>TH</sup> STREET & CUMBERLAND ROAD

| APPROACH            | AM Peak   |    |    |    |    | PM Peak   |    |    |    |    |
|---------------------|-----------|----|----|----|----|-----------|----|----|----|----|
|                     | Scenarios |    |    |    |    | Scenarios |    |    |    |    |
|                     | 1         | 2  | 3  | 4  | 5  | 1         | 2  | 3  | 4  | 5  |
| Northbound Approach | 13        | 15 | 13 | 15 | 15 | 48        | 53 | 32 | 67 | 31 |
| Southbound Approach | 9         | 9  | 9  | 9  | 10 | 19        | 23 | 13 | 13 | 19 |
| Eastbound Approach  | 8         | 8  | 8  | 8  | 8  | 64        | 46 | 58 | 49 | 41 |
| Westbound Approach  | 23        | 24 | 22 | 23 | 24 | 23        | 27 | 31 | 24 | 19 |

**TABLE 3 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (FEET): 116<sup>TH</sup> STREET & KLOTZ FARM BOULEVARD**

| APPROACH            | AM Peak   |     |    |    |    | PM Peak   |     |     |     |     |
|---------------------|-----------|-----|----|----|----|-----------|-----|-----|-----|-----|
|                     | Scenarios |     |    |    |    | Scenarios |     |     |     |     |
|                     | 1         | 2   | 3  | 4  | 5  | 1         | 2   | 3   | 4   | 5   |
| Northbound Approach | 90        | 90  | 90 | 80 | 80 | 210       | 90  | 170 | 190 | 100 |
| Eastbound Approach  | FF        | 140 | FF | FF | FF | FF        | 310 | FF  | FF  | FF  |
| Westbound Approach  | FF        | 180 | FF | FF | FF | FF        | 140 | FF  | FF  | FF  |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 4 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (VEHICLES): 116<sup>TH</sup> STREET & KLOTZ FARM BOULEVARD**

| APPROACH            | AM Peak   |   |    |    |    | PM Peak   |    |    |    |    |
|---------------------|-----------|---|----|----|----|-----------|----|----|----|----|
|                     | Scenarios |   |    |    |    | Scenarios |    |    |    |    |
|                     | 1         | 2 | 3  | 4  | 5  | 1         | 2  | 3  | 4  | 5  |
| Northbound Approach | 4         | 4 | 4  | 4  | 4  | 9         | 4  | 7  | 8  | 5  |
| Eastbound Approach  | FF        | 6 | FF | FF | FF | FF        | 13 | FF | FF | FF |
| Westbound Approach  | FF        | 8 | FF | FF | FF | FF        | 6  | FF | FF | FF |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 5 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (FEET): 116<sup>TH</sup> STREET & SAND CREEK BOULEVARD**

| APPROACH            | AM Peak   |    |     |    |    | PM Peak   |    |     |    |    |
|---------------------|-----------|----|-----|----|----|-----------|----|-----|----|----|
|                     | Scenarios |    |     |    |    | Scenarios |    |     |    |    |
|                     | 1         | 2  | 3   | 4  | 5  | 1         | 2  | 3   | 4  | 5  |
| Southbound Approach | 90        | 90 | 80  | 80 | 70 | 60        | 60 | 60  | 60 | 60 |
| Eastbound Approach  | FF        | FF | 90  | FF | FF | FF        | FF | 200 | FF | FF |
| Westbound Approach  | FF        | FF | 210 | FF | FF | FF        | FF | 170 | FF | FF |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 6 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (VEHICLES): 116<sup>TH</sup> STREET & SAND CREEK BOULEVARD**

| APPROACH            | AM Peak   |    |   |    |    | PM Peak   |    |   |    |    |
|---------------------|-----------|----|---|----|----|-----------|----|---|----|----|
|                     | Scenarios |    |   |    |    | Scenarios |    |   |    |    |
|                     | 1         | 2  | 3 | 4  | 5  | 1         | 2  | 3 | 4  | 5  |
| Southbound Approach | 4         | 4  | 4 | 4  | 3  | 3         | 3  | 3 | 3  | 3  |
| Eastbound Approach  | FF        | FF | 4 | FF | FF | FF        | FF | 8 | FF | FF |
| Westbound Approach  | FF        | FF | 9 | FF | FF | FF        | FF | 7 | FF | FF |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 7 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (FEET): 116<sup>TH</sup> STREET & SPYGLASS RIDGE DRIVE**

| APPROACH            | AM Peak   |    |    |     |     | PM Peak   |    |    |     |     |
|---------------------|-----------|----|----|-----|-----|-----------|----|----|-----|-----|
|                     | Scenarios |    |    |     |     | Scenarios |    |    |     |     |
|                     | 1         | 2  | 3  | 4   | 5   | 1         | 2  | 3  | 4   | 5   |
| Northbound Approach | 60        | 70 | 60 | 60  | 80  | 50        | 40 | 50 | 40  | 40  |
| Southbound Approach | 40        | 40 | 40 | 40  | 30  | 30        | 40 | 40 | 40  | 70  |
| Eastbound Approach  | FF        | FF | FF | 80  | 120 | FF        | FF | FF | 240 | 280 |
| Westbound Approach  | FF        | FF | FF | 180 | 310 | FF        | FF | FF | 170 | 180 |

**TABLE 8 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (VEHICLES): 116<sup>TH</sup> STREET & SPYGLASS RIDGE DRIVE**

| APPROACH            | AM Peak   |    |    |   |    | PM Peak   |    |    |    |    |
|---------------------|-----------|----|----|---|----|-----------|----|----|----|----|
|                     | Scenarios |    |    |   |    | Scenarios |    |    |    |    |
|                     | 1         | 2  | 3  | 4 | 5  | 1         | 2  | 3  | 4  | 5  |
| Northbound Approach | 3         | 3  | 3  | 3 | 4  | 2         | 2  | 2  | 2  | 2  |
| Southbound Approach | 2         | 2  | 2  | 2 | 2  | 2         | 2  | 2  | 2  | 3  |
| Eastbound Approach  | FF        | FF | FF | 4 | 5  | FF        | FF | FF | 10 | 12 |
| Westbound Approach  | FF        | FF | FF | 8 | 13 | FF        | FF | FF | 7  | 7  |

**TABLE 9 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (FEET): 116<sup>TH</sup> STREET & THE LEGENDS BOULEVARD**

| APPROACH            | AM Peak   |    |    |    |    | PM Peak   |    |    |    |    |
|---------------------|-----------|----|----|----|----|-----------|----|----|----|----|
|                     | Scenarios |    |    |    |    | Scenarios |    |    |    |    |
|                     | 1         | 2  | 3  | 4  | 5  | 1         | 2  | 3  | 4  | 5  |
| Northbound Approach | 50        | 50 | 50 | 50 | 50 | 50        | 40 | 50 | 50 | 50 |
| Eastbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |
| Westbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 10 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (VEHICLES): 116<sup>TH</sup> STREET & THE LEGENDS BOULEVARD**

| APPROACH            | AM Peak   |    |    |    |    | PM Peak   |    |    |    |    |
|---------------------|-----------|----|----|----|----|-----------|----|----|----|----|
|                     | Scenarios |    |    |    |    | Scenarios |    |    |    |    |
|                     | 1         | 2  | 3  | 4  | 5  | 1         | 2  | 3  | 4  | 5  |
| Northbound Approach | 3         | 2  | 3  | 2  | 3  | 2         | 2  | 2  | 2  | 2  |
| Eastbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |
| Westbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 11 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (FEET): 116<sup>TH</sup> STREET & BELLE PLAINE BOULEVARD**

| APPROACH            | AM Peak   |    |    |    |    | PM Peak   |    |    |    |    |
|---------------------|-----------|----|----|----|----|-----------|----|----|----|----|
|                     | Scenarios |    |    |    |    | Scenarios |    |    |    |    |
|                     | 1         | 2  | 3  | 4  | 5  | 1         | 2  | 3  | 4  | 5  |
| Southbound Approach | 50        | 60 | 50 | 50 | 50 | 50        | 40 | 40 | 40 | 40 |
| Eastbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |
| Westbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 12 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (VEHICLES): 116<sup>TH</sup> STREET & BELLE PLAINE BOULEVARD**

| APPROACH            | AM Peak   |    |    |    |    | PM Peak   |    |    |    |    |
|---------------------|-----------|----|----|----|----|-----------|----|----|----|----|
|                     | Scenarios |    |    |    |    | Scenarios |    |    |    |    |
|                     | 1         | 2  | 3  | 4  | 5  | 1         | 2  | 3  | 4  | 5  |
| Southbound Approach | 3         | 3  | 3  | 3  | 3  | 2         | 2  | 2  | 2  | 2  |
| Eastbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |
| Westbound Approach  | FF        | FF | FF | FF | FF | FF        | FF | FF | FF | FF |

Note: FF denotes a free flow approach that will not experience queues.

**TABLE 13 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (FEET): 116<sup>TH</sup> STREET & HOOSIER ROAD**

| APPROACH            | AM Peak   |     |     |     |     | PM Peak   |     |     |     |     |
|---------------------|-----------|-----|-----|-----|-----|-----------|-----|-----|-----|-----|
|                     | Scenarios |     |     |     |     | Scenarios |     |     |     |     |
|                     | 1         | 2   | 3   | 4   | 5   | 1         | 2   | 3   | 4   | 5   |
| Northbound Approach | 230       | 260 | 240 | 240 | 240 | 460       | 750 | 420 | 380 | 580 |
| Southbound Approach | 170       | 150 | 170 | 160 | 160 | 340       | 320 | 270 | 280 | 320 |
| Eastbound Approach  | 210       | 200 | 210 | 210 | 220 | 600       | 680 | 720 | 700 | 930 |
| Westbound Approach  | 390       | 400 | 390 | 400 | 380 | 300       | 290 | 280 | 300 | 300 |

**TABLE 14 – 95<sup>TH</sup> PERCENTILE QUEUE LENGTH SUMMARY (VEHICLES): 116<sup>TH</sup> STREET & HOOSIER ROAD**

| APPROACH            | AM Peak   |    |    |    |    | PM Peak   |    |    |    |    |
|---------------------|-----------|----|----|----|----|-----------|----|----|----|----|
|                     | Scenarios |    |    |    |    | Scenarios |    |    |    |    |
|                     | 1         | 2  | 3  | 4  | 5  | 1         | 2  | 3  | 4  | 5  |
| Northbound Approach | 10        | 11 | 10 | 10 | 10 | 19        | 30 | 17 | 16 | 24 |
| Southbound Approach | 7         | 7  | 7  | 7  | 7  | 14        | 13 | 11 | 12 | 13 |
| Eastbound Approach  | 9         | 8  | 9  | 9  | 9  | 24        | 28 | 29 | 28 | 38 |
| Westbound Approach  | 16        | 16 | 16 | 16 | 15 | 12        | 12 | 12 | 12 | 12 |

## **CAPACITY ANALYSIS**

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/SimTraffic*<sup>1</sup>. This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 7<sup>th</sup> Edition)*<sup>2</sup>. The following list shows the delays related to the levels of service for signalized/unsignalized intersections:

| <u>Level of Service</u> | <u>Control Delay (seconds/vehicle)</u> |                          |
|-------------------------|----------------------------------------|--------------------------|
|                         | <u>UNSIGNALIZED</u>                    | <u>SIGNALIZED</u>        |
| A                       | Less than or equal to 10               | Less than or equal to 10 |
| B                       | Between 10.1 and 15                    | Between 10.1 and 20      |
| C                       | Between 15.1 and 25                    | Between 20.1 and 35      |
| D                       | Between 25.1 and 35                    | Between 35.1 and 55      |
| E                       | Between 35.1 and 50                    | Between 55.1 and 80      |
| F                       | greater than 50                        | greater than 80          |

## **CAPACITY ANALYSIS SCENARIOS**

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

*Scenario 1: Existing Corridor Geometrics and Controls* – Based on existing intersection geometrics and existing traffic controls at the study intersections.

*Scenario 2: Signal at Klotz Farm Boulevard* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Klotz Farm Boulevard.

*Scenario 3: Signal at Sand Creek Boulevard* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Sand Creek Boulevard.

*Scenario 4: Signal at Spyglass Ridge Drive* – Based on existing intersection geometrics with the installation of a traffic signal at the intersection of Spyglass Ridge Drive.

<sup>1</sup> *Synchro/Sim Traffic 12*, Cubic Transportation Systems, 2023.

<sup>2</sup> *Highway Capacity Manual (HCM)*, 7<sup>th</sup> Edition Transportation Research Board, The National Academics of Sciences, Washington, DC, 2022.

*Scenario 5: Signal and U-turn at Spyglass Ridge* – Based on restricting access at Klotz Farm Boulevard to left-in/right-in/right-out only with the installation of a traffic signal at the intersection of Spyglass Ridge Drive

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

**TABLE 15 – LEVEL OF SERVICE SUMMARY: 116<sup>TH</sup> STREET & CUMBERLAND ROAD**

| APPROACH            | AM Peak   |          |          |          |          | PM Peak   |          |          |          |          |
|---------------------|-----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|
|                     | Scenarios |          |          |          |          | Scenarios |          |          |          |          |
|                     | 1         | 2        | 3        | 4        | 5        | 1         | 2        | 3        | 4        | 5        |
| Northbound Approach | D         | D        | D        | D        | D        | E         | E        | E        | E        | E        |
| Southbound Approach | D         | D        | D        | D        | D        | E         | E        | E        | E        | E        |
| Eastbound Approach  | B         | B        | B        | B        | B        | D         | D        | D        | D        | D        |
| Westbound Approach  | C         | C        | C        | C        | C        | C         | C        | C        | C        | C        |
| <b>Intersection</b> | <b>C</b>  | <b>C</b> | <b>C</b> | <b>C</b> | <b>C</b> | <b>D</b>  | <b>D</b> | <b>D</b> | <b>D</b> | <b>D</b> |

**TABLE 16 – LEVEL OF SERVICE SUMMARY: 116<sup>TH</sup> STREET & KLOTZ FARM BOULEVARD**

| APPROACH            | AM Peak   |          |     |     |     | PM Peak   |          |     |     |     |
|---------------------|-----------|----------|-----|-----|-----|-----------|----------|-----|-----|-----|
|                     | Scenarios |          |     |     |     | Scenarios |          |     |     |     |
|                     | 1         | 2        | 3   | 4   | 5   | 1         | 2        | 3   | 4   | 5   |
| Northbound Approach | F         | C        | F   | F   | F   | F         | E        | F   | F   | F   |
| Eastbound Approach  | ---       | A        | --- | --- | --- | ---       | B        | --- | --- | --- |
| Westbound Approach  | A         | A        | A   | A   | A   | C         | A        | C   | C   | C   |
| <b>Intersection</b> | ---       | <b>A</b> | --- | --- | --- | ---       | <b>B</b> | --- | --- | --- |

**TABLE 17 – LEVEL OF SERVICE SUMMARY: 116<sup>TH</sup> STREET & SAND CREEK BOULEVARD**

| APPROACH            | AM Peak   |     |          |     |     | PM Peak   |     |          |     |     |
|---------------------|-----------|-----|----------|-----|-----|-----------|-----|----------|-----|-----|
|                     | Scenarios |     |          |     |     | Scenarios |     |          |     |     |
|                     | 1         | 2   | 3        | 4   | 5   | 1         | 2   | 3        | 4   | 5   |
| Southbound Approach | D         | D   | F        | D   | D   | E         | E   | E        | E   | E   |
| Eastbound Approach  | C         | C   | A        | C   | C   | B         | B   | A        | B   | B   |
| Westbound Approach  | ---       | --- | B        | --- | --- | ---       | --- | A        | --- | --- |
| <b>Intersection</b> | ---       | --- | <b>B</b> | --- | --- | ---       | --- | <b>A</b> | --- | --- |



TABLE 18 – LEVEL OF SERVICE SUMMARY: 116<sup>TH</sup> STREET & SPYGLASS RIDGE DRIVE

| APPROACH            | AM Peak   |     |     |          |          | PM Peak   |     |     |          |          |
|---------------------|-----------|-----|-----|----------|----------|-----------|-----|-----|----------|----------|
|                     | Scenarios |     |     |          |          | Scenarios |     |     |          |          |
|                     | 1         | 2   | 3   | 4        | 5        | 1         | 2   | 3   | 4        | 5        |
| Northbound Approach | F         | F   | F   | F        | F        | F         | F   | F   | E        | E        |
| Southbound Approach | D         | D   | D   | E        | E        | F         | F   | F   | E        | E        |
| Eastbound Approach  | B         | B   | B   | A        | A        | B         | B   | B   | A        | A        |
| Westbound Approach  | A         | A   | A   | A        | A        | C         | C   | C   | A        | A        |
| <b>Intersection</b> | ---       | --- | --- | <b>A</b> | <b>A</b> | ---       | --- | --- | <b>A</b> | <b>A</b> |

TABLE 19 – LEVEL OF SERVICE SUMMARY: 116<sup>TH</sup> STREET & THE LEGENDS BOULEVARD

| APPROACH            | AM Peak   |   |   |   |   | PM Peak   |   |   |   |   |
|---------------------|-----------|---|---|---|---|-----------|---|---|---|---|
|                     | Scenarios |   |   |   |   | Scenarios |   |   |   |   |
|                     | 1         | 2 | 3 | 4 | 5 | 1         | 2 | 3 | 4 | 5 |
| Northbound Approach | C         | C | C | C | C | D         | D | D | D | D |
| Westbound Approach  | B         | B | B | B | B | C         | C | C | C | C |

TABLE 20 – LEVEL OF SERVICE SUMMARY: 116<sup>TH</sup> STREET & BELLE PLAINE BOULEVARD

| APPROACH            | AM Peak   |   |   |   |   | PM Peak   |   |   |   |   |
|---------------------|-----------|---|---|---|---|-----------|---|---|---|---|
|                     | Scenarios |   |   |   |   | Scenarios |   |   |   |   |
|                     | 1         | 2 | 3 | 4 | 5 | 1         | 2 | 3 | 4 | 5 |
| Southbound Approach | C         | C | C | C | C | D         | D | D | D | D |
| Eastbound Approach  | C         | C | C | C | C | B         | B | B | B | B |

TABLE 21 – LEVEL OF SERVICE SUMMARY: 116<sup>TH</sup> STREET & HOOSIER ROAD

| APPROACH            | AM Peak   |          |          |          |          | PM Peak   |          |          |          |          |
|---------------------|-----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|
|                     | Scenarios |          |          |          |          | Scenarios |          |          |          |          |
|                     | 1         | 2        | 3        | 4        | 5        | 1         | 2        | 3        | 4        | 5        |
| Northbound Approach | D         | D        | D        | D        | D        | D         | D        | D        | D        | D        |
| Southbound Approach | D         | D        | D        | D        | D        | D         | D        | D        | D        | D        |
| Eastbound Approach  | B         | B        | B        | B        | B        | C         | C        | C        | C        | C        |
| Westbound Approach  | B         | B        | B        | B        | B        | C         | C        | C        | C        | C        |
| <b>Intersection</b> | <b>C</b>  | <b>C</b> | <b>C</b> | <b>C</b> | <b>C</b> | <b>C</b>  | <b>C</b> | <b>C</b> | <b>C</b> | <b>C</b> |

## ***CONCLUSIONS & RECOMMENDATIONS***

The following conclusions and recommendations are based on the above analysis and a field review of the corridor. It should be noted that traffic signal warrant analyses were not conducted at these intersections. However, the City of Fishers can install a traffic signal along 116<sup>th</sup> Street by passing an ordinance.

While each of the minor streets analyzed would benefit from the installation of a traffic signal during the AM and PM peak hours, the greatest benefit is offered by the construction of a two-way traffic roadway connection between the Spyglass Falls and the Spyglass Hill at the Legends of Geist subdivisions. This connection would allow vehicles from the Spyglass Falls subdivision to make use of the proposed signal at Spyglass Ridge Drive. Similarly, if the traffic signal were to be installed at Klotz Farm Boulevard, traffic from Spyglass Hill at the Legends of Geist subdivision could make use of the traffic signal via this connection. Therefore, the installation of a traffic signal would be feasible at either Klotz Farm Boulevard or Spyglass Ridge Drive as traffic has the potential to redistribute to the location of the traffic signal.

It is not recommended that Klotz Farm Boulevard be restricted to left-in/right-in/right-out only as during the off-peak hours there are enough gaps in the 116<sup>th</sup> Street traffic volumes with the proposed signal at Spyglass Ridge Drive to safely make northbound left-turns onto 116<sup>th</sup> Street.

# ***TRAFFIC IMPACT STUDY***

## ***APPENDIX***



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

## ***QUEUE LENGTH ANALYSIS RESULTS***

Queuing and Blocking Report  
Baseline

07/28/2025

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB   |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|-----|------|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | L   | T    |
| Maximum Queue (ft)    | 211 | 204  | 220  | 62   | 360 | 560  | 571  | 185 | 373 | 293 | 148 | 238  |
| Average Queue (ft)    | 98  | 107  | 114  | 21   | 109 | 345  | 364  | 107 | 177 | 31  | 63  | 149  |
| 95th Queue (ft)       | 172 | 179  | 188  | 50   | 297 | 540  | 559  | 202 | 306 | 122 | 121 | 213  |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     |     | 1025 |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     |     |     |     |      |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     |     |     |     |      |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 | 155 |      |
| Storage Blk Time (%)  |     |      |      |      | 0   | 13   |      | 16  | 38  |     | 0   | 9    |
| Queuing Penalty (veh) |     |      |      |      | 0   | 23   |      | 51  | 81  |     | 0   | 7    |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB  |
|-----------------------|------|-----|
| Directions Served     | T    | R   |
| Maximum Queue (ft)    | 224  | 104 |
| Average Queue (ft)    | 121  | 44  |
| 95th Queue (ft)       | 192  | 89  |
| Link Distance (ft)    | 1025 |     |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      | 185 |
| Storage Blk Time (%)  | 1    |     |
| Queuing Penalty (veh) | 0    |     |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | WB | NB  | NB  |
|-----------------------|------|----|-----|-----|
| Directions Served     | TR   | L  | L   | R   |
| Maximum Queue (ft)    | 4    | 34 | 112 | 87  |
| Average Queue (ft)    | 0    | 4  | 45  | 33  |
| 95th Queue (ft)       | 3    | 22 | 93  | 72  |
| Link Distance (ft)    | 1860 |    | 670 |     |
| Upstream Blk Time (%) |      |    |     |     |
| Queuing Penalty (veh) |      |    |     |     |
| Storage Bay Dist (ft) |      | 90 |     | 100 |
| Storage Blk Time (%)  |      |    | 1   | 0   |
| Queuing Penalty (veh) |      |    | 1   | 0   |

# Queuing and Blocking Report

## Baseline

07/28/2025

### Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB  | SB  | SB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | L   | R   |
| Maximum Queue (ft)    | 67  | 76  | 104 |
| Average Queue (ft)    | 19  | 12  | 47  |
| 95th Queue (ft)       | 52  | 44  | 85  |
| Link Distance (ft)    | 662 |     |     |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) | 95  | 100 |     |
| Storage Blk Time (%)  | 0   | 1   |     |
| Queuing Penalty (veh) | 0   | 0   |     |

### Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB  | WB | NB  | NB  | SB  | SB |
|-----------------------|-----|----|-----|-----|-----|----|
| Directions Served     | L   | L  | LT  | R   | LT  | R  |
| Maximum Queue (ft)    | 5   | 30 | 61  | 65  | 30  | 46 |
| Average Queue (ft)    | 0   | 3  | 24  | 21  | 3   | 13 |
| 95th Queue (ft)       | 5   | 16 | 56  | 51  | 18  | 38 |
| Link Distance (ft)    | 707 |    |     | 674 |     |    |
| Upstream Blk Time (%) |     |    |     |     |     |    |
| Queuing Penalty (veh) |     |    |     |     |     |    |
| Storage Bay Dist (ft) | 70  | 45 | 100 |     | 100 |    |
| Storage Blk Time (%)  | 0   |    | 0   |     |     |    |
| Queuing Penalty (veh) | 1   |    | 0   |     |     |    |

### Intersection: 5: The Legends Blvd & E 116 St

| Movement              | EB   | WB  | NB  | NB  |
|-----------------------|------|-----|-----|-----|
| Directions Served     | TR   | L   | L   | R   |
| Maximum Queue (ft)    | 4    | 37  | 51  | 72  |
| Average Queue (ft)    | 0    | 2   | 12  | 19  |
| 95th Queue (ft)       | 3    | 18  | 40  | 53  |
| Link Distance (ft)    | 2843 |     | 683 |     |
| Upstream Blk Time (%) |      |     |     |     |
| Queuing Penalty (veh) |      |     |     |     |
| Storage Bay Dist (ft) |      | 100 |     | 100 |
| Storage Blk Time (%)  |      |     |     | 0   |
| Queuing Penalty (veh) |      |     |     | 0   |

## Queuing and Blocking Report

Baseline

07/28/2025

### Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | WB   | SB  | SB  |
|-----------------------|-----|------|-----|-----|
| Directions Served     | L   | TR   | L   | R   |
| Maximum Queue (ft)    | 41  | 4    | 25  | 60  |
| Average Queue (ft)    | 7   | 0    | 2   | 24  |
| 95th Queue (ft)       | 29  | 3    | 13  | 54  |
| Link Distance (ft)    |     | 1073 | 877 |     |
| Upstream Blk Time (%) |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |
| Storage Bay Dist (ft) | 140 |      |     | 100 |
| Storage Blk Time (%)  |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |

### Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 154 | 248  | 268  | 292 | 399  | 426  | 134 | 268 | 135 | 156 | 215 |
| Average Queue (ft)    | 59  | 104  | 120  | 64  | 240  | 259  | 63  | 133 | 42  | 59  | 92  |
| 95th Queue (ft)       | 119 | 195  | 214  | 189 | 368  | 387  | 128 | 229 | 93  | 114 | 172 |
| Link Distance (ft)    |     | 1073 | 1073 |     | 2863 | 2863 |     | 840 |     |     | 974 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 190 |      |      | 190 |      |      | 80  |     | 200 | 100 |     |
| Storage Blk Time (%)  | 0   | 1    |      |     | 12   |      | 3   | 26  |     | 3   | 11  |
| Queuing Penalty (veh) | 0   | 1    |      |     | 12   |      | 9   | 51  |     | 3   | 8   |

### Intersection: 9: Bend

| Movement              | SB  |
|-----------------------|-----|
| Directions Served     | T   |
| Maximum Queue (ft)    | 66  |
| Average Queue (ft)    | 3   |
| 95th Queue (ft)       | 32  |
| Link Distance (ft)    | 963 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

### Network Summary

Network wide Queuing Penalty: 249

Queuing and Blocking Report  
Baseline

07/28/2025

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | B9   | SB  |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|------|-----|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | T    | L   |
| Maximum Queue (ft)    | 370 | 1382 | 1387 | 999  | 377 | 541  | 526  | 185 | 908 | 350 | 199  | 295 |
| Average Queue (ft)    | 258 | 878  | 878  | 242  | 251 | 254  | 246  | 146 | 496 | 177 | 32   | 186 |
| 95th Queue (ft)       | 462 | 1592 | 1584 | 811  | 463 | 553  | 512  | 230 | 961 | 413 | 230  | 328 |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     | 1453 |     |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     | 6   |     |      |     |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     | 0   |     |      |     |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 |      | 155 |
| Storage Blk Time (%)  | 0   | 35   |      |      | 31  | 3    |      | 45  | 63  | 0   |      | 37  |
| Queuing Penalty (veh) | 2   | 72   |      |      | 148 | 4    |      | 204 | 186 | 0   |      | 72  |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB   | SB  |
|-----------------------|------|------|-----|
| Directions Served     | T    | T    | R   |
| Maximum Queue (ft)    | 471  | 443  | 244 |
| Average Queue (ft)    | 258  | 219  | 52  |
| 95th Queue (ft)       | 453  | 408  | 156 |
| Link Distance (ft)    | 1025 | 1025 |     |
| Upstream Blk Time (%) |      |      |     |
| Queuing Penalty (veh) |      |      |     |
| Storage Bay Dist (ft) |      |      | 185 |
| Storage Blk Time (%)  | 35   | 11   |     |
| Queuing Penalty (veh) | 44   | 11   |     |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | EB   | WB | WB  | NB  | NB  |
|-----------------------|------|------|----|-----|-----|-----|
| Directions Served     | T    | TR   | L  | T   | L   | R   |
| Maximum Queue (ft)    | 12   | 11   | 62 | 64  | 214 | 122 |
| Average Queue (ft)    | 0    | 1    | 22 | 2   | 90  | 40  |
| 95th Queue (ft)       | 6    | 7    | 55 | 24  | 207 | 107 |
| Link Distance (ft)    | 1860 | 1860 |    | 493 | 670 |     |
| Upstream Blk Time (%) |      |      |    |     |     |     |
| Queuing Penalty (veh) |      |      |    |     |     |     |
| Storage Bay Dist (ft) |      |      | 90 |     |     | 100 |
| Storage Blk Time (%)  |      |      | 0  | 0   | 27  | 1   |
| Queuing Penalty (veh) |      |      | 0  | 0   | 10  | 0   |



Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB | EB  | WB  | SB  | SB  |
|-----------------------|----|-----|-----|-----|-----|
| Directions Served     | L  | T   | TR  | L   | R   |
| Maximum Queue (ft)    | 84 | 18  | 4   | 48  | 76  |
| Average Queue (ft)    | 41 | 1   | 0   | 10  | 29  |
| 95th Queue (ft)       | 75 | 13  | 3   | 37  | 59  |
| Link Distance (ft)    |    | 493 | 368 | 662 |     |
| Upstream Blk Time (%) |    |     |     |     |     |
| Queuing Penalty (veh) |    |     |     |     |     |
| Storage Bay Dist (ft) | 95 |     |     |     | 100 |
| Storage Blk Time (%)  | 0  | 0   |     |     | 0   |
| Queuing Penalty (veh) | 3  | 0   |     |     | 0   |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB | EB  | WB | WB   | WB   | NB  | NB  | SB  | SB  |
|-----------------------|----|-----|----|------|------|-----|-----|-----|-----|
| Directions Served     | L  | TR  | L  | T    | TR   | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 25 | 6   | 45 | 34   | 17   | 56  | 46  | 24  | 38  |
| Average Queue (ft)    | 2  | 0   | 12 | 1    | 1    | 15  | 14  | 3   | 9   |
| 95th Queue (ft)       | 11 | 5   | 33 | 16   | 12   | 46  | 41  | 15  | 31  |
| Link Distance (ft)    |    | 368 |    | 2843 | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |    |     |    |      |      |     |     |     |     |
| Queuing Penalty (veh) |    |     |    |      |      |     |     |     |     |
| Storage Bay Dist (ft) | 70 |     | 45 |      |      |     | 100 |     | 100 |
| Storage Blk Time (%)  |    |     | 1  | 0    |      | 0   |     |     |     |
| Queuing Penalty (veh) |    |     | 7  | 0    |      | 0   |     |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | EB   | WB  | NB  | NB  |
|-----------------------|------|-----|-----|-----|
| Directions Served     | TR   | L   | L   | R   |
| Maximum Queue (ft)    | 9    | 46  | 35  | 60  |
| Average Queue (ft)    | 1    | 13  | 6   | 21  |
| 95th Queue (ft)       | 6    | 38  | 28  | 49  |
| Link Distance (ft)    | 2843 |     | 683 |     |
| Upstream Blk Time (%) |      |     |     |     |
| Queuing Penalty (veh) |      |     |     |     |
| Storage Bay Dist (ft) |      | 100 |     | 100 |
| Storage Blk Time (%)  |      |     |     |     |
| Queuing Penalty (veh) |      |     |     |     |

## Queuing and Blocking Report

### Baseline

07/28/2025

#### Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | SB  | SB |
|-----------------------|-----|-----|----|
| Directions Served     | L   | L   | R  |
| Maximum Queue (ft)    | 51  | 43  | 59 |
| Average Queue (ft)    | 14  | 6   | 17 |
| 95th Queue (ft)       | 40  | 28  | 46 |
| Link Distance (ft)    | 877 |     |    |
| Upstream Blk Time (%) |     |     |    |
| Queuing Penalty (veh) |     |     |    |
| Storage Bay Dist (ft) | 140 | 100 |    |
| Storage Blk Time (%)  |     |     |    |
| Queuing Penalty (veh) |     |     |    |

#### Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB   | EB  | EB   | WB   | WB  | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|------|-----|------|------|-----|------|-----|-----|-----|-----|-----|
| Directions Served     | L    | T   | TR   | L    | T   | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 284  | 651 | 652  | 245  | 335 | 349  | 135 | 585 | 300 | 200 | 398 |
| Average Queue (ft)    | 105  | 385 | 401  | 109  | 177 | 194  | 97  | 231 | 138 | 120 | 180 |
| 95th Queue (ft)       | 275  | 593 | 597  | 200  | 284 | 298  | 168 | 460 | 282 | 214 | 342 |
| Link Distance (ft)    | 1073 |     | 1073 | 2863 |     | 2863 | 840 |     | 974 |     |     |
| Upstream Blk Time (%) | 0    |     |      |      |     |      |     |     |     |     |     |
| Queuing Penalty (veh) | 0    |     |      |      |     |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 190  |     |      | 190  |     |      | 80  | 200 |     | 100 |     |
| Storage Blk Time (%)  | 0    | 26  |      | 1    | 4   |      | 16  | 48  | 1   | 18  | 36  |
| Queuing Penalty (veh) | 0    | 28  |      | 5    | 7   |      | 67  | 152 | 4   | 35  | 46  |

#### Intersection: 9: Bend

| Movement              | SB  |
|-----------------------|-----|
| Directions Served     | T   |
| Maximum Queue (ft)    | 62  |
| Average Queue (ft)    | 3   |
| 95th Queue (ft)       | 29  |
| Link Distance (ft)    | 963 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

#### Network Summary

Network wide Queuing Penalty: 1106

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario B - Klotz Farm Blvd Signal

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB   |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|-----|------|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | L   | T    |
| Maximum Queue (ft)    | 220 | 215  | 226  | 64   | 443 | 601  | 638  | 185 | 459 | 286 | 157 | 232  |
| Average Queue (ft)    | 94  | 112  | 118  | 19   | 108 | 340  | 363  | 115 | 206 | 41  | 64  | 145  |
| 95th Queue (ft)       | 178 | 184  | 194  | 47   | 307 | 555  | 581  | 207 | 366 | 164 | 144 | 214  |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     |     | 1025 |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     |     |     |     |      |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     |     |     |     |      |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 | 155 |      |
| Storage Blk Time (%)  |     | 0    |      |      |     | 11   |      | 18  | 43  |     | 3   | 7    |
| Queuing Penalty (veh) |     | 0    |      |      |     | 19   |      | 59  | 91  |     | 4   | 6    |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB  |
|-----------------------|------|-----|
| Directions Served     | T    | R   |
| Maximum Queue (ft)    | 195  | 124 |
| Average Queue (ft)    | 121  | 43  |
| 95th Queue (ft)       | 184  | 93  |
| Link Distance (ft)    | 1025 |     |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      | 185 |
| Storage Blk Time (%)  | 0    | 0   |
| Queuing Penalty (veh) | 0    | 0   |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | EB   | WB | WB  | WB  | NB  | NB |
|-----------------------|------|------|----|-----|-----|-----|----|
| Directions Served     | T    | TR   | L  | T   | T   | L   | R  |
| Maximum Queue (ft)    | 163  | 176  | 35 | 217 | 232 | 115 | 96 |
| Average Queue (ft)    | 51   | 59   | 4  | 71  | 84  | 44  | 28 |
| 95th Queue (ft)       | 119  | 136  | 22 | 169 | 182 | 88  | 67 |
| Link Distance (ft)    | 1860 | 1860 |    | 493 | 493 | 670 |    |
| Upstream Blk Time (%) |      |      |    |     |     |     |    |
| Queuing Penalty (veh) |      |      |    |     |     |     |    |
| Storage Bay Dist (ft) |      |      | 90 |     |     | 100 |    |
| Storage Blk Time (%)  |      |      |    | 3   |     | 1   | 0  |
| Queuing Penalty (veh) |      |      |    | 0   |     | 0   | 0  |

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario B - Klotz Farm Blvd Signal

Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB | EB  | WB  | WB  | SB  | SB  |
|-----------------------|----|-----|-----|-----|-----|-----|
| Directions Served     | L  | T   | T   | TR  | L   | R   |
| Maximum Queue (ft)    | 68 | 34  | 7   | 4   | 84  | 112 |
| Average Queue (ft)    | 19 | 1   | 0   | 0   | 12  | 51  |
| 95th Queue (ft)       | 53 | 17  | 5   | 3   | 52  | 93  |
| Link Distance (ft)    |    | 493 | 368 | 368 | 662 |     |
| Upstream Blk Time (%) |    |     |     |     |     |     |
| Queuing Penalty (veh) |    |     |     |     |     |     |
| Storage Bay Dist (ft) | 95 |     |     |     |     | 100 |
| Storage Blk Time (%)  | 0  | 0   |     |     |     | 2   |
| Queuing Penalty (veh) | 0  | 0   |     |     |     | 0   |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB | EB  | WB | WB   | NB  | NB  | SB  | SB  |
|-----------------------|----|-----|----|------|-----|-----|-----|-----|
| Directions Served     | L  | T   | L  | T    | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 20 | 9   | 39 | 1    | 100 | 61  | 34  | 54  |
| Average Queue (ft)    | 1  | 0   | 4  | 0    | 30  | 22  | 2   | 15  |
| 95th Queue (ft)       | 8  | 6   | 22 | 1    | 72  | 57  | 16  | 44  |
| Link Distance (ft)    |    | 368 |    | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |    |     |    |      |     |     |     |     |
| Queuing Penalty (veh) |    |     |    |      |     |     |     |     |
| Storage Bay Dist (ft) | 70 |     | 45 |      |     | 100 |     | 100 |
| Storage Blk Time (%)  |    |     | 0  |      | 1   | 0   |     |     |
| Queuing Penalty (veh) |    |     | 3  |      | 0   | 0   |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | WB  | NB  | NB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | L   | R   |
| Maximum Queue (ft)    | 50  | 36  | 58  |
| Average Queue (ft)    | 3   | 8   | 16  |
| 95th Queue (ft)       | 24  | 30  | 46  |
| Link Distance (ft)    |     | 683 |     |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) | 100 |     | 100 |
| Storage Blk Time (%)  |     |     |     |
| Queuing Penalty (veh) |     |     |     |

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario B - Klotz Farm Blvd Signal

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | WB   | SB  | SB  |
|-----------------------|-----|------|-----|-----|
| Directions Served     | L   | T    | L   | R   |
| Maximum Queue (ft)    | 38  | 9    | 35  | 74  |
| Average Queue (ft)    | 5   | 0    | 2   | 29  |
| 95th Queue (ft)       | 23  | 6    | 15  | 61  |
| Link Distance (ft)    |     | 1073 | 877 |     |
| Upstream Blk Time (%) |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |
| Storage Bay Dist (ft) | 140 |      |     | 100 |
| Storage Blk Time (%)  |     |      |     | 0   |
| Queuing Penalty (veh) |     |      |     | 0   |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 134 | 238  | 246  | 294 | 425  | 428  | 134 | 304 | 134 | 146 | 192 |
| Average Queue (ft)    | 62  | 97   | 112  | 68  | 237  | 258  | 63  | 139 | 41  | 52  | 86  |
| 95th Queue (ft)       | 116 | 186  | 199  | 202 | 376  | 395  | 136 | 255 | 101 | 110 | 154 |
| Link Distance (ft)    |     | 1073 | 1073 |     | 2863 | 2863 |     | 840 |     |     | 974 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 190 |      |      | 190 |      |      | 80  |     | 200 | 100 |     |
| Storage Blk Time (%)  |     | 1    |      |     | 11   |      | 1   | 27  |     | 2   | 9   |
| Queuing Penalty (veh) |     | 1    |      |     | 11   |      | 5   | 53  |     | 3   | 7   |

Intersection: 9: Bend

| Movement              | SB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | T   |     |
| Maximum Queue (ft)    | 55  | 6   |
| Average Queue (ft)    | 2   | 0   |
| 95th Queue (ft)       | 23  | 4   |
| Link Distance (ft)    | 963 | 963 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Network Summary

Network wide Queuing Penalty: 263

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario B - Klotz Farm Blvd Signal

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB   | NB  | B9   | SB  |
|-----------------------|-----|------|------|------|-----|------|------|-----|------|-----|------|-----|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T    | R   | T    | L   |
| Maximum Queue (ft)    | 370 | 1124 | 1172 | 821  | 435 | 613  | 622  | 185 | 972  | 350 | 343  | 276 |
| Average Queue (ft)    | 257 | 713  | 718  | 148  | 304 | 366  | 344  | 155 | 642  | 207 | 82   | 190 |
| 95th Queue (ft)       | 474 | 1124 | 1131 | 520  | 506 | 675  | 639  | 230 | 1178 | 446 | 358  | 340 |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963  |     | 1453 |     |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     | 19   |     |      |     |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     | 0    |     |      |     |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |      | 275 |      | 155 |
| Storage Blk Time (%)  | 0   | 34   |      |      | 42  | 7    |      | 48  | 68   |     |      | 42  |
| Queuing Penalty (veh) | 2   | 69   |      |      | 197 | 11   |      | 220 | 199  |     |      | 82  |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB   | SB  |
|-----------------------|------|------|-----|
| Directions Served     | T    | T    | R   |
| Maximum Queue (ft)    | 510  | 471  | 134 |
| Average Queue (ft)    | 303  | 268  | 46  |
| 95th Queue (ft)       | 555  | 511  | 131 |
| Link Distance (ft)    | 1025 | 1025 |     |
| Upstream Blk Time (%) |      |      |     |
| Queuing Penalty (veh) |      |      |     |
| Storage Bay Dist (ft) |      |      | 185 |
| Storage Blk Time (%)  | 30   | 8    |     |
| Queuing Penalty (veh) | 37   | 8    |     |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | EB   | WB | WB  | WB  | NB  | NB |
|-----------------------|------|------|----|-----|-----|-----|----|
| Directions Served     | T    | TR   | L  | T   | T   | L   | R  |
| Maximum Queue (ft)    | 304  | 312  | 63 | 154 | 169 | 109 | 87 |
| Average Queue (ft)    | 116  | 135  | 24 | 49  | 61  | 49  | 26 |
| 95th Queue (ft)       | 281  | 310  | 54 | 123 | 137 | 91  | 60 |
| Link Distance (ft)    | 1860 | 1860 |    | 493 | 493 | 670 |    |
| Upstream Blk Time (%) |      |      |    |     |     |     |    |
| Queuing Penalty (veh) |      |      |    |     |     |     |    |
| Storage Bay Dist (ft) |      |      | 90 |     |     | 100 |    |
| Storage Blk Time (%)  |      |      | 0  | 1   |     | 2   | 0  |
| Queuing Penalty (veh) |      |      | 0  | 0   |     | 1   | 0  |

Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB | EB  | WB  | SB  | SB  |
|-----------------------|----|-----|-----|-----|-----|
| Directions Served     | L  | T   | TR  | L   | R   |
| Maximum Queue (ft)    | 91 | 92  | 9   | 35  | 71  |
| Average Queue (ft)    | 41 | 3   | 0   | 9   | 30  |
| 95th Queue (ft)       | 78 | 34  | 5   | 31  | 57  |
| Link Distance (ft)    |    | 493 | 368 | 662 |     |
| Upstream Blk Time (%) |    |     |     |     |     |
| Queuing Penalty (veh) |    |     |     |     |     |
| Storage Bay Dist (ft) | 95 |     |     |     | 100 |
| Storage Blk Time (%)  | 1  | 0   |     |     |     |
| Queuing Penalty (veh) | 5  | 0   |     |     |     |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB | EB  | WB | WB   | NB  | NB  | SB  | SB  |
|-----------------------|----|-----|----|------|-----|-----|-----|-----|
| Directions Served     | L  | TR  | L  | T    | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 21 | 13  | 48 | 11   | 51  | 49  | 30  | 39  |
| Average Queue (ft)    | 2  | 1   | 14 | 0    | 12  | 16  | 3   | 12  |
| 95th Queue (ft)       | 12 | 7   | 39 | 8    | 38  | 42  | 16  | 36  |
| Link Distance (ft)    |    | 368 |    | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |    |     |    |      |     |     |     |     |
| Queuing Penalty (veh) |    |     |    |      |     |     |     |     |
| Storage Bay Dist (ft) | 70 |     | 45 |      |     | 100 |     | 100 |
| Storage Blk Time (%)  |    |     | 4  | 0    |     |     |     |     |
| Queuing Penalty (veh) |    |     | 23 | 0    |     |     |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | EB   | EB   | WB  | NB  | NB  |
|-----------------------|------|------|-----|-----|-----|
| Directions Served     | T    | TR   | L   | L   | R   |
| Maximum Queue (ft)    | 10   | 21   | 46  | 39  | 43  |
| Average Queue (ft)    | 0    | 1    | 11  | 8   | 17  |
| 95th Queue (ft)       | 7    | 10   | 37  | 29  | 43  |
| Link Distance (ft)    | 2843 | 2843 |     | 683 |     |
| Upstream Blk Time (%) |      |      |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |
| Storage Bay Dist (ft) |      |      | 100 |     | 100 |
| Storage Blk Time (%)  |      |      |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario B - Klotz Farm Blvd Signal

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | WB   | SB  | SB  |
|-----------------------|-----|------|-----|-----|
| Directions Served     | L   | TR   | L   | R   |
| Maximum Queue (ft)    | 44  | 4    | 35  | 52  |
| Average Queue (ft)    | 13  | 0    | 5   | 14  |
| 95th Queue (ft)       | 40  | 3    | 25  | 41  |
| Link Distance (ft)    |     | 1073 | 877 |     |
| Upstream Blk Time (%) |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |
| Storage Bay Dist (ft) | 140 |      |     | 100 |
| Storage Blk Time (%)  |     |      |     |     |
| Queuing Penalty (veh) |     |      |     |     |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 284 | 662  | 712  | 228 | 310  | 334  | 135 | 664 | 300 | 200 | 350 |
| Average Queue (ft)    | 97  | 418  | 437  | 106 | 175  | 194  | 100 | 354 | 181 | 119 | 174 |
| 95th Queue (ft)       | 253 | 652  | 681  | 193 | 269  | 287  | 170 | 749 | 349 | 205 | 315 |
| Link Distance (ft)    |     | 1073 | 1073 |     | 2863 | 2863 |     | 840 |     |     | 974 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     | 5   |     |     |     |
| Queuing Penalty (veh) |     |      |      |     |      |      |     | 0   |     |     |     |
| Storage Bay Dist (ft) | 190 |      |      | 190 |      |      | 80  |     | 200 | 100 |     |
| Storage Blk Time (%)  |     | 25   |      | 2   | 5    |      | 23  | 56  | 3   | 24  | 35  |
| Queuing Penalty (veh) |     | 27   |      | 8   | 8    |      | 96  | 175 | 10  | 45  | 45  |

Intersection: 9: Bend

| Movement              | SB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | T   |     |
| Maximum Queue (ft)    | 153 | 52  |
| Average Queue (ft)    | 12  | 2   |
| 95th Queue (ft)       | 80  | 32  |
| Link Distance (ft)    | 963 | 963 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Network Summary

Network wide Queuing Penalty: 1268



Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario C - Sand Creek Blvd Signal

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB   |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|-----|------|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | L   | T    |
| Maximum Queue (ft)    | 212 | 222  | 230  | 52   | 444 | 580  | 568  | 184 | 403 | 291 | 184 | 244  |
| Average Queue (ft)    | 93  | 110  | 113  | 17   | 116 | 329  | 353  | 105 | 185 | 32  | 61  | 150  |
| 95th Queue (ft)       | 174 | 180  | 190  | 40   | 315 | 525  | 540  | 195 | 323 | 134 | 128 | 219  |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     |     | 1025 |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     |     |     |     |      |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     |     |     |     |      |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 | 155 |      |
| Storage Blk Time (%)  |     |      |      |      | 0   | 10   |      | 15  | 40  |     | 1   | 9    |
| Queuing Penalty (veh) |     |      |      |      | 0   | 18   |      | 51  | 85  |     | 1   | 7    |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB  |
|-----------------------|------|-----|
| Directions Served     | T    | R   |
| Maximum Queue (ft)    | 217  | 124 |
| Average Queue (ft)    | 124  | 48  |
| 95th Queue (ft)       | 192  | 97  |
| Link Distance (ft)    | 1025 |     |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      | 185 |
| Storage Blk Time (%)  | 1    |     |
| Queuing Penalty (veh) | 0    |     |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | WB | NB  | NB  |
|-----------------------|------|----|-----|-----|
| Directions Served     | T    | L  | L   | R   |
| Maximum Queue (ft)    | 6    | 31 | 102 | 92  |
| Average Queue (ft)    | 0    | 5  | 41  | 30  |
| 95th Queue (ft)       | 4    | 23 | 85  | 66  |
| Link Distance (ft)    | 1860 |    | 670 |     |
| Upstream Blk Time (%) |      |    |     |     |
| Queuing Penalty (veh) |      |    |     |     |
| Storage Bay Dist (ft) |      | 90 |     | 100 |
| Storage Blk Time (%)  |      |    | 0   | 0   |
| Queuing Penalty (veh) |      |    | 0   | 0   |

Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB | EB  | EB  | WB  | WB  | SB  | SB  |
|-----------------------|----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L  | T   | T   | T   | TR  | L   | R   |
| Maximum Queue (ft)    | 65 | 116 | 131 | 260 | 270 | 59  | 107 |
| Average Queue (ft)    | 19 | 22  | 31  | 83  | 88  | 10  | 44  |
| 95th Queue (ft)       | 53 | 76  | 92  | 197 | 205 | 40  | 84  |
| Link Distance (ft)    |    | 493 | 493 | 368 | 368 | 662 |     |
| Upstream Blk Time (%) |    |     |     | 0   | 0   |     |     |
| Queuing Penalty (veh) |    |     |     | 0   | 0   |     |     |
| Storage Bay Dist (ft) | 95 |     |     |     |     |     | 100 |
| Storage Blk Time (%)  | 0  | 0   |     |     |     |     | 1   |
| Queuing Penalty (veh) | 1  | 0   |     |     |     |     | 0   |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB | WB | WB   | NB  | NB  | SB  | SB  |
|-----------------------|----|----|------|-----|-----|-----|-----|
| Directions Served     | L  | L  | T    | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 14 | 34 | 2    | 77  | 68  | 24  | 45  |
| Average Queue (ft)    | 1  | 2  | 0    | 28  | 20  | 2   | 16  |
| 95th Queue (ft)       | 9  | 16 | 2    | 62  | 51  | 12  | 42  |
| Link Distance (ft)    |    |    | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |    |    |      |     |     |     |     |
| Queuing Penalty (veh) |    |    |      |     |     |     |     |
| Storage Bay Dist (ft) | 70 | 45 |      |     | 100 |     | 100 |
| Storage Blk Time (%)  |    | 0  |      | 0   | 0   |     |     |
| Queuing Penalty (veh) |    | 1  |      | 0   | 0   |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | EB   | WB  | NB  | NB  |
|-----------------------|------|-----|-----|-----|
| Directions Served     | T    | L   | L   | R   |
| Maximum Queue (ft)    | 10   | 51  | 52  | 68  |
| Average Queue (ft)    | 0    | 4   | 13  | 20  |
| 95th Queue (ft)       | 7    | 26  | 41  | 54  |
| Link Distance (ft)    | 2843 |     | 683 |     |
| Upstream Blk Time (%) |      |     |     |     |
| Queuing Penalty (veh) |      |     |     |     |
| Storage Bay Dist (ft) |      | 100 |     | 100 |
| Storage Blk Time (%)  |      |     |     |     |
| Queuing Penalty (veh) |      |     |     |     |

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario C - Sand Creek Blvd Signal

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | WB   | WB   | SB  | SB  |
|-----------------------|-----|------|------|-----|-----|
| Directions Served     | L   | T    | TR   | L   | R   |
| Maximum Queue (ft)    | 33  | 23   | 240  | 31  | 59  |
| Average Queue (ft)    | 6   | 1    | 8    | 3   | 24  |
| 95th Queue (ft)       | 25  | 16   | 154  | 16  | 53  |
| Link Distance (ft)    |     | 1073 | 1073 | 877 |     |
| Upstream Blk Time (%) |     |      | 0    |     |     |
| Queuing Penalty (veh) |     |      | 0    |     |     |
| Storage Bay Dist (ft) | 140 |      |      |     | 100 |
| Storage Blk Time (%)  |     |      |      |     | 0   |
| Queuing Penalty (veh) |     |      |      |     | 0   |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 126 | 247  | 262  | 294 | 409  | 421  | 134 | 308 | 174 | 159 | 203 |
| Average Queue (ft)    | 55  | 100  | 116  | 61  | 236  | 257  | 66  | 132 | 44  | 57  | 94  |
| 95th Queue (ft)       | 104 | 197  | 211  | 182 | 363  | 385  | 131 | 237 | 116 | 115 | 165 |
| Link Distance (ft)    |     | 1073 | 1073 |     | 2863 | 2863 |     | 840 |     |     | 974 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 190 |      |      | 190 |      |      | 80  |     | 200 | 100 |     |
| Storage Blk Time (%)  | 0   | 1    |      | 0   | 11   |      | 2   | 26  |     | 2   | 11  |
| Queuing Penalty (veh) | 0   | 1    |      | 0   | 11   |      | 7   | 50  |     | 3   | 8   |

Intersection: 9: Bend

| Movement              | SB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | T   |     |
| Maximum Queue (ft)    | 104 | 9   |
| Average Queue (ft)    | 4   | 0   |
| 95th Queue (ft)       | 43  | 6   |
| Link Distance (ft)    | 963 | 963 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Network Summary

Network wide Queuing Penalty: 245

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario C - Sand Creek Blvd Signal

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | B9   | SB  |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|------|-----|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | T    | L   |
| Maximum Queue (ft)    | 370 | 1314 | 1310 | 792  | 399 | 733  | 727  | 185 | 811 | 350 | 27   | 293 |
| Average Queue (ft)    | 241 | 792  | 789  | 196  | 283 | 355  | 344  | 157 | 427 | 188 | 1    | 158 |
| 95th Queue (ft)       | 451 | 1446 | 1425 | 703  | 506 | 771  | 720  | 228 | 785 | 415 | 19   | 279 |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     | 1453 |     |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     | 1   |     |      |     |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     | 0   |     |      |     |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 |      | 155 |
| Storage Blk Time (%)  | 0   | 33   |      |      | 39  | 3    |      | 48  | 64  |     |      | 30  |
| Queuing Penalty (veh) | 4   | 67   |      |      | 182 | 5    |      | 219 | 188 |     |      | 59  |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB   | SB  |
|-----------------------|------|------|-----|
| Directions Served     | T    | T    | R   |
| Maximum Queue (ft)    | 364  | 314  | 158 |
| Average Queue (ft)    | 209  | 178  | 46  |
| 95th Queue (ft)       | 304  | 267  | 104 |
| Link Distance (ft)    | 1025 | 1025 |     |
| Upstream Blk Time (%) |      |      |     |
| Queuing Penalty (veh) |      |      |     |
| Storage Bay Dist (ft) |      |      | 185 |
| Storage Blk Time (%)  | 30   | 6    |     |
| Queuing Penalty (veh) | 38   | 6    |     |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | EB   | WB | WB  | NB  | NB  |
|-----------------------|------|------|----|-----|-----|-----|
| Directions Served     | T    | TR   | L  | T   | L   | R   |
| Maximum Queue (ft)    | 74   | 64   | 59 | 56  | 221 | 124 |
| Average Queue (ft)    | 3    | 3    | 26 | 2   | 76  | 43  |
| 95th Queue (ft)       | 41   | 37   | 59 | 24  | 173 | 106 |
| Link Distance (ft)    | 1860 | 1860 |    | 493 | 670 |     |
| Upstream Blk Time (%) |      |      |    |     |     |     |
| Queuing Penalty (veh) |      |      |    |     |     |     |
| Storage Bay Dist (ft) |      |      | 90 |     | 100 |     |
| Storage Blk Time (%)  |      |      | 0  | 0   | 18  | 0   |
| Queuing Penalty (veh) |      |      | 0  | 0   | 6   | 0   |

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario C - Sand Creek Blvd Signal

Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB  | EB  | EB  | WB  | WB  | SB  | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|----|
| Directions Served     | L   | T   | T   | T   | TR  | L   | R  |
| Maximum Queue (ft)    | 144 | 207 | 242 | 262 | 242 | 44  | 70 |
| Average Queue (ft)    | 44  | 63  | 68  | 64  | 68  | 8   | 30 |
| 95th Queue (ft)       | 92  | 184 | 200 | 170 | 172 | 30  | 60 |
| Link Distance (ft)    |     | 493 | 493 | 368 | 368 | 662 |    |
| Upstream Blk Time (%) |     |     |     |     |     |     |    |
| Queuing Penalty (veh) |     |     |     |     |     |     |    |
| Storage Bay Dist (ft) | 95  |     |     |     |     | 100 |    |
| Storage Blk Time (%)  | 1   | 3   |     |     |     | 0   |    |
| Queuing Penalty (veh) | 8   | 3   |     |     |     | 0   |    |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB | EB  | WB | WB   | NB  | NB  | SB  | SB  |
|-----------------------|----|-----|----|------|-----|-----|-----|-----|
| Directions Served     | L  | TR  | L  | T    | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 21 | 6   | 49 | 46   | 58  | 50  | 24  | 43  |
| Average Queue (ft)    | 2  | 0   | 13 | 2    | 16  | 18  | 2   | 12  |
| 95th Queue (ft)       | 13 | 3   | 38 | 19   | 47  | 48  | 12  | 37  |
| Link Distance (ft)    |    | 368 |    | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |    |     |    |      |     |     |     |     |
| Queuing Penalty (veh) |    |     |    |      |     |     |     |     |
| Storage Bay Dist (ft) | 70 |     | 45 |      |     | 100 |     | 100 |
| Storage Blk Time (%)  |    |     | 3  | 0    |     |     |     |     |
| Queuing Penalty (veh) |    |     | 16 | 0    |     |     |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | WB  | NB  | NB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | L   | R   |
| Maximum Queue (ft)    | 56  | 35  | 48  |
| Average Queue (ft)    | 14  | 6   | 18  |
| 95th Queue (ft)       | 43  | 27  | 45  |
| Link Distance (ft)    |     | 683 |     |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) | 100 |     | 100 |
| Storage Blk Time (%)  |     |     |     |
| Queuing Penalty (veh) |     |     |     |

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario C - Sand Creek Blvd Signal

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | WB   | WB   | SB  | SB |
|-----------------------|-----|------|------|-----|----|
| Directions Served     | L   | T    | TR   | L   | R  |
| Maximum Queue (ft)    | 47  | 8    | 4    | 31  | 47 |
| Average Queue (ft)    | 13  | 0    | 0    | 6   | 17 |
| 95th Queue (ft)       | 39  | 5    | 3    | 26  | 43 |
| Link Distance (ft)    |     | 1073 | 1073 | 877 |    |
| Upstream Blk Time (%) |     |      |      |     |    |
| Queuing Penalty (veh) |     |      |      |     |    |
| Storage Bay Dist (ft) | 140 |      |      | 100 |    |
| Storage Blk Time (%)  |     |      |      |     |    |
| Queuing Penalty (veh) |     |      |      |     |    |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 284 | 715  | 731  | 265 | 310  | 310  | 134 | 516 | 300 | 199 | 302 |
| Average Queue (ft)    | 107 | 463  | 479  | 113 | 167  | 186  | 99  | 228 | 149 | 111 | 153 |
| 95th Queue (ft)       | 281 | 704  | 716  | 197 | 271  | 281  | 167 | 419 | 299 | 193 | 265 |
| Link Distance (ft)    |     | 1073 | 1073 |     | 2863 | 2863 |     | 840 |     |     | 974 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 190 |      |      | 190 |      |      | 80  |     | 200 | 100 |     |
| Storage Blk Time (%)  |     | 30   |      | 1   | 4    |      | 20  | 50  | 2   | 18  | 31  |
| Queuing Penalty (veh) |     | 32   |      | 6   | 6    |      | 83  | 157 | 5   | 35  | 40  |

Intersection: 9: Bend

| Movement              | SB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | T   |     |
| Maximum Queue (ft)    | 127 | 18  |
| Average Queue (ft)    | 8   | 1   |
| 95th Queue (ft)       | 60  | 13  |
| Link Distance (ft)    | 963 | 963 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Network Summary

Network wide Queuing Penalty: 1164

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario D - Spyglass Ridge Dr Signal

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB   |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|-----|------|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | L   | T    |
| Maximum Queue (ft)    | 201 | 217  | 220  | 45   | 444 | 584  | 583  | 184 | 417 | 238 | 179 | 240  |
| Average Queue (ft)    | 96  | 114  | 124  | 21   | 112 | 368  | 389  | 110 | 210 | 33  | 63  | 144  |
| 95th Queue (ft)       | 170 | 183  | 194  | 42   | 315 | 555  | 561  | 208 | 368 | 134 | 128 | 213  |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     |     | 1025 |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     |     |     |     |      |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     |     |     |     |      |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 | 155 |      |
| Storage Blk Time (%)  |     |      |      |      |     | 12   |      | 19  | 42  |     | 0   | 8    |
| Queuing Penalty (veh) |     |      |      |      |     | 22   |      | 62  | 90  |     | 1   | 6    |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB  |
|-----------------------|------|-----|
| Directions Served     | T    | R   |
| Maximum Queue (ft)    | 220  | 130 |
| Average Queue (ft)    | 118  | 51  |
| 95th Queue (ft)       | 192  | 107 |
| Link Distance (ft)    | 1025 |     |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      | 185 |
| Storage Blk Time (%)  | 0    |     |
| Queuing Penalty (veh) | 0    |     |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | WB | NB  | NB  |
|-----------------------|------|----|-----|-----|
| Directions Served     | TR   | L  | L   | R   |
| Maximum Queue (ft)    | 22   | 39 | 102 | 78  |
| Average Queue (ft)    | 1    | 6  | 40  | 28  |
| 95th Queue (ft)       | 13   | 26 | 81  | 59  |
| Link Distance (ft)    | 1860 |    | 670 |     |
| Upstream Blk Time (%) |      |    |     |     |
| Queuing Penalty (veh) |      |    |     |     |
| Storage Bay Dist (ft) |      | 90 |     | 100 |
| Storage Blk Time (%)  |      |    | 1   | 0   |
| Queuing Penalty (veh) |      |    | 0   | 0   |

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario D - Spyglass Ridge Dr Signal

Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB | WB  | WB  | SB  | SB |
|-----------------------|----|-----|-----|-----|----|
| Directions Served     | L  | T   | TR  | L   | R  |
| Maximum Queue (ft)    | 54 | 11  | 8   | 51  | 87 |
| Average Queue (ft)    | 16 | 0   | 0   | 11  | 44 |
| 95th Queue (ft)       | 45 | 8   | 6   | 39  | 79 |
| Link Distance (ft)    |    | 368 | 368 | 662 |    |
| Upstream Blk Time (%) |    |     |     |     |    |
| Queuing Penalty (veh) |    |     |     |     |    |
| Storage Bay Dist (ft) | 95 |     |     | 100 |    |
| Storage Blk Time (%)  | 0  |     |     | 1   |    |
| Queuing Penalty (veh) | 0  |     |     | 0   |    |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB | EB  | EB  | WB | WB   | WB   | NB  | NB  | SB  | SB  |
|-----------------------|----|-----|-----|----|------|------|-----|-----|-----|-----|
| Directions Served     | L  | T   | TR  | L  | T    | TR   | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 16 | 111 | 114 | 22 | 200  | 206  | 73  | 62  | 24  | 50  |
| Average Queue (ft)    | 1  | 27  | 30  | 3  | 61   | 71   | 28  | 19  | 3   | 17  |
| 95th Queue (ft)       | 9  | 83  | 83  | 15 | 164  | 179  | 64  | 50  | 17  | 43  |
| Link Distance (ft)    |    | 368 | 368 |    | 2843 | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |    |     |     |    |      |      |     |     |     |     |
| Queuing Penalty (veh) |    |     |     |    |      |      |     |     |     |     |
| Storage Bay Dist (ft) | 70 |     |     | 45 |      |      |     | 100 |     | 100 |
| Storage Blk Time (%)  |    | 1   |     |    | 5    |      | 0   |     |     |     |
| Queuing Penalty (veh) |    | 0   |     |    | 0    |      | 0   |     |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | WB  | NB  | NB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | L   | R   |
| Maximum Queue (ft)    | 43  | 48  | 52  |
| Average Queue (ft)    | 3   | 12  | 16  |
| 95th Queue (ft)       | 21  | 38  | 46  |
| Link Distance (ft)    |     | 683 |     |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) | 100 |     | 100 |
| Storage Blk Time (%)  |     |     |     |
| Queuing Penalty (veh) |     |     |     |



Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario D - Spyglass Ridge Dr Signal

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | SB  | SB |
|-----------------------|-----|-----|----|
| Directions Served     | L   | L   | R  |
| Maximum Queue (ft)    | 53  | 18  | 51 |
| Average Queue (ft)    | 7   | 2   | 24 |
| 95th Queue (ft)       | 30  | 14  | 52 |
| Link Distance (ft)    | 877 |     |    |
| Upstream Blk Time (%) |     |     |    |
| Queuing Penalty (veh) |     |     |    |
| Storage Bay Dist (ft) | 140 | 100 |    |
| Storage Blk Time (%)  |     |     |    |
| Queuing Penalty (veh) |     |     |    |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB   | EB  | EB   | WB   | WB  | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|------|-----|------|------|-----|------|-----|-----|-----|-----|-----|
| Directions Served     | L    | T   | TR   | L    | T   | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 162  | 228 | 246  | 249  | 430 | 450  | 134 | 288 | 145 | 134 | 194 |
| Average Queue (ft)    | 57   | 99  | 114  | 54   | 237 | 256  | 67  | 137 | 41  | 55  | 88  |
| 95th Queue (ft)       | 121  | 195 | 206  | 159  | 376 | 396  | 137 | 240 | 92  | 105 | 163 |
| Link Distance (ft)    | 1073 |     | 1073 | 2863 |     | 2863 | 840 |     | 974 |     |     |
| Upstream Blk Time (%) |      |     |      |      |     |      |     |     |     |     |     |
| Queuing Penalty (veh) |      |     |      |      |     |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 190  |     |      | 190  |     |      | 80  |     | 200 |     | 100 |
| Storage Blk Time (%)  | 1    |     |      | 12   |     |      | 2   |     | 26  | 2   | 8   |
| Queuing Penalty (veh) | 1    |     |      | 12   |     |      | 8   |     | 52  | 2   | 6   |

Intersection: 9: Bend

| Movement              | SB  |
|-----------------------|-----|
| Directions Served     | T   |
| Maximum Queue (ft)    | 28  |
| Average Queue (ft)    | 1   |
| 95th Queue (ft)       | 13  |
| Link Distance (ft)    | 963 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

Network Summary

Network wide Queuing Penalty: 262

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario D - Spyglass Ridge Dr Signal

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB   | NB  | B9   | SB  |
|-----------------------|-----|------|------|------|-----|------|------|-----|------|-----|------|-----|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T    | R   | T    | L   |
| Maximum Queue (ft)    | 370 | 1117 | 1110 | 725  | 365 | 545  | 551  | 185 | 908  | 350 | 467  | 293 |
| Average Queue (ft)    | 237 | 734  | 731  | 155  | 224 | 271  | 280  | 152 | 584  | 193 | 127  | 157 |
| 95th Queue (ft)       | 457 | 1216 | 1208 | 577  | 416 | 578  | 555  | 228 | 1078 | 422 | 689  | 272 |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963  |     | 1453 |     |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     | 12   |     | 0    |     |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     | 0    |     | 0    |     |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |      | 275 |      | 155 |
| Storage Blk Time (%)  | 1   | 34   |      |      | 17  | 3    |      | 52  | 63   | 0   |      | 25  |
| Queuing Penalty (veh) | 6   | 70   |      |      | 80  | 5    |      | 237 | 184  | 0   |      | 49  |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB   | SB  |
|-----------------------|------|------|-----|
| Directions Served     | T    | T    | R   |
| Maximum Queue (ft)    | 354  | 320  | 132 |
| Average Queue (ft)    | 216  | 185  | 43  |
| 95th Queue (ft)       | 310  | 275  | 89  |
| Link Distance (ft)    | 1025 | 1025 |     |
| Upstream Blk Time (%) |      |      |     |
| Queuing Penalty (veh) |      |      |     |
| Storage Bay Dist (ft) |      |      | 185 |
| Storage Blk Time (%)  | 30   | 7    | 0   |
| Queuing Penalty (veh) | 38   | 7    | 0   |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | EB   | WB | WB  | WB  | NB  | NB  |
|-----------------------|------|------|----|-----|-----|-----|-----|
| Directions Served     | T    | TR   | L  | T   | T   | L   | R   |
| Maximum Queue (ft)    | 47   | 55   | 83 | 84  | 23  | 207 | 113 |
| Average Queue (ft)    | 2    | 4    | 26 | 3   | 1   | 80  | 36  |
| 95th Queue (ft)       | 22   | 28   | 62 | 34  | 16  | 185 | 102 |
| Link Distance (ft)    | 1860 | 1860 |    | 493 | 493 | 670 |     |
| Upstream Blk Time (%) |      |      |    |     |     |     |     |
| Queuing Penalty (veh) |      |      |    |     |     |     |     |
| Storage Bay Dist (ft) |      |      | 90 |     |     | 100 |     |
| Storage Blk Time (%)  |      |      | 1  | 0   |     | 20  | 1   |
| Queuing Penalty (veh) |      |      | 3  | 0   |     | 7   | 0   |

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario D - Spyglass Ridge Dr Signal

Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB  | EB  | EB  | WB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | T   | T   | TR  | L   | R   |
| Maximum Queue (ft)    | 106 | 120 | 10  | 8   | 39  | 74  |
| Average Queue (ft)    | 42  | 6   | 0   | 0   | 8   | 30  |
| 95th Queue (ft)       | 85  | 53  | 7   | 4   | 31  | 59  |
| Link Distance (ft)    |     | 493 | 493 | 368 | 662 |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |
| Storage Bay Dist (ft) | 95  |     |     |     |     | 100 |
| Storage Blk Time (%)  | 1   | 0   |     |     |     |     |
| Queuing Penalty (veh) | 10  | 0   |     |     |     |     |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB | EB  | EB  | WB | WB   | WB   | NB  | NB  | SB  | SB  |
|-----------------------|----|-----|-----|----|------|------|-----|-----|-----|-----|
| Directions Served     | L  | T   | TR  | L  | T    | TR   | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 53 | 240 | 270 | 58 | 242  | 270  | 51  | 45  | 18  | 39  |
| Average Queue (ft)    | 4  | 99  | 114 | 14 | 46   | 47   | 11  | 16  | 1   | 12  |
| 95th Queue (ft)       | 29 | 209 | 236 | 40 | 167  | 171  | 37  | 42  | 9   | 36  |
| Link Distance (ft)    |    | 368 | 368 |    | 2843 | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |    |     |     |    |      |      |     |     |     |     |
| Queuing Penalty (veh) |    |     |     |    |      |      |     |     |     |     |
| Storage Bay Dist (ft) | 70 |     |     | 45 |      |      |     | 100 |     | 100 |
| Storage Blk Time (%)  |    | 6   |     | 1  | 4    |      |     |     |     |     |
| Queuing Penalty (veh) |    | 0   |     | 6  | 1    |      |     |     |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | EB   | EB   | WB  | NB  | NB  |
|-----------------------|------|------|-----|-----|-----|
| Directions Served     | T    | TR   | L   | L   | R   |
| Maximum Queue (ft)    | 12   | 24   | 56  | 39  | 60  |
| Average Queue (ft)    | 0    | 1    | 16  | 8   | 19  |
| 95th Queue (ft)       | 7    | 11   | 47  | 29  | 49  |
| Link Distance (ft)    | 2843 | 2843 |     | 683 |     |
| Upstream Blk Time (%) |      |      |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |
| Storage Bay Dist (ft) |      |      | 100 |     | 100 |
| Storage Blk Time (%)  |      |      |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario D - Spyglass Ridge Dr Signal

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | SB  | SB |
|-----------------------|-----|-----|----|
| Directions Served     | L   | L   | R  |
| Maximum Queue (ft)    | 64  | 35  | 46 |
| Average Queue (ft)    | 15  | 7   | 18 |
| 95th Queue (ft)       | 45  | 28  | 43 |
| Link Distance (ft)    | 877 |     |    |
| Upstream Blk Time (%) |     |     |    |
| Queuing Penalty (veh) |     |     |    |
| Storage Bay Dist (ft) | 140 | 100 |    |
| Storage Blk Time (%)  |     |     |    |
| Queuing Penalty (veh) |     |     |    |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB   | EB  | EB   | WB   | WB  | WB   | NB  | NB  | NB  | SB  | SB  |    |
|-----------------------|------|-----|------|------|-----|------|-----|-----|-----|-----|-----|----|
| Directions Served     | L    | T   | TR   | L    | T   | TR   | L   | T   | R   | L   | TR  |    |
| Maximum Queue (ft)    | 284  | 725 | 721  | 258  | 318 | 341  | 135 | 455 | 300 | 199 | 355 |    |
| Average Queue (ft)    | 96   | 438 | 458  | 110  | 171 | 192  | 92  | 213 | 130 | 105 | 159 |    |
| 95th Queue (ft)       | 259  | 677 | 697  | 199  | 282 | 297  | 161 | 381 | 256 | 191 | 283 |    |
| Link Distance (ft)    | 1073 |     | 1073 | 2863 |     | 2863 | 840 |     | 974 |     |     |    |
| Upstream Blk Time (%) |      |     |      |      |     |      |     |     |     |     |     |    |
| Queuing Penalty (veh) |      |     |      |      |     |      |     |     |     |     |     |    |
| Storage Bay Dist (ft) | 190  |     |      | 190  |     | 80   |     | 200 |     | 100 |     |    |
| Storage Blk Time (%)  | 25   |     |      | 1    |     | 4    | 16  |     | 48  | 1   | 16  | 31 |
| Queuing Penalty (veh) | 27   |     |      | 4    |     | 7    | 66  |     | 150 | 3   | 30  | 39 |

Intersection: 9: Bend

| Movement              | SB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | T   |     |
| Maximum Queue (ft)    | 163 | 8   |
| Average Queue (ft)    | 12  | 0   |
| 95th Queue (ft)       | 83  | 5   |
| Link Distance (ft)    | 963 | 963 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Network Summary

Network wide Queuing Penalty: 1031

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB   |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|-----|------|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | L   | T    |
| Maximum Queue (ft)    | 232 | 202  | 228  | 66   | 444 | 659  | 672  | 185 | 450 | 180 | 170 | 259  |
| Average Queue (ft)    | 104 | 116  | 121  | 21   | 114 | 338  | 363  | 104 | 202 | 34  | 65  | 153  |
| 95th Queue (ft)       | 189 | 185  | 197  | 49   | 313 | 570  | 587  | 193 | 361 | 124 | 128 | 232  |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     |     | 1025 |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     |     |     |     |      |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     |     |     |     |      |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 | 155 |      |
| Storage Blk Time (%)  | 0   |      |      |      | 0   | 12   |      | 16  | 41  |     | 1   | 11   |
| Queuing Penalty (veh) | 0   |      |      |      | 0   | 21   |      | 51  | 87  |     | 1   | 9    |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB  |
|-----------------------|------|-----|
| Directions Served     | T    | R   |
| Maximum Queue (ft)    | 231  | 134 |
| Average Queue (ft)    | 129  | 47  |
| 95th Queue (ft)       | 209  | 97  |
| Link Distance (ft)    | 1025 |     |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      | 185 |
| Storage Blk Time (%)  | 1    | 0   |
| Queuing Penalty (veh) | 0    | 0   |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | EB   | WB | NB  |
|-----------------------|------|------|----|-----|
| Directions Served     | T    | TR   | L  | R   |
| Maximum Queue (ft)    | 10   | 4    | 34 | 103 |
| Average Queue (ft)    | 0    | 0    | 7  | 43  |
| 95th Queue (ft)       | 7    | 3    | 28 | 79  |
| Link Distance (ft)    | 1860 | 1860 |    | 670 |
| Upstream Blk Time (%) |      |      |    |     |
| Queuing Penalty (veh) |      |      |    |     |
| Storage Bay Dist (ft) |      |      | 90 |     |
| Storage Blk Time (%)  |      |      |    |     |
| Queuing Penalty (veh) |      |      |    |     |

Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB | EB  | WB  | SB  | SB  |
|-----------------------|----|-----|-----|-----|-----|
| Directions Served     | L  | T   | T   | L   | R   |
| Maximum Queue (ft)    | 63 | 22  | 8   | 49  | 94  |
| Average Queue (ft)    | 18 | 1   | 0   | 9   | 43  |
| 95th Queue (ft)       | 48 | 11  | 6   | 33  | 74  |
| Link Distance (ft)    |    | 493 | 368 | 662 |     |
| Upstream Blk Time (%) |    |     |     |     |     |
| Queuing Penalty (veh) |    |     |     |     |     |
| Storage Bay Dist (ft) | 95 |     |     |     | 100 |
| Storage Blk Time (%)  | 0  |     |     |     | 0   |
| Queuing Penalty (veh) | 0  |     |     |     | 0   |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB  | EB  | EB  | WB | WB   | WB   | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|----|------|------|-----|-----|-----|-----|
| Directions Served     | UL  | T   | TR  | L  | T    | TR   | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 108 | 197 | 180 | 68 | 371  | 371  | 99  | 62  | 28  | 30  |
| Average Queue (ft)    | 47  | 39  | 39  | 5  | 126  | 129  | 34  | 19  | 4   | 11  |
| 95th Queue (ft)       | 91  | 123 | 122 | 32 | 298  | 311  | 76  | 50  | 20  | 33  |
| Link Distance (ft)    |     | 368 | 368 |    | 2843 | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |     | 0   | 0   |    |      |      |     |     |     |     |
| Queuing Penalty (veh) |     | 0   | 0   |    |      |      |     |     |     |     |
| Storage Bay Dist (ft) | 70  |     |     | 45 |      |      |     | 100 |     | 100 |
| Storage Blk Time (%)  | 10  | 2   |     | 0  | 11   |      | 1   |     |     |     |
| Queuing Penalty (veh) | 37  | 1   |     | 2  | 1    |      | 0   |     |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | WB  | NB  | NB  |
|-----------------------|-----|-----|-----|
| Directions Served     | L   | L   | R   |
| Maximum Queue (ft)    | 57  | 46  | 67  |
| Average Queue (ft)    | 5   | 12  | 17  |
| 95th Queue (ft)       | 29  | 39  | 53  |
| Link Distance (ft)    |     | 683 |     |
| Upstream Blk Time (%) |     |     |     |
| Queuing Penalty (veh) |     |     |     |
| Storage Bay Dist (ft) | 100 |     | 100 |
| Storage Blk Time (%)  |     |     |     |
| Queuing Penalty (veh) |     |     |     |

Queuing and Blocking Report  
Baseline

Year 2035 AM Peak  
Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | SB | SB  |
|-----------------------|-----|----|-----|
| Directions Served     | L   | L  | R   |
| Maximum Queue (ft)    | 46  | 31 | 64  |
| Average Queue (ft)    | 6   | 2  | 24  |
| 95th Queue (ft)       | 28  | 15 | 54  |
| Link Distance (ft)    | 877 |    |     |
| Upstream Blk Time (%) |     |    |     |
| Queuing Penalty (veh) |     |    |     |
| Storage Bay Dist (ft) | 140 |    | 100 |
| Storage Blk Time (%)  |     |    | 0   |
| Queuing Penalty (veh) |     |    | 0   |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 162 | 234  | 252  | 250 | 427  | 422  | 134 | 295 | 222 | 160 | 212 |
| Average Queue (ft)    | 59  | 103  | 121  | 61  | 224  | 244  | 67  | 130 | 49  | 65  | 88  |
| 95th Queue (ft)       | 117 | 201  | 219  | 184 | 357  | 375  | 138 | 241 | 118 | 125 | 160 |
| Link Distance (ft)    |     | 1073 | 1073 |     | 2863 | 2863 |     | 840 |     |     | 974 |
| Upstream Blk Time (%) |     |      |      |     |      |      |     |     |     |     |     |
| Queuing Penalty (veh) |     |      |      |     |      |      |     |     |     |     |     |
| Storage Bay Dist (ft) | 190 |      |      | 190 |      |      | 80  |     | 200 | 100 |     |
| Storage Blk Time (%)  |     | 1    |      |     | 10   |      | 2   | 26  |     | 3   | 9   |
| Queuing Penalty (veh) |     | 1    |      |     | 10   |      | 7   | 50  |     | 4   | 7   |

Intersection: 9: Bend

| Movement              | SB  |
|-----------------------|-----|
| Directions Served     | T   |
| Maximum Queue (ft)    | 45  |
| Average Queue (ft)    | 3   |
| 95th Queue (ft)       | 24  |
| Link Distance (ft)    | 963 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

Network Summary

Network wide Queuing Penalty: 291

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | EB  | EB   | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | B9   | SB  |
|-----------------------|-----|------|------|------|-----|------|------|-----|-----|-----|------|-----|
| Directions Served     | L   | T    | T    | R    | L   | T    | TR   | L   | T   | R   | T    | L   |
| Maximum Queue (ft)    | 370 | 1030 | 1035 | 551  | 361 | 452  | 476  | 185 | 808 | 350 | 18   | 275 |
| Average Queue (ft)    | 256 | 629  | 627  | 114  | 233 | 247  | 239  | 144 | 427 | 180 | 1    | 168 |
| 95th Queue (ft)       | 474 | 1024 | 1019 | 448  | 441 | 469  | 433  | 231 | 759 | 411 | 14   | 298 |
| Link Distance (ft)    |     | 2533 | 2533 | 2533 |     | 1860 | 1860 |     | 963 |     | 1453 |     |
| Upstream Blk Time (%) |     |      |      |      |     |      |      |     | 0   |     |      |     |
| Queuing Penalty (veh) |     |      |      |      |     |      |      |     | 0   |     |      |     |
| Storage Bay Dist (ft) | 295 |      |      |      | 310 |      |      | 90  |     | 275 |      | 155 |
| Storage Blk Time (%)  | 1   | 30   |      |      | 24  | 3    |      | 46  | 65  |     |      | 35  |
| Queuing Penalty (veh) | 8   | 61   |      |      | 112 | 4    |      | 209 | 190 |     |      | 67  |

Intersection: 1: Cumberland Rd & E 116 St

| Movement              | SB   | SB   | SB  |
|-----------------------|------|------|-----|
| Directions Served     | T    | T    | R   |
| Maximum Queue (ft)    | 439  | 410  | 130 |
| Average Queue (ft)    | 252  | 218  | 42  |
| 95th Queue (ft)       | 472  | 433  | 93  |
| Link Distance (ft)    | 1025 | 1025 |     |
| Upstream Blk Time (%) |      |      |     |
| Queuing Penalty (veh) |      |      |     |
| Storage Bay Dist (ft) |      |      | 185 |
| Storage Blk Time (%)  | 32   | 9    |     |
| Queuing Penalty (veh) | 40   | 9    |     |

Intersection: 2: Klotz Farm Blvd & E 116 St

| Movement              | EB   | EB   | WB | WB  | WB  | NB  |
|-----------------------|------|------|----|-----|-----|-----|
| Directions Served     | T    | TR   | L  | T   | T   | R   |
| Maximum Queue (ft)    | 177  | 216  | 67 | 58  | 16  | 122 |
| Average Queue (ft)    | 13   | 17   | 25 | 2   | 1   | 55  |
| 95th Queue (ft)       | 112  | 130  | 57 | 30  | 11  | 102 |
| Link Distance (ft)    | 1860 | 1860 |    | 493 | 493 | 670 |
| Upstream Blk Time (%) |      |      |    |     |     |     |
| Queuing Penalty (veh) |      |      |    |     |     |     |
| Storage Bay Dist (ft) |      |      | 90 |     |     |     |
| Storage Blk Time (%)  |      |      | 0  | 0   |     |     |
| Queuing Penalty (veh) |      |      | 2  | 0   |     |     |



Intersection: 3: E 116 St & Sand Creek Blvd

| Movement              | EB  | EB  | EB  | SB  | SB |
|-----------------------|-----|-----|-----|-----|----|
| Directions Served     | L   | T   | T   | L   | R  |
| Maximum Queue (ft)    | 130 | 242 | 218 | 52  | 67 |
| Average Queue (ft)    | 40  | 29  | 27  | 12  | 30 |
| 95th Queue (ft)       | 89  | 198 | 195 | 38  | 56 |
| Link Distance (ft)    |     | 493 | 493 | 662 |    |
| Upstream Blk Time (%) |     | 1   | 1   |     |    |
| Queuing Penalty (veh) |     | 7   | 7   |     |    |
| Storage Bay Dist (ft) | 95  |     |     | 100 |    |
| Storage Blk Time (%)  | 0   | 2   |     |     |    |
| Queuing Penalty (veh) | 2   | 2   |     |     |    |

Intersection: 4: Spyglass Ridge Dr/Archer Ln & E 116 St

| Movement              | EB  | EB  | EB  | WB | WB   | WB   | NB  | NB  | SB  | SB  |
|-----------------------|-----|-----|-----|----|------|------|-----|-----|-----|-----|
| Directions Served     | UL  | T   | TR  | L  | T    | TR   | LT  | R   | LT  | R   |
| Maximum Queue (ft)    | 107 | 282 | 306 | 74 | 229  | 270  | 48  | 51  | 6   | 34  |
| Average Queue (ft)    | 50  | 96  | 99  | 14 | 61   | 62   | 13  | 14  | 1   | 10  |
| 95th Queue (ft)       | 99  | 266 | 280 | 45 | 167  | 175  | 39  | 42  | 9   | 33  |
| Link Distance (ft)    |     | 368 | 368 |    | 2843 | 2843 | 707 |     | 674 |     |
| Upstream Blk Time (%) |     | 2   | 2   |    |      |      |     |     |     |     |
| Queuing Penalty (veh) |     | 19  | 20  |    |      |      |     |     |     |     |
| Storage Bay Dist (ft) | 70  |     |     | 45 |      |      |     | 100 |     | 100 |
| Storage Blk Time (%)  | 11  | 8   |     | 2  | 7    |      |     |     |     |     |
| Queuing Penalty (veh) | 110 | 5   |     | 12 | 2    |      |     |     |     |     |

Intersection: 5: The Legends Blvd & E 116 St

| Movement              | EB   | EB   | WB  | NB  | NB |
|-----------------------|------|------|-----|-----|----|
| Directions Served     | T    | TR   | L   | L   | R  |
| Maximum Queue (ft)    | 304  | 311  | 58  | 52  | 56 |
| Average Queue (ft)    | 24   | 25   | 12  | 11  | 16 |
| 95th Queue (ft)       | 304  | 309  | 43  | 40  | 45 |
| Link Distance (ft)    | 2843 | 2843 |     | 683 |    |
| Upstream Blk Time (%) |      |      |     |     |    |
| Queuing Penalty (veh) |      |      |     |     |    |
| Storage Bay Dist (ft) |      |      | 100 | 100 |    |
| Storage Blk Time (%)  |      |      | 1   | 0   |    |
| Queuing Penalty (veh) |      |      | 7   | 0   |    |

Queuing and Blocking Report  
Baseline

Year 2035 PM Peak  
Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

Intersection: 6: E 116 St & Belle Plaine Blvd

| Movement              | EB  | EB  | EB  | WB   | SB  | SB |
|-----------------------|-----|-----|-----|------|-----|----|
| Directions Served     | L   | T   | T   | TR   | L   | R  |
| Maximum Queue (ft)    | 44  | 73  | 80  | 4    | 39  | 43 |
| Average Queue (ft)    | 15  | 11  | 12  | 0    | 8   | 15 |
| 95th Queue (ft)       | 40  | 97  | 99  | 3    | 30  | 42 |
| Link Distance (ft)    |     | 989 | 989 | 1073 | 877 |    |
| Upstream Blk Time (%) |     |     |     |      |     |    |
| Queuing Penalty (veh) |     |     |     |      |     |    |
| Storage Bay Dist (ft) | 140 |     |     |      | 100 |    |
| Storage Blk Time (%)  |     | 1   |     |      |     |    |
| Queuing Penalty (veh) |     | 0   |     |      |     |    |

Intersection: 7: Hoosier Road & E 116 St

| Movement              | EB  | EB   | EB   | WB  | WB   | WB   | NB  | NB  | NB  | SB  | SB  |
|-----------------------|-----|------|------|-----|------|------|-----|-----|-----|-----|-----|
| Directions Served     | L   | T    | TR   | L   | T    | TR   | L   | T   | R   | L   | TR  |
| Maximum Queue (ft)    | 284 | 867  | 871  | 208 | 346  | 348  | 135 | 582 | 300 | 200 | 370 |
| Average Queue (ft)    | 115 | 515  | 527  | 113 | 177  | 196  | 92  | 270 | 148 | 120 | 181 |
| 95th Queue (ft)       | 294 | 909  | 931  | 190 | 285  | 298  | 164 | 583 | 287 | 212 | 316 |
| Link Distance (ft)    |     | 1073 | 1073 |     | 2863 | 2863 |     | 840 |     |     | 974 |
| Upstream Blk Time (%) |     | 1    | 1    |     |      |      |     | 1   |     |     |     |
| Queuing Penalty (veh) |     | 6    | 7    |     |      |      |     | 0   |     |     |     |
| Storage Bay Dist (ft) | 190 |      |      | 190 |      |      | 80  |     | 200 | 100 |     |
| Storage Blk Time (%)  |     | 32   |      | 1   | 5    |      | 15  | 51  | 1   | 18  | 37  |
| Queuing Penalty (veh) |     | 34   |      | 4   | 7    |      | 61  | 159 | 4   | 35  | 47  |

Intersection: 9: Bend

| Movement              | SB  | SB  |
|-----------------------|-----|-----|
| Directions Served     | T   |     |
| Maximum Queue (ft)    | 118 | 18  |
| Average Queue (ft)    | 8   | 1   |
| 95th Queue (ft)       | 60  | 13  |
| Link Distance (ft)    | 963 | 963 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Network Summary

Network wide Queuing Penalty: 1258

# ***116<sup>TH</sup> STREET & CUMBERLAND ROAD***

## ***TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS***

# 116TH ST & CUMBERLAND RD - TMC

Thu Apr 17, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289004, Location: 39.957077, -85.994891



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

| Leg Direction      | South Northbound |     |    |   |     | North Southbound |     |    |   |     | West Eastbound |     |     |   |     | East Westbound |      |     |   |      |      |
|--------------------|------------------|-----|----|---|-----|------------------|-----|----|---|-----|----------------|-----|-----|---|-----|----------------|------|-----|---|------|------|
| Time               | L                | T   | R  | U | App | L                | T   | R  | U | App | L              | T   | R   | U | App | L              | T    | R   | U | App  | Int  |
| 2025-04-17 12:00AM | 1                | 5   | 1  | 0 | 7   | 1                | 4   | 3  | 0 | 8   | 3              | 33  | 1   | 0 | 37  | 1              | 8    | 0   | 0 | 9    | 61   |
| 12:15AM            | 0                | 2   | 5  | 0 | 7   | 0                | 4   | 1  | 0 | 5   | 4              | 22  | 4   | 0 | 30  | 2              | 7    | 0   | 0 | 9    | 51   |
| 12:30AM            | 1                | 1   | 1  | 0 | 3   | 1                | 3   | 0  | 0 | 4   | 1              | 15  | 3   | 0 | 19  | 0              | 6    | 0   | 0 | 6    | 32   |
| 12:45AM            | 0                | 4   | 3  | 0 | 7   | 1                | 2   | 0  | 0 | 3   | 5              | 5   | 2   | 0 | 12  | 0              | 5    | 1   | 0 | 6    | 28   |
| Hourly Total       | 2                | 12  | 10 | 0 | 24  | 3                | 13  | 4  | 0 | 20  | 13             | 75  | 10  | 0 | 98  | 3              | 26   | 1   | 0 | 30   | 172  |
| 1:00AM             | 0                | 2   | 1  | 0 | 3   | 1                | 2   | 2  | 0 | 5   | 2              | 13  | 0   | 0 | 15  | 1              | 5    | 0   | 0 | 6    | 29   |
| 1:15AM             | 0                | 1   | 1  | 0 | 2   | 0                | 2   | 0  | 0 | 2   | 0              | 7   | 1   | 0 | 8   | 1              | 4    | 0   | 0 | 5    | 17   |
| 1:30AM             | 0                | 1   | 1  | 0 | 2   | 1                | 2   | 0  | 0 | 3   | 0              | 9   | 0   | 0 | 9   | 1              | 7    | 0   | 0 | 8    | 22   |
| 1:45AM             | 2                | 2   | 1  | 0 | 5   | 0                | 5   | 0  | 0 | 5   | 5              | 4   | 1   | 0 | 10  | 0              | 5    | 0   | 0 | 5    | 25   |
| Hourly Total       | 2                | 6   | 4  | 0 | 12  | 2                | 11  | 2  | 0 | 15  | 7              | 33  | 2   | 0 | 42  | 3              | 21   | 0   | 0 | 24   | 93   |
| 2:00AM             | 0                | 3   | 0  | 0 | 3   | 1                | 0   | 0  | 0 | 1   | 0              | 2   | 1   | 0 | 3   | 0              | 2    | 1   | 0 | 3    | 10   |
| 2:15AM             | 1                | 1   | 0  | 0 | 2   | 1                | 8   | 2  | 0 | 11  | 1              | 6   | 0   | 0 | 7   | 0              | 4    | 0   | 0 | 4    | 24   |
| 2:30AM             | 0                | 1   | 0  | 0 | 1   | 0                | 1   | 0  | 0 | 1   | 1              | 5   | 0   | 0 | 6   | 0              | 5    | 1   | 0 | 6    | 14   |
| 2:45AM             | 1                | 1   | 0  | 0 | 2   | 0                | 1   | 0  | 0 | 1   | 0              | 4   | 0   | 0 | 4   | 4              | 9    | 0   | 0 | 13   | 20   |
| Hourly Total       | 2                | 6   | 0  | 0 | 8   | 2                | 10  | 2  | 0 | 14  | 2              | 17  | 1   | 0 | 20  | 4              | 20   | 2   | 0 | 26   | 68   |
| 3:00AM             | 1                | 0   | 1  | 0 | 2   | 0                | 0   | 1  | 0 | 1   | 1              | 3   | 0   | 1 | 5   | 0              | 3    | 0   | 0 | 3    | 11   |
| 3:15AM             | 1                | 0   | 0  | 0 | 1   | 2                | 2   | 0  | 0 | 4   | 1              | 0   | 0   | 1 | 2   | 2              | 2    | 1   | 0 | 5    | 12   |
| 3:30AM             | 2                | 2   | 0  | 0 | 4   | 1                | 0   | 0  | 0 | 1   | 3              | 8   | 0   | 0 | 11  | 1              | 7    | 0   | 0 | 8    | 24   |
| 3:45AM             | 1                | 2   | 1  | 0 | 4   | 0                | 1   | 1  | 0 | 2   | 3              | 5   | 0   | 0 | 8   | 0              | 13   | 2   | 0 | 15   | 29   |
| Hourly Total       | 5                | 4   | 2  | 0 | 11  | 3                | 3   | 2  | 0 | 8   | 8              | 16  | 0   | 2 | 26  | 3              | 25   | 3   | 0 | 31   | 76   |
| 4:00AM             | 1                | 2   | 2  | 0 | 5   | 0                | 4   | 1  | 0 | 5   | 1              | 5   | 1   | 0 | 7   | 1              | 8    | 0   | 0 | 9    | 26   |
| 4:15AM             | 0                | 3   | 1  | 0 | 4   | 0                | 2   | 0  | 0 | 2   | 3              | 8   | 2   | 0 | 13  | 2              | 12   | 0   | 0 | 14   | 33   |
| 4:30AM             | 3                | 1   | 1  | 0 | 5   | 0                | 3   | 1  | 0 | 4   | 1              | 11  | 1   | 1 | 14  | 1              | 18   | 2   | 0 | 21   | 44   |
| 4:45AM             | 3                | 13  | 1  | 0 | 17  | 0                | 7   | 3  | 0 | 10  | 8              | 7   | 4   | 0 | 19  | 3              | 27   | 2   | 0 | 32   | 78   |
| Hourly Total       | 7                | 19  | 5  | 0 | 31  | 0                | 16  | 5  | 0 | 21  | 13             | 31  | 8   | 1 | 53  | 7              | 65   | 4   | 0 | 76   | 181  |
| 5:00AM             | 1                | 4   | 1  | 0 | 6   | 0                | 5   | 5  | 0 | 10  | 4              | 9   | 0   | 0 | 13  | 2              | 40   | 9   | 0 | 51   | 80   |
| 5:15AM             | 6                | 5   | 0  | 0 | 11  | 0                | 4   | 2  | 0 | 6   | 6              | 13  | 1   | 0 | 20  | 1              | 51   | 3   | 0 | 55   | 92   |
| 5:30AM             | 4                | 12  | 1  | 0 | 17  | 3                | 10  | 4  | 0 | 17  | 11             | 17  | 3   | 0 | 31  | 2              | 53   | 8   | 0 | 63   | 128  |
| 5:45AM             | 6                | 16  | 2  | 0 | 24  | 3                | 11  | 5  | 0 | 19  | 11             | 27  | 1   | 0 | 39  | 3              | 64   | 14  | 1 | 82   | 164  |
| Hourly Total       | 17               | 37  | 4  | 0 | 58  | 6                | 30  | 16 | 0 | 52  | 32             | 66  | 5   | 0 | 103 | 8              | 208  | 34  | 1 | 251  | 464  |
| 6:00AM             | 6                | 19  | 5  | 0 | 30  | 5                | 18  | 12 | 0 | 35  | 13             | 30  | 5   | 0 | 48  | 8              | 103  | 9   | 0 | 120  | 233  |
| 6:15AM             | 6                | 19  | 2  | 0 | 27  | 9                | 30  | 12 | 0 | 51  | 6              | 37  | 9   | 0 | 52  | 9              | 128  | 7   | 0 | 144  | 274  |
| 6:30AM             | 18               | 32  | 8  | 0 | 58  | 10               | 32  | 7  | 0 | 49  | 9              | 53  | 9   | 0 | 71  | 12             | 169  | 7   | 0 | 188  | 366  |
| 6:45AM             | 17               | 23  | 7  | 0 | 47  | 9                | 44  | 10 | 0 | 63  | 5              | 52  | 15  | 0 | 72  | 29             | 217  | 9   | 0 | 255  | 437  |
| Hourly Total       | 47               | 93  | 22 | 0 | 162 | 33               | 124 | 41 | 0 | 198 | 33             | 172 | 38  | 0 | 243 | 58             | 617  | 32  | 0 | 707  | 1310 |
| 7:00AM             | 23               | 36  | 15 | 0 | 74  | 9                | 33  | 16 | 0 | 58  | 9              | 85  | 13  | 0 | 107 | 22             | 268  | 13  | 0 | 303  | 542  |
| 7:15AM             | 20               | 43  | 11 | 0 | 74  | 12               | 47  | 11 | 0 | 70  | 16             | 83  | 24  | 0 | 123 | 40             | 314  | 26  | 1 | 381  | 648  |
| 7:30AM             | 29               | 48  | 24 | 0 | 101 | 15               | 84  | 22 | 0 | 121 | 28             | 108 | 27  | 0 | 163 | 31             | 327  | 21  | 0 | 379  | 764  |
| 7:45AM             | 29               | 64  | 25 | 0 | 118 | 19               | 73  | 20 | 0 | 112 | 42             | 162 | 36  | 0 | 240 | 52             | 323  | 34  | 1 | 410  | 880  |
| Hourly Total       | 101              | 191 | 75 | 0 | 367 | 55               | 237 | 69 | 0 | 361 | 95             | 438 | 100 | 0 | 633 | 145            | 1232 | 94  | 2 | 1473 | 2834 |
| 8:00AM             | 34               | 78  | 17 | 0 | 129 | 18               | 72  | 18 | 0 | 108 | 31             | 121 | 27  | 0 | 179 | 45             | 287  | 32  | 0 | 364  | 780  |
| 8:15AM             | 32               | 46  | 12 | 0 | 90  | 19               | 78  | 15 | 0 | 112 | 31             | 167 | 38  | 0 | 236 | 43             | 358  | 39  | 1 | 441  | 879  |
| 8:30AM             | 30               | 41  | 21 | 0 | 92  | 29               | 71  | 13 | 0 | 113 | 12             | 157 | 31  | 0 | 200 | 19             | 296  | 23  | 0 | 338  | 743  |
| 8:45AM             | 41               | 47  | 17 | 0 | 105 | 14               | 61  | 19 | 0 | 94  | 25             | 178 | 27  | 0 | 230 | 37             | 295  | 16  | 0 | 348  | 777  |
| Hourly Total       | 137              | 212 | 67 | 0 | 416 | 80               | 282 | 65 | 0 | 427 | 99             | 623 | 123 | 0 | 845 | 144            | 1236 | 110 | 1 | 1491 | 3179 |
| 9:00AM             | 32               | 51  | 14 | 0 | 97  | 19               | 42  | 12 | 0 | 73  | 22             | 147 | 27  | 0 | 196 | 24             | 257  | 17  | 0 | 298  | 664  |
| 9:15AM             | 42               | 53  | 27 | 0 | 122 | 12               | 50  | 20 | 0 | 82  | 17             | 156 | 21  | 1 | 195 | 27             | 290  | 18  | 0 | 335  | 734  |
| 9:30AM             | 37               | 44  | 16 | 0 | 97  | 23               | 60  | 23 | 0 | 106 | 30             | 162 | 24  | 0 | 216 | 26             | 204  | 20  | 0 | 250  | 669  |
| 9:45AM             | 30               | 31  | 16 | 0 | 77  | 14               | 43  | 20 | 0 | 77  | 28             | 171 | 22  | 1 | 222 | 19             | 212  | 19  | 1 | 251  | 627  |
| Hourly Total       | 141              | 179 | 73 | 0 | 393 | 68               | 195 | 75 | 0 | 338 | 97             | 636 | 94  | 2 | 829 | 96             | 963  | 74  | 1 | 1134 | 2694 |
| 10:00AM            | 38               | 35  | 15 | 0 | 88  | 17               | 42  | 18 | 0 | 77  | 15             | 132 | 20  | 0 | 167 | 30             | 183  | 15  | 0 | 228  | 560  |
| 10:15AM            | 25               | 41  | 18 | 0 | 84  | 19               | 52  | 12 | 0 | 83  | 22             | 157 | 27  | 0 | 206 | 32             | 192  | 18  | 0 | 242  | 615  |
| 10:30AM            | 29               | 38  | 24 | 0 | 91  | 22               | 52  | 15 | 0 | 89  | 27             | 180 | 39  | 0 | 246 | 18             | 210  | 13  | 0 | 241  | 667  |
| 10:45AM            | 24               | 44  | 28 | 0 | 96  | 18               | 48  | 22 | 0 | 88  | 24             | 176 | 29  | 0 | 229 | 27             | 220  | 10  | 0 | 257  | 670  |

| Leg Direction | South Northbound |     |     |   |     | North Southbound |     |     |   |     | West Eastbound |      |     |   |      | East Westbound |     |    |   |      |      |
|---------------|------------------|-----|-----|---|-----|------------------|-----|-----|---|-----|----------------|------|-----|---|------|----------------|-----|----|---|------|------|
| Time          | L                | T   | R   | U | App | L                | T   | R   | U | App | L              | T    | R   | U | App  | L              | T   | R  | U | App  | Int  |
| Hourly Total  | 116              | 158 | 85  | 0 | 359 | 76               | 194 | 67  | 0 | 337 | 88             | 645  | 115 | 0 | 848  | 107            | 805 | 56 | 0 | 968  | 2512 |
| 11:00AM       | 26               | 39  | 16  | 0 | 81  | 16               | 61  | 22  | 0 | 99  | 29             | 156  | 28  | 0 | 213  | 30             | 190 | 13 | 0 | 233  | 626  |
| 11:15AM       | 33               | 36  | 22  | 0 | 91  | 15               | 47  | 30  | 0 | 92  | 29             | 177  | 28  | 0 | 234  | 31             | 221 | 19 | 0 | 271  | 688  |
| 11:30AM       | 19               | 41  | 27  | 0 | 87  | 28               | 48  | 37  | 0 | 113 | 34             | 205  | 33  | 0 | 272  | 35             | 199 | 16 | 0 | 250  | 722  |
| 11:45AM       | 33               | 36  | 18  | 0 | 87  | 17               | 44  | 38  | 0 | 99  | 42             | 222  | 48  | 1 | 313  | 28             | 208 | 14 | 0 | 250  | 749  |
| Hourly Total  | 111              | 152 | 83  | 0 | 346 | 76               | 200 | 127 | 0 | 403 | 134            | 760  | 137 | 1 | 1032 | 124            | 818 | 62 | 0 | 1004 | 2785 |
| 12:00PM       | 28               | 56  | 26  | 0 | 110 | 22               | 75  | 29  | 0 | 126 | 37             | 210  | 28  | 0 | 275  | 21             | 211 | 21 | 0 | 253  | 764  |
| 12:15PM       | 33               | 40  | 24  | 0 | 97  | 11               | 55  | 29  | 0 | 95  | 33             | 199  | 40  | 2 | 274  | 13             | 271 | 22 | 0 | 306  | 772  |
| 12:30PM       | 34               | 49  | 13  | 0 | 96  | 13               | 52  | 31  | 0 | 96  | 44             | 216  | 30  | 0 | 290  | 13             | 185 | 16 | 0 | 214  | 696  |
| 12:45PM       | 40               | 44  | 21  | 0 | 105 | 16               | 54  | 28  | 0 | 98  | 44             | 196  | 50  | 0 | 290  | 20             | 206 | 20 | 0 | 246  | 739  |
| Hourly Total  | 135              | 189 | 84  | 0 | 408 | 62               | 236 | 117 | 0 | 415 | 158            | 821  | 148 | 2 | 1129 | 67             | 873 | 79 | 0 | 1019 | 2971 |
| 1:00PM        | 38               | 58  | 29  | 0 | 125 | 27               | 62  | 27  | 0 | 116 | 53             | 199  | 32  | 0 | 284  | 22             | 182 | 16 | 0 | 220  | 745  |
| 1:15PM        | 25               | 45  | 26  | 0 | 96  | 16               | 68  | 19  | 0 | 103 | 47             | 226  | 33  | 0 | 306  | 29             | 201 | 28 | 0 | 258  | 763  |
| 1:30PM        | 46               | 43  | 16  | 0 | 105 | 30               | 65  | 20  | 0 | 115 | 47             | 254  | 38  | 1 | 340  | 34             | 172 | 22 | 0 | 228  | 788  |
| 1:45PM        | 24               | 51  | 27  | 0 | 102 | 26               | 70  | 23  | 0 | 119 | 50             | 239  | 36  | 1 | 326  | 29             | 196 | 11 | 0 | 236  | 783  |
| Hourly Total  | 133              | 197 | 98  | 0 | 428 | 99               | 265 | 89  | 0 | 453 | 197            | 918  | 139 | 2 | 1256 | 114            | 751 | 77 | 0 | 942  | 3079 |
| 2:00PM        | 20               | 37  | 20  | 0 | 77  | 25               | 60  | 26  | 0 | 111 | 44             | 245  | 36  | 1 | 326  | 29             | 150 | 13 | 0 | 192  | 706  |
| 2:15PM        | 31               | 47  | 32  | 0 | 110 | 30               | 74  | 24  | 0 | 128 | 43             | 256  | 42  | 0 | 341  | 21             | 193 | 14 | 0 | 228  | 807  |
| 2:30PM        | 27               | 56  | 24  | 0 | 107 | 23               | 63  | 23  | 0 | 109 | 31             | 230  | 28  | 0 | 289  | 28             | 191 | 22 | 0 | 241  | 746  |
| 2:45PM        | 38               | 63  | 28  | 0 | 129 | 22               | 65  | 35  | 0 | 122 | 40             | 241  | 45  | 0 | 326  | 20             | 208 | 23 | 0 | 251  | 828  |
| Hourly Total  | 116              | 203 | 104 | 0 | 423 | 100              | 262 | 108 | 0 | 470 | 158            | 972  | 151 | 1 | 1282 | 98             | 742 | 72 | 0 | 912  | 3087 |
| 3:00PM        | 30               | 44  | 29  | 0 | 103 | 27               | 85  | 21  | 0 | 133 | 48             | 301  | 26  | 0 | 375  | 22             | 189 | 15 | 0 | 226  | 837  |
| 3:15PM        | 32               | 73  | 37  | 0 | 142 | 34               | 95  | 28  | 0 | 157 | 36             | 285  | 28  | 1 | 350  | 31             | 184 | 20 | 0 | 235  | 884  |
| 3:30PM        | 28               | 62  | 41  | 0 | 131 | 31               | 88  | 23  | 0 | 142 | 50             | 314  | 47  | 0 | 411  | 35             | 208 | 22 | 0 | 265  | 949  |
| 3:45PM        | 42               | 76  | 30  | 0 | 148 | 35               | 71  | 26  | 0 | 132 | 43             | 297  | 47  | 0 | 387  | 31             | 202 | 17 | 1 | 251  | 918  |
| Hourly Total  | 132              | 255 | 137 | 0 | 524 | 127              | 339 | 98  | 0 | 564 | 177            | 1197 | 148 | 1 | 1523 | 119            | 783 | 74 | 1 | 977  | 3588 |
| 4:00PM        | 35               | 68  | 29  | 0 | 132 | 22               | 65  | 24  | 0 | 111 | 29             | 352  | 52  | 0 | 433  | 29             | 196 | 21 | 0 | 246  | 922  |
| 4:15PM        | 39               | 80  | 37  | 0 | 156 | 38               | 103 | 25  | 0 | 166 | 56             | 388  | 42  | 1 | 487  | 34             | 208 | 12 | 0 | 254  | 1063 |
| 4:30PM        | 29               | 66  | 29  | 0 | 124 | 26               | 71  | 21  | 0 | 118 | 42             | 375  | 36  | 1 | 454  | 37             | 235 | 25 | 0 | 297  | 993  |
| 4:45PM        | 37               | 71  | 33  | 0 | 141 | 23               | 95  | 22  | 0 | 140 | 54             | 400  | 36  | 1 | 491  | 40             | 250 | 14 | 0 | 304  | 1076 |
| Hourly Total  | 140              | 285 | 128 | 0 | 553 | 109              | 334 | 92  | 0 | 535 | 181            | 1515 | 166 | 3 | 1865 | 140            | 889 | 72 | 0 | 1101 | 4054 |
| 5:00PM        | 35               | 79  | 40  | 0 | 154 | 32               | 100 | 25  | 0 | 157 | 42             | 350  | 42  | 1 | 435  | 32             | 210 | 24 | 1 | 267  | 1013 |
| 5:15PM        | 32               | 64  | 40  | 0 | 136 | 19               | 81  | 38  | 0 | 138 | 37             | 390  | 47  | 0 | 474  | 36             | 227 | 28 | 0 | 291  | 1039 |
| 5:30PM        | 32               | 56  | 39  | 0 | 127 | 15               | 84  | 27  | 0 | 126 | 42             | 385  | 33  | 1 | 461  | 31             | 199 | 13 | 0 | 243  | 957  |
| 5:45PM        | 43               | 64  | 21  | 0 | 128 | 20               | 95  | 24  | 0 | 139 | 47             | 375  | 37  | 1 | 460  | 41             | 265 | 17 | 0 | 323  | 1050 |
| Hourly Total  | 142              | 263 | 140 | 0 | 545 | 86               | 360 | 114 | 0 | 560 | 168            | 1500 | 159 | 3 | 1830 | 140            | 901 | 82 | 1 | 1124 | 4059 |
| 6:00PM        | 34               | 56  | 37  | 0 | 127 | 24               | 84  | 25  | 0 | 133 | 50             | 333  | 42  | 0 | 425  | 31             | 263 | 23 | 1 | 318  | 1003 |
| 6:15PM        | 36               | 58  | 38  | 0 | 132 | 19               | 81  | 33  | 0 | 133 | 39             | 365  | 34  | 0 | 438  | 29             | 241 | 22 | 0 | 292  | 995  |
| 6:30PM        | 25               | 63  | 31  | 0 | 119 | 29               | 73  | 32  | 0 | 134 | 46             | 299  | 45  | 0 | 390  | 24             | 206 | 19 | 0 | 249  | 892  |
| 6:45PM        | 22               | 45  | 35  | 0 | 102 | 26               | 53  | 15  | 0 | 94  | 45             | 304  | 56  | 0 | 405  | 32             | 235 | 16 | 0 | 283  | 884  |
| Hourly Total  | 117              | 222 | 141 | 0 | 480 | 98               | 291 | 105 | 0 | 494 | 180            | 1301 | 177 | 0 | 1658 | 116            | 945 | 80 | 1 | 1142 | 3774 |
| 7:00PM        | 24               | 61  | 32  | 0 | 117 | 23               | 66  | 22  | 0 | 111 | 36             | 262  | 43  | 1 | 342  | 27             | 142 | 16 | 0 | 185  | 755  |
| 7:15PM        | 20               | 49  | 35  | 0 | 104 | 12               | 40  | 21  | 0 | 73  | 47             | 228  | 41  | 0 | 316  | 27             | 122 | 17 | 0 | 166  | 659  |
| 7:30PM        | 20               | 43  | 29  | 0 | 92  | 19               | 47  | 10  | 0 | 76  | 36             | 206  | 25  | 1 | 268  | 19             | 152 | 12 | 0 | 183  | 619  |
| 7:45PM        | 21               | 35  | 27  | 0 | 83  | 16               | 29  | 16  | 0 | 61  | 43             | 257  | 39  | 0 | 339  | 18             | 125 | 10 | 0 | 153  | 636  |
| Hourly Total  | 85               | 188 | 123 | 0 | 396 | 70               | 182 | 69  | 0 | 321 | 162            | 953  | 148 | 2 | 1265 | 91             | 541 | 55 | 0 | 687  | 2669 |
| 8:00PM        | 20               | 34  | 21  | 0 | 75  | 20               | 48  | 12  | 0 | 80  | 37             | 225  | 47  | 0 | 309  | 16             | 122 | 14 | 1 | 153  | 617  |
| 8:15PM        | 22               | 21  | 18  | 0 | 61  | 18               | 46  | 20  | 0 | 84  | 38             | 223  | 34  | 0 | 295  | 20             | 119 | 7  | 0 | 146  | 586  |
| 8:30PM        | 16               | 35  | 20  | 0 | 71  | 14               | 41  | 25  | 0 | 80  | 38             | 223  | 31  | 0 | 292  | 28             | 120 | 8  | 0 | 156  | 599  |
| 8:45PM        | 14               | 34  | 22  | 0 | 70  | 11               | 39  | 19  | 0 | 69  | 37             | 199  | 30  | 0 | 266  | 18             | 110 | 10 | 0 | 138  | 543  |
| Hourly Total  | 72               | 124 | 81  | 0 | 277 | 63               | 174 | 76  | 0 | 313 | 150            | 870  | 142 | 0 | 1162 | 82             | 471 | 39 | 1 | 593  | 2345 |
| 9:00PM        | 11               | 43  | 15  | 0 | 69  | 15               | 19  | 14  | 0 | 48  | 30             | 175  | 31  | 0 | 236  | 18             | 102 | 7  | 0 | 127  | 480  |
| 9:15PM        | 9                | 26  | 13  | 0 | 48  | 10               | 35  | 8   | 0 | 53  | 39             | 186  | 26  | 0 | 251  | 12             | 88  | 13 | 0 | 113  | 465  |
| 9:30PM        | 11               | 26  | 11  | 0 | 48  | 7                | 27  | 4   | 0 | 38  | 24             | 157  | 26  | 1 | 208  | 14             | 71  | 5  | 0 | 90   | 384  |
| 9:45PM        | 7                | 12  | 9   | 0 | 28  | 12               | 24  | 3   | 0 | 39  | 39             | 176  | 29  | 1 | 245  | 7              | 52  | 3  | 0 | 62   | 374  |
| Hourly Total  | 38               | 107 | 48  | 0 | 193 | 44               | 105 | 29  | 0 | 178 | 132            | 694  | 112 | 2 | 940  | 51             | 313 | 28 | 0 | 392  | 1703 |
| 10:00PM       | 7                | 22  | 10  | 0 | 39  | 14               | 29  | 10  | 0 | 53  | 26             | 102  | 19  | 0 | 147  | 7              | 51  | 1  | 1 | 60   | 299  |
| 10:15PM       | 9                | 11  | 6   | 0 | 26  | 5                | 17  | 9   | 0 | 31  | 19             | 95   | 14  | 0 | 128  | 5              | 43  | 3  | 0 | 51   | 236  |
| 10:30PM       | 4                | 7   | 4   | 0 | 15  | 7                | 9   | 8   | 0 | 24  | 14             | 70   | 6   | 1 | 91   | 5              | 34  | 5  | 0 | 44   | 174  |
| 10:45PM       | 5                | 7   | 5   | 0 | 17  | 3                | 8   | 5   | 0 | 16  | 14             | 56   | 4   | 0 | 74   | 8              | 29  | 2  | 1 | 40   | 147  |

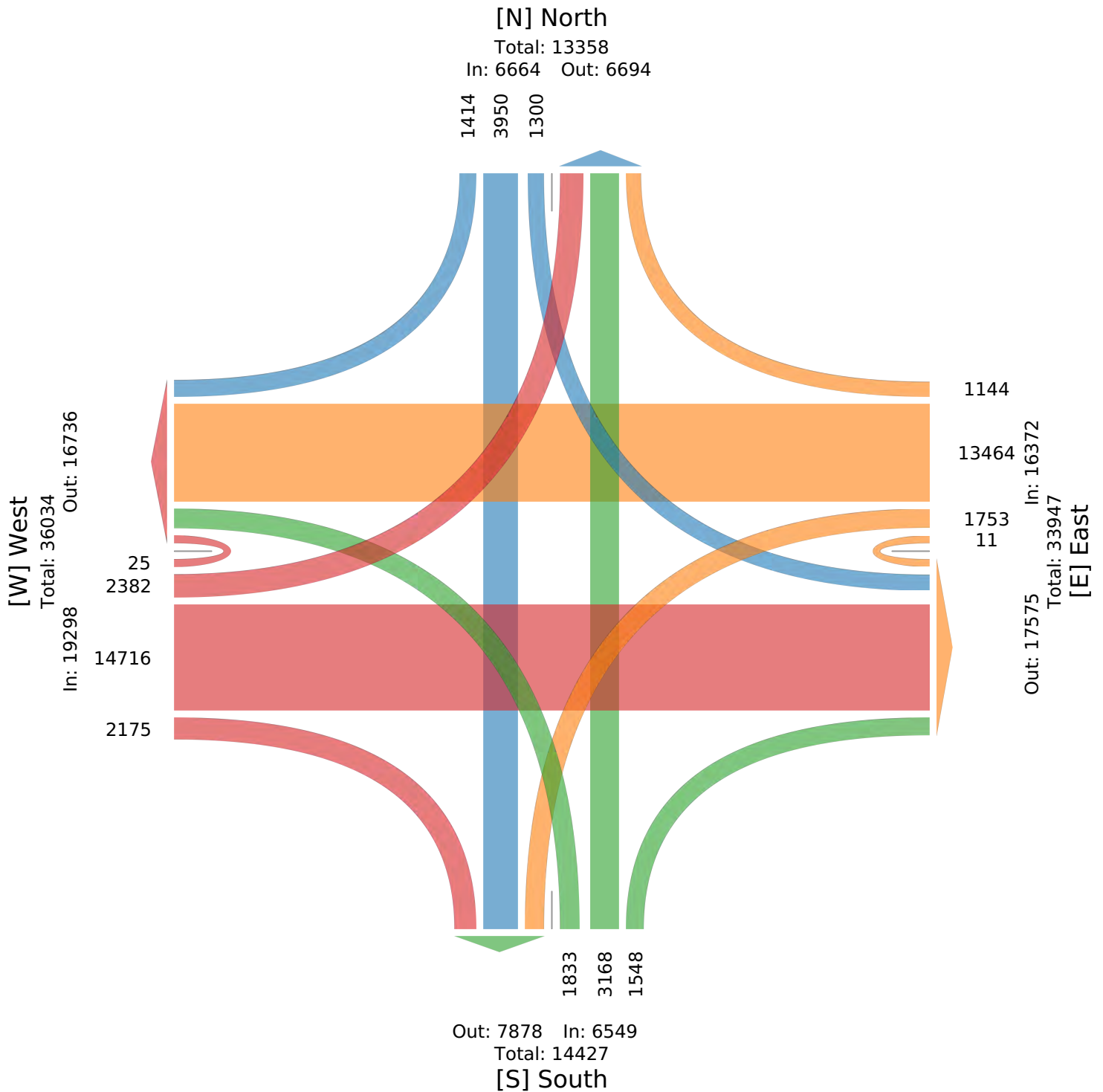
| Leg Direction            | South Northbound |       |       |    |       | North Southbound |       |       |    |       | West Eastbound |       |       |       |       | East Westbound |       |       |      |       |       |
|--------------------------|------------------|-------|-------|----|-------|------------------|-------|-------|----|-------|----------------|-------|-------|-------|-------|----------------|-------|-------|------|-------|-------|
| Time                     | L                | T     | R     | U  | App   | L                | T     | R     | U  | App   | L              | T     | R     | U     | App   | L              | T     | R     | U    | App   | Int   |
| Hourly Total             | 25               | 47    | 25    | 0  | 97    | 29               | 63    | 32    | 0  | 124   | 73             | 323   | 43    | 1     | 440   | 25             | 157   | 11    | 2    | 195   | 856   |
| 11:00PM                  | 5                | 7     | 2     | 0  | 14    | 3                | 8     | 4     | 0  | 15    | 9              | 36    | 1     | 1     | 47    | 2              | 15    | 1     | 0    | 18    | 94    |
| 11:15PM                  | 2                | 3     | 4     | 0  | 9     | 2                | 5     | 2     | 0  | 9     | 7              | 30    | 3     | 0     | 40    | 3              | 22    | 1     | 0    | 26    | 84    |
| 11:30PM                  | 2                | 5     | 1     | 0  | 8     | 1                | 8     | 3     | 0  | 12    | 4              | 42    | 2     | 1     | 49    | 1              | 17    | 0     | 0    | 18    | 87    |
| 11:45PM                  | 1                | 4     | 2     | 0  | 7     | 3                | 3     | 1     | 0  | 7     | 5              | 32    | 3     | 0     | 40    | 2              | 8     | 1     | 0    | 11    | 65    |
| Hourly Total             | 10               | 19    | 9     | 0  | 38    | 9                | 24    | 10    | 0  | 43    | 25             | 140   | 9     | 2     | 176   | 8              | 62    | 3     | 0    | 73    | 330   |
| Total                    | 1833             | 3168  | 1548  | 0  | 6549  | 1300             | 3950  | 1414  | 0  | 6664  | 2382           | 14716 | 2175  | 25    | 19298 | 1753           | 13464 | 1144  | 11   | 16372 | 48883 |
| % Approach               | 28.0%            | 48.4% | 23.6% | 0% | -     | 19.5%            | 59.3% | 21.2% | 0% | -     | 12.3%          | 76.3% | 11.3% | 0.1%  | -     | 10.7%          | 82.2% | 7.0%  | 0.1% | -     | -     |
| % Total                  | 3.7%             | 6.5%  | 3.2%  | 0% | 13.4% | 2.7%             | 8.1%  | 2.9%  | 0% | 13.6% | 4.9%           | 30.1% | 4.4%  | 0.1%  | 39.5% | 3.6%           | 27.5% | 2.3%  | 0%   | 33.5% | -     |
| Lights and Motorcycles   | 1809             | 3122  | 1501  | 0  | 6432  | 1259             | 3878  | 1346  | 0  | 6483  | 2304           | 14472 | 2146  | 24    | 18946 | 1718           | 13245 | 1116  | 11   | 16090 | 47951 |
| % Lights and Motorcycles | 98.7%            | 98.5% | 97.0% | 0% | 98.2% | 96.8%            | 98.2% | 95.2% | 0% | 97.3% | 96.7%          | 98.3% | 98.7% | 96.0% | 98.2% | 98.0%          | 98.4% | 97.6% | 100% | 98.3% | 98.1% |
| Heavy                    | 24               | 46    | 47    | 0  | 117   | 41               | 72    | 68    | 0  | 181   | 78             | 244   | 29    | 1     | 352   | 35             | 219   | 28    | 0    | 282   | 932   |
| % Heavy                  | 1.3%             | 1.5%  | 3.0%  | 0% | 1.8%  | 3.2%             | 1.8%  | 4.8%  | 0% | 2.7%  | 3.3%           | 1.7%  | 1.3%  | 4.0%  | 1.8%  | 2.0%           | 1.6%  | 2.4%  | 0%   | 1.7%  | 1.9%  |

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

116TH ST & CUMBERLAND RD - TMC  
 Thu Apr 17, 2025  
 Full Length (12 AM-12 AM (+1))  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1289004, Location: 39.957077, -85.994891



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



# 116TH ST & CUMBERLAND RD - TMC

Thu Apr 17, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289004, Location: 39.957077, -85.994891



Provided by: A&F Engineering

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

| Leg<br>Direction                | South<br>Northbound |       |       |    |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |       |    |       | East<br>Westbound |       |       |       |       |       |
|---------------------------------|---------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------------------|-------|-------|-------|-------|-------|
| Time                            | L                   | T     | R     | U  | App   | L                   | T     | R     | U  | App   | L                 | T     | R     | U  | App   | L                 | T     | R     | U     | App   | Int   |
| 2025-04-17 7:30AM               | 29                  | 48    | 24    | 0  | 101   | 15                  | 84    | 22    | 0  | 121   | 28                | 108   | 27    | 0  | 163   | 31                | 327   | 21    | 0     | 379   | 764   |
| 7:45AM                          | 29                  | 64    | 25    | 0  | 118   | 19                  | 73    | 20    | 0  | 112   | 42                | 162   | 36    | 0  | 240   | 52                | 323   | 34    | 1     | 410   | 880   |
| 8:00AM                          | 34                  | 78    | 17    | 0  | 129   | 18                  | 72    | 18    | 0  | 108   | 31                | 121   | 27    | 0  | 179   | 45                | 287   | 32    | 0     | 364   | 780   |
| 8:15AM                          | 32                  | 46    | 12    | 0  | 90    | 19                  | 78    | 15    | 0  | 112   | 31                | 167   | 38    | 0  | 236   | 43                | 358   | 39    | 1     | 441   | 879   |
| <b>Total</b>                    | 124                 | 236   | 78    | 0  | 438   | 71                  | 307   | 75    | 0  | 453   | 132               | 558   | 128   | 0  | 818   | 171               | 1295  | 126   | 2     | 1594  | 3303  |
| <b>% Approach</b>               | 28.3%               | 53.9% | 17.8% | 0% | -     | 15.7%               | 67.8% | 16.6% | 0% | -     | 16.1%             | 68.2% | 15.6% | 0% | -     | 10.7%             | 81.2% | 7.9%  | 0.1%  | -     | -     |
| <b>% Total</b>                  | 3.8%                | 7.1%  | 2.4%  | 0% | 13.3% | 2.1%                | 9.3%  | 2.3%  | 0% | 13.7% | 4.0%              | 16.9% | 3.9%  | 0% | 24.8% | 5.2%              | 39.2% | 3.8%  | 0.1%  | 48.3% | -     |
| <b>PHF</b>                      | 0.912               | 0.756 | 0.780 | -  | 0.849 | 0.934               | 0.914 | 0.852 | -  | 0.936 | 0.786             | 0.835 | 0.842 | -  | 0.852 | 0.822             | 0.904 | 0.808 | 0.500 | 0.904 | 0.938 |
| <b>Lights and Motorcycles</b>   | 123                 | 229   | 73    | 0  | 425   | 66                  | 300   | 63    | 0  | 429   | 121               | 537   | 125   | 0  | 783   | 170               | 1281  | 123   | 2     | 1576  | 3213  |
| <b>% Lights and Motorcycles</b> | 99.2%               | 97.0% | 93.6% | 0% | 97.0% | 93.0%               | 97.7% | 84.0% | 0% | 94.7% | 91.7%             | 96.2% | 97.7% | 0% | 95.7% | 99.4%             | 98.9% | 97.6% | 100%  | 98.9% | 97.3% |
| <b>Heavy</b>                    | 1                   | 7     | 5     | 0  | 13    | 5                   | 7     | 12    | 0  | 24    | 11                | 21    | 3     | 0  | 35    | 1                 | 14    | 3     | 0     | 18    | 90    |
| <b>% Heavy</b>                  | 0.8%                | 3.0%  | 6.4%  | 0% | 3.0%  | 7.0%                | 2.3%  | 16.0% | 0% | 5.3%  | 8.3%              | 3.8%  | 2.3%  | 0% | 4.3%  | 0.6%              | 1.1%  | 2.4%  | 0%    | 1.1%  | 2.7%  |

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



# 116TH ST & CUMBERLAND RD - TMC

Thu Apr 17, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289004, Location: 39.957077, -85.994891



Provided by: A&F Engineering

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

[N] North

Total: 947

In: 453 Out: 494

75  
307  
71

[W] West  
Total: 2312  
In: 818 Out: 1494

132  
558  
128

126

1295

171  
2

Out: 709 In: 1594

Total: 2303  
[E] East

124  
236  
78

Out: 606 In: 438  
Total: 1044

[S] South

# 116TH ST & CUMBERLAND RD - TMC

Thu Apr 17, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289004, Location: 39.957077, -85.994891



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

| Leg Direction                   | South Northbound |       |       |    |       | North Southbound |       |       |    |       | West Eastbound |       |       |       |       | East Westbound |       |       |    |       |       |
|---------------------------------|------------------|-------|-------|----|-------|------------------|-------|-------|----|-------|----------------|-------|-------|-------|-------|----------------|-------|-------|----|-------|-------|
| Time                            | L                | T     | R     | U  | App   | L                | T     | R     | U  | App   | L              | T     | R     | U     | App   | L              | T     | R     | U  | App   | Int   |
| 2025-04-17 1:00PM               | 38               | 58    | 29    | 0  | 125   | 27               | 62    | 27    | 0  | 116   | 53             | 199   | 32    | 0     | 284   | 22             | 182   | 16    | 0  | 220   | 745   |
| 1:15PM                          | 25               | 45    | 26    | 0  | 96    | 16               | 68    | 19    | 0  | 103   | 47             | 226   | 33    | 0     | 306   | 29             | 201   | 28    | 0  | 258   | 763   |
| 1:30PM                          | 46               | 43    | 16    | 0  | 105   | 30               | 65    | 20    | 0  | 115   | 47             | 254   | 38    | 1     | 340   | 34             | 172   | 22    | 0  | 228   | 788   |
| 1:45PM                          | 24               | 51    | 27    | 0  | 102   | 26               | 70    | 23    | 0  | 119   | 50             | 239   | 36    | 1     | 326   | 29             | 196   | 11    | 0  | 236   | 783   |
| <b>Total</b>                    | 133              | 197   | 98    | 0  | 428   | 99               | 265   | 89    | 0  | 453   | 197            | 918   | 139   | 2     | 1256  | 114            | 751   | 77    | 0  | 942   | 3079  |
| <b>% Approach</b>               | 31.1%            | 46.0% | 22.9% | 0% | -     | 21.9%            | 58.5% | 19.6% | 0% | -     | 15.7%          | 73.1% | 11.1% | 0.2%  | -     | 12.1%          | 79.7% | 8.2%  | 0% | -     | -     |
| <b>% Total</b>                  | 4.3%             | 6.4%  | 3.2%  | 0% | 13.9% | 3.2%             | 8.6%  | 2.9%  | 0% | 14.7% | 6.4%           | 29.8% | 4.5%  | 0.1%  | 40.8% | 3.7%           | 24.4% | 2.5%  | 0% | 30.6% | -     |
| <b>PHF</b>                      | 0.723            | 0.849 | 0.845 | -  | 0.856 | 0.825            | 0.946 | 0.824 | -  | 0.952 | 0.929          | 0.904 | 0.914 | 0.500 | 0.924 | 0.838          | 0.934 | 0.688 | -  | 0.913 | 0.977 |
| <b>Lights and Motorcycles</b>   | 131              | 193   | 95    | 0  | 419   | 94               | 261   | 86    | 0  | 441   | 193            | 898   | 137   | 2     | 1230  | 112            | 733   | 76    | 0  | 921   | 3011  |
| <b>% Lights and Motorcycles</b> | 98.5%            | 98.0% | 96.9% | 0% | 97.9% | 94.9%            | 98.5% | 96.6% | 0% | 97.4% | 98.0%          | 97.8% | 98.6% | 100%  | 97.9% | 98.2%          | 97.6% | 98.7% | 0% | 97.8% | 97.8% |
| <b>Heavy</b>                    | 2                | 4     | 3     | 0  | 9     | 5                | 4     | 3     | 0  | 12    | 4              | 20    | 2     | 0     | 26    | 2              | 18    | 1     | 0  | 21    | 68    |
| <b>% Heavy</b>                  | 1.5%             | 2.0%  | 3.1%  | 0% | 2.1%  | 5.1%             | 1.5%  | 3.4%  | 0% | 2.6%  | 2.0%           | 2.2%  | 1.4%  | 0%    | 2.1%  | 1.8%           | 2.4%  | 1.3%  | 0% | 2.2%  | 2.2%  |

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

# 116TH ST & CUMBERLAND RD - TMC

Thu Apr 17, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289004, Location: 39.957077, -85.994891



Provided by: A&F Engineering

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

[N] North

Total: 924

In: 453 Out: 471

89

265

99

[W] West

Total: 2231

Out: 975

In: 1256

2  
197

918

139

77

751

114

Out: 1115 In: 942

Total: 2057

[E] East

133

197

98

Out: 518 In: 428

Total: 946

[S] South

# 116TH ST & CUMBERLAND RD - TMC

Thu Apr 17, 2025

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289004, Location: 39.957077, -85.994891



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

| Leg<br>Direction                | South<br>Northbound |       |       |    |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |       |       |       | East<br>Westbound |       |       |       |       |       |
|---------------------------------|---------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|-------|-------|-------------------|-------|-------|-------|-------|-------|
| Time                            | L                   | T     | R     | U  | App   | L                   | T     | R     | U  | App   | L                 | T     | R     | U     | App   | L                 | T     | R     | U     | App   | Int   |
| 2025-04-17 4:15PM               | 39                  | 80    | 37    | 0  | 156   | 38                  | 103   | 25    | 0  | 166   | 56                | 388   | 42    | 1     | 487   | 34                | 208   | 12    | 0     | 254   | 1063  |
| 4:30PM                          | 29                  | 66    | 29    | 0  | 124   | 26                  | 71    | 21    | 0  | 118   | 42                | 375   | 36    | 1     | 454   | 37                | 235   | 25    | 0     | 297   | 993   |
| 4:45PM                          | 37                  | 71    | 33    | 0  | 141   | 23                  | 95    | 22    | 0  | 140   | 54                | 400   | 36    | 1     | 491   | 40                | 250   | 14    | 0     | 304   | 1076  |
| 5:00PM                          | 35                  | 79    | 40    | 0  | 154   | 32                  | 100   | 25    | 0  | 157   | 42                | 350   | 42    | 1     | 435   | 32                | 210   | 24    | 1     | 267   | 1013  |
| <b>Total</b>                    | 140                 | 296   | 139   | 0  | 575   | 119                 | 369   | 93    | 0  | 581   | 194               | 1513  | 156   | 4     | 1867  | 143               | 903   | 75    | 1     | 1122  | 4145  |
| <b>% Approach</b>               | 24.3%               | 51.5% | 24.2% | 0% | -     | 20.5%               | 63.5% | 16.0% | 0% | -     | 10.4%             | 81.0% | 8.4%  | 0.2%  | -     | 12.7%             | 80.5% | 6.7%  | 0.1%  | -     | -     |
| <b>% Total</b>                  | 3.4%                | 7.1%  | 3.4%  | 0% | 13.9% | 2.9%                | 8.9%  | 2.2%  | 0% | 14.0% | 4.7%              | 36.5% | 3.8%  | 0.1%  | 45.0% | 3.4%              | 21.8% | 1.8%  | 0%    | 27.1% | -     |
| <b>PHF</b>                      | 0.897               | 0.925 | 0.869 | -  | 0.921 | 0.783               | 0.896 | 0.930 | -  | 0.875 | 0.866             | 0.946 | 0.929 | 1.000 | 0.951 | 0.894             | 0.903 | 0.750 | 0.250 | 0.923 | 0.963 |
| <b>Lights and Motorcycles</b>   | 140                 | 289   | 138   | 0  | 567   | 118                 | 363   | 89    | 0  | 570   | 190               | 1501  | 155   | 4     | 1850  | 142               | 882   | 74    | 1     | 1099  | 4086  |
| <b>% Lights and Motorcycles</b> | 100%                | 97.6% | 99.3% | 0% | 98.6% | 99.2%               | 98.4% | 95.7% | 0% | 98.1% | 97.9%             | 99.2% | 99.4% | 100%  | 99.1% | 99.3%             | 97.7% | 98.7% | 100%  | 98.0% | 98.6% |
| <b>Heavy</b>                    | 0                   | 7     | 1     | 0  | 8     | 1                   | 6     | 4     | 0  | 11    | 4                 | 12    | 1     | 0     | 17    | 1                 | 21    | 1     | 0     | 23    | 59    |
| <b>% Heavy</b>                  | 0%                  | 2.4%  | 0.7%  | 0% | 1.4%  | 0.8%                | 1.6%  | 4.3%  | 0% | 1.9%  | 2.1%              | 0.8%  | 0.6%  | 0%    | 0.9%  | 0.7%              | 2.3%  | 1.3%  | 0%    | 2.0%  | 1.4%  |

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

# 116TH ST & CUMBERLAND RD - TMC

Thu Apr 17, 2025

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

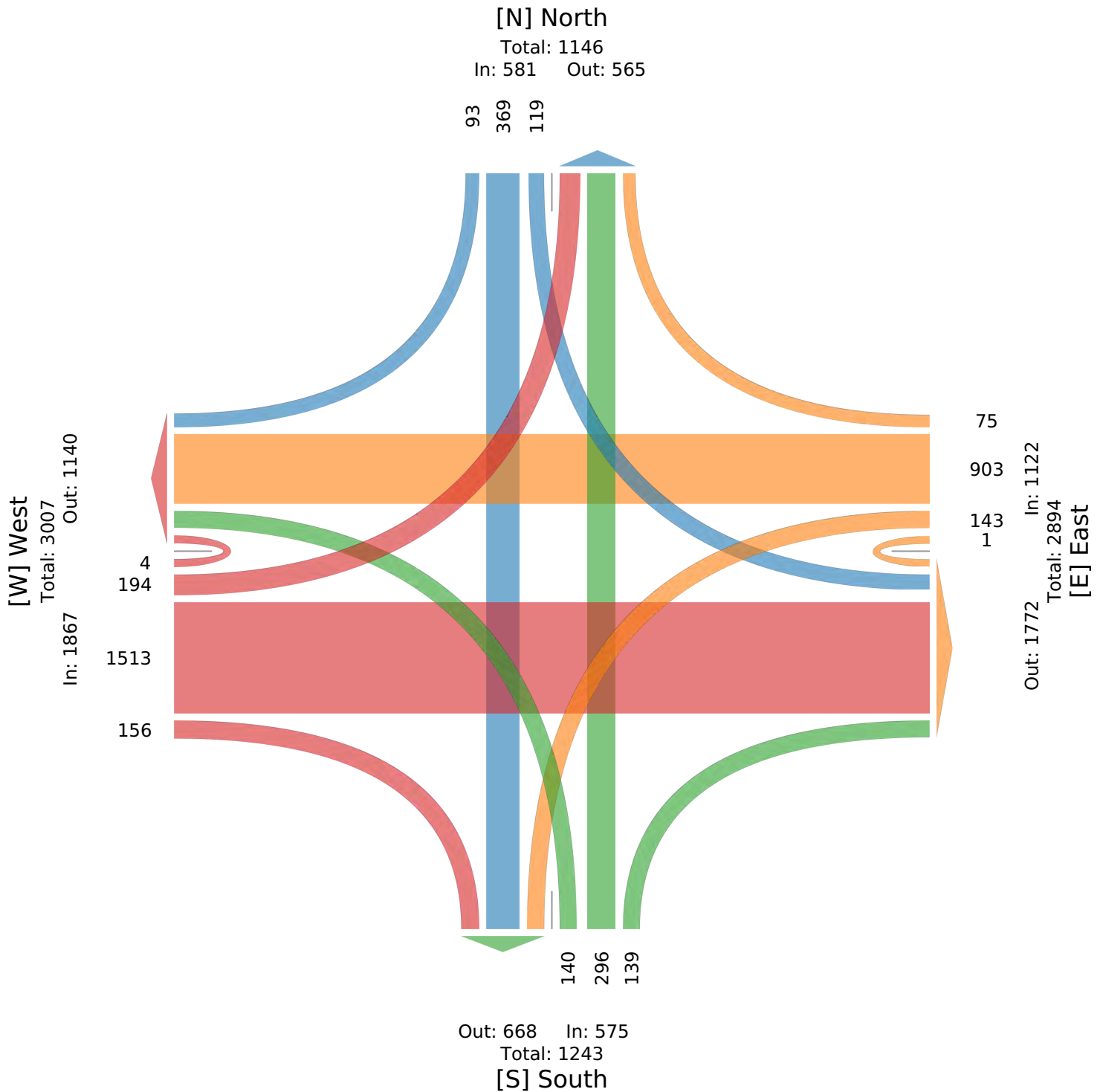
All Movements

ID: 1289004, Location: 39.957077, -85.994891



Provided by: A&F Engineering

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



# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 AM Peak

Scenario A

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                 | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| Future Volume (veh/h)        | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                 | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| 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       | 1781                                                                              | 1841                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1856                                                                                | 1811                                                                                | 1796                                                                                | 1870                                                                                | 1663                                                                                |
| Adj Flow Rate, veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 1476                                                                              | 140                                                                               | 138                                                                                 | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| 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, %         | 8                                                                                 | 4                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 3                                                                                   | 6                                                                                   | 7                                                                                   | 2                                                                                   | 16                                                                                  |
| Cap, veh/h                   | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 1759                                                                              | 166                                                                               | 265                                                                                 | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.53                                                                              | 0.53                                                                              | 0.07                                                                              | 0.54                                                                              | 0.54                                                                              | 0.08                                                                                | 0.17                                                                                | 0.17                                                                                | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3497                                                                              | 1585                                                                              | 1781                                                                              | 3282                                                                              | 309                                                                               | 1781                                                                                | 1856                                                                                | 1535                                                                                | 1711                                                                                | 3554                                                                                | 1409                                                                                |
| Grp Volume(v), veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 794                                                                               | 822                                                                               | 138                                                                                 | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1749                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1781                                                                                | 1856                                                                                | 1535                                                                                | 1711                                                                                | 1777                                                                                | 1409                                                                                |
| Q Serve(g_s), s              | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                 | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Cycle Q Clear(g_c), s        | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                 | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 952                                                                               | 972                                                                               | 265                                                                                 | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.34                                                                              | 0.15                                                                              | 0.39                                                                              | 0.83                                                                              | 0.85                                                                              | 0.52                                                                                | 0.84                                                                                | 0.24                                                                                | 0.41                                                                                | 0.66                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 351                                                                               | 2487                                                                              | 1258                                                                              | 581                                                                               | 1231                                                                              | 1257                                                                              | 320                                                                                 | 541                                                                                 | 553                                                                                 | 214                                                                                 | 875                                                                                 | 436                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 22.8                                                                              | 14.8                                                                              | 9.0                                                                               | 10.7                                                                              | 21.4                                                                              | 21.6                                                                              | 35.9                                                                                | 44.1                                                                                | 33.8                                                                                | 37.3                                                                                | 44.4                                                                                | 36.6                                                                                |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.1                                                                               | 0.1                                                                               | 0.5                                                                               | 4.0                                                                               | 4.3                                                                               | 1.6                                                                                 | 5.9                                                                                 | 0.3                                                                                 | 1.3                                                                                 | 1.5                                                                                 | 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/ln     | 2.1                                                                               | 4.3                                                                               | 1.3                                                                               | 2.0                                                                               | 16.6                                                                              | 17.4                                                                              | 3.2                                                                                 | 7.3                                                                                 | 1.9                                                                                 | 1.8                                                                                 | 4.5                                                                                 | 1.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 26.5                                                                              | 14.9                                                                              | 9.1                                                                               | 11.2                                                                              | 25.4                                                                              | 25.9                                                                              | 37.4                                                                                | 50.0                                                                                | 34.1                                                                                | 38.6                                                                                | 45.8                                                                                | 37.1                                                                                |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   | D                                                                                   | C                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 925                                                                               |                                                                                   | 1807                                                                              |                                                                                   |                                                                                   | 489                                                                               |                                                                                     |                                                                                     | 507                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.8                                                                              |                                                                                   | 24.1                                                                              |                                                                                   |                                                                                   | 43.6                                                                              |                                                                                     |                                                                                     | 43.2                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.9                                                                              | 23.6                                                                              | 12.0                                                                              | 63.2                                                                              | 13.6                                                                              | 20.9                                                                              | 11.4                                                                                | 63.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 32.0                                                                              | 13.5                                                                              | 78.0                                                                              | 12.5                                                                              | 27.0                                                                              | 15.5                                                                                | 76.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 6.3                                                                               | 17.1                                                                              | 7.3                                                                               | 13.4                                                                              | 9.1                                                                               | 12.0                                                                              | 6.3                                                                                 | 44.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.5                                                                               | 0.3                                                                               | 5.2                                                                               | 0.1                                                                               | 2.1                                                                               | 0.2                                                                                 | 14.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 27.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 PM Peak

Scenario A

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Future Volume (veh/h)        | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1841                                                                                |
| Adj Flow Rate, veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 984                                                                               | 82                                                                                | 153                                                                                | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1871                                                                              | 156                                                                               | 233                                                                                | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                               | 0.19                                                                                | 0.19                                                                                | 0.05                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3321                                                                              | 277                                                                               | 1781                                                                               | 1870                                                                                | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1560                                                                                |
| Grp Volume(v), veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 526                                                                               | 540                                                                               | 153                                                                                | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1821                                                                              | 1781                                                                               | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1560                                                                                |
| Q Serve(g_s), s              | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                               | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Cycle Q Clear(g_c), s        | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                               | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.15                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| V/C Ratio(X)                 | 0.58                                                                              | 0.96                                                                              | 0.17                                                                              | 0.87                                                                              | 0.53                                                                              | 0.53                                                                              | 0.66                                                                               | 0.92                                                                                | 0.37                                                                                | 0.82                                                                                | 0.67                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 476                                                                               | 2018                                                                              | 1014                                                                              | 187                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                | 384                                                                                 | 432                                                                                 | 158                                                                                 | 656                                                                                 | 392                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 30.4                                                                              | 10.9                                                                              | 45.2                                                                              | 19.8                                                                              | 19.8                                                                              | 46.8                                                                               | 58.2                                                                                | 44.8                                                                                | 53.0                                                                                | 57.0                                                                                | 45.8                                                                                |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 12.1                                                                              | 0.1                                                                               | 33.0                                                                              | 0.5                                                                               | 0.5                                                                               | 6.6                                                                                | 25.4                                                                                | 0.6                                                                                 | 28.3                                                                                | 2.4                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.0                                                                               | 33.5                                                                              | 2.2                                                                               | 7.3                                                                               | 10.9                                                                              | 11.2                                                                              | 5.0                                                                                | 14.2                                                                                | 4.6                                                                                 | 2.4                                                                                 | 7.2                                                                                 | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.9                                                                              | 42.5                                                                              | 11.0                                                                              | 78.2                                                                              | 20.3                                                                              | 20.3                                                                              | 53.4                                                                               | 83.6                                                                                | 45.3                                                                                | 81.2                                                                                | 59.4                                                                                | 46.2                                                                                |
| LnGrp LOS                    | B                                                                                 | D                                                                                 | B                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  | F                                                                                   | D                                                                                   | F                                                                                   | E                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 2304                                                                              |                                                                                   |                                                                                   | 1222                                                                              |                                                                                   |                                                                                   | 629                                                                                |                                                                                     |                                                                                     | 635                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 37.8                                                                              |                                                                                   |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                   | 67.0                                                                               |                                                                                     |                                                                                     | 61.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.0                                                                              | 32.6                                                                              | 14.3                                                                              | 87.3                                                                              | 15.0                                                                              | 29.6                                                                              | 14.2                                                                               | 87.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 10.5                                                                              | 83.0                                                                              | 10.5                                                                              | 27.0                                                                              | 18.5                                                                               | 75.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.5                                                                               | 26.8                                                                              | 9.8                                                                               | 77.2                                                                              | 12.4                                                                              | 17.5                                                                              | 9.3                                                                                | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 2.0                                                                               | 0.4                                                                                | 8.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 42.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 AM Peak

Scenario B - Klotz Farm Blvd Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                 | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| Future Volume (veh/h)        | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                 | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| 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       | 1781                                                                              | 1841                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1856                                                                                | 1811                                                                                | 1796                                                                                | 1870                                                                                | 1663                                                                                |
| Adj Flow Rate, veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 1476                                                                              | 140                                                                               | 138                                                                                 | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| 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, %         | 8                                                                                 | 4                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 3                                                                                   | 6                                                                                   | 7                                                                                   | 2                                                                                   | 16                                                                                  |
| Cap, veh/h                   | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 1759                                                                              | 166                                                                               | 265                                                                                 | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.53                                                                              | 0.53                                                                              | 0.07                                                                              | 0.54                                                                              | 0.54                                                                              | 0.08                                                                                | 0.17                                                                                | 0.17                                                                                | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3497                                                                              | 1585                                                                              | 1781                                                                              | 3282                                                                              | 309                                                                               | 1781                                                                                | 1856                                                                                | 1535                                                                                | 1711                                                                                | 3554                                                                                | 1409                                                                                |
| Grp Volume(v), veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 794                                                                               | 822                                                                               | 138                                                                                 | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1749                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1781                                                                                | 1856                                                                                | 1535                                                                                | 1711                                                                                | 1777                                                                                | 1409                                                                                |
| Q Serve(g_s), s              | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                 | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Cycle Q Clear(g_c), s        | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                 | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 952                                                                               | 972                                                                               | 265                                                                                 | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.34                                                                              | 0.15                                                                              | 0.39                                                                              | 0.83                                                                              | 0.85                                                                              | 0.52                                                                                | 0.84                                                                                | 0.24                                                                                | 0.41                                                                                | 0.66                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 351                                                                               | 2487                                                                              | 1258                                                                              | 581                                                                               | 1231                                                                              | 1257                                                                              | 320                                                                                 | 541                                                                                 | 553                                                                                 | 214                                                                                 | 875                                                                                 | 436                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 22.8                                                                              | 14.8                                                                              | 9.0                                                                               | 10.7                                                                              | 21.4                                                                              | 21.6                                                                              | 35.9                                                                                | 44.1                                                                                | 33.8                                                                                | 37.3                                                                                | 44.4                                                                                | 36.6                                                                                |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.1                                                                               | 0.1                                                                               | 0.5                                                                               | 4.0                                                                               | 4.3                                                                               | 1.6                                                                                 | 5.9                                                                                 | 0.3                                                                                 | 1.3                                                                                 | 1.5                                                                                 | 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/ln     | 2.1                                                                               | 4.3                                                                               | 1.3                                                                               | 2.0                                                                               | 16.6                                                                              | 17.4                                                                              | 3.2                                                                                 | 7.3                                                                                 | 1.9                                                                                 | 1.8                                                                                 | 4.5                                                                                 | 1.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 26.5                                                                              | 14.9                                                                              | 9.1                                                                               | 11.2                                                                              | 25.4                                                                              | 25.9                                                                              | 37.4                                                                                | 50.0                                                                                | 34.1                                                                                | 38.6                                                                                | 45.8                                                                                | 37.1                                                                                |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   | D                                                                                   | C                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 925                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1807                                                                              |                                                                                     | 489                                                                                 |                                                                                     | 507                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 24.1                                                                              |                                                                                     | 43.6                                                                                |                                                                                     | 43.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                     | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.9                                                                              | 23.6                                                                              | 12.0                                                                              | 63.2                                                                              | 13.6                                                                              | 20.9                                                                              | 11.4                                                                                | 63.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 32.0                                                                              | 13.5                                                                              | 78.0                                                                              | 12.5                                                                              | 27.0                                                                              | 15.5                                                                                | 76.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 6.3                                                                               | 17.1                                                                              | 7.3                                                                               | 13.4                                                                              | 9.1                                                                               | 12.0                                                                              | 6.3                                                                                 | 44.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.5                                                                               | 0.3                                                                               | 5.2                                                                               | 0.1                                                                               | 2.1                                                                               | 0.2                                                                                 | 14.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 27.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 PM Peak

Scenario B - Klotz Farm Blvd Signal

|                              |  |                                                                                    |  |  |                                                                                    |  |  |  |  |  |                                                                                      |  |
|------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                 | EBR                                                                               | WBL                                                                               | WBT                                                                                                                                                                 | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                                                                                                     | SBR                                                                                 |
| Lane Configurations          |  |   |  |  |   |                                                                                   |  |  |  |  |   |  |
| Traffic Volume (veh/h)       | 204                                                                               | 1844                                                                                                                                                                | 164                                                                               | 150                                                                               | 945                                                                                                                                                                 | 79                                                                                | 147                                                                                | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                                                                                                     | 98                                                                                  |
| Future Volume (veh/h)        | 204                                                                               | 1844                                                                                                                                                                | 164                                                                               | 150                                                                               | 945                                                                                                                                                                 | 79                                                                                | 147                                                                                | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                                                                                                     | 98                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                                                                                                   | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                                                                                                       | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                                                                                                         | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                                                                                                     |                                                                                   | No                                                                                |                                                                                                                                                                     |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                                                                                                         |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                                                                                                                | 1870                                                                              | 1870                                                                              | 1870                                                                                                                                                                | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                                                                                                    | 1841                                                                                |
| Adj Flow Rate, veh/h         | 212                                                                               | 1921                                                                                                                                                                | 171                                                                               | 156                                                                               | 984                                                                                                                                                                 | 82                                                                                | 153                                                                                | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                                                                                                     | 102                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                 | 2                                                                                                                                                                   | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                                                                                                       | 4                                                                                   |
| Cap, veh/h                   | 368                                                                               | 2000                                                                                                                                                                | 1006                                                                              | 178                                                                               | 1871                                                                                                                                                                | 156                                                                               | 233                                                                                | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                                                                                                     | 366                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.56                                                                                                                                                                | 0.56                                                                              | 0.07                                                                              | 0.56                                                                                                                                                                | 0.56                                                                              | 0.07                                                                               | 0.19                                                                                | 0.19                                                                                | 0.05                                                                                | 0.17                                                                                                                                                                    | 0.17                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                                                                                                                | 1585                                                                              | 1781                                                                              | 3321                                                                                                                                                                | 277                                                                               | 1781                                                                               | 1870                                                                                | 1585                                                                                | 1781                                                                                | 3554                                                                                                                                                                    | 1560                                                                                |
| Grp Volume(v), veh/h         | 212                                                                               | 1921                                                                                                                                                                | 171                                                                               | 156                                                                               | 526                                                                                                                                                                 | 540                                                                               | 153                                                                                | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                                                                                                     | 102                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                                                                                                                | 1585                                                                              | 1781                                                                              | 1777                                                                                                                                                                | 1821                                                                              | 1781                                                                               | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                                                                                                    | 1560                                                                                |
| Q Serve(g_s), s              | 7.3                                                                               | 75.2                                                                                                                                                                | 6.5                                                                               | 7.8                                                                               | 26.9                                                                                                                                                                | 26.9                                                                              | 10.4                                                                               | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                                                                                                    | 7.8                                                                                 |
| Cycle Q Clear(g_c), s        | 7.3                                                                               | 75.2                                                                                                                                                                | 6.5                                                                               | 7.8                                                                               | 26.9                                                                                                                                                                | 26.9                                                                              | 10.4                                                                               | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                                                                                                    | 7.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                                                                                                     | 1.00                                                                              | 1.00                                                                              |                                                                                                                                                                     | 0.15                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                                                                                                         | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 368                                                                               | 2000                                                                                                                                                                | 1006                                                                              | 178                                                                               | 1001                                                                                                                                                                | 1026                                                                              | 233                                                                                | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                                                                                                     | 366                                                                                 |
| V/C Ratio(X)                 | 0.58                                                                              | 0.96                                                                                                                                                                | 0.17                                                                              | 0.87                                                                              | 0.53                                                                                                                                                                | 0.53                                                                              | 0.66                                                                               | 0.92                                                                                | 0.37                                                                                | 0.82                                                                                | 0.67                                                                                                                                                                    | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 476                                                                               | 2018                                                                                                                                                                | 1014                                                                              | 187                                                                               | 1001                                                                                                                                                                | 1026                                                                              | 233                                                                                | 384                                                                                 | 432                                                                                 | 158                                                                                 | 656                                                                                                                                                                     | 392                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                                                                                                    | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 30.4                                                                                                                                                                | 10.9                                                                              | 45.2                                                                              | 19.8                                                                                                                                                                | 19.8                                                                              | 46.8                                                                               | 58.2                                                                                | 44.8                                                                                | 53.0                                                                                | 57.0                                                                                                                                                                    | 45.8                                                                                |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 12.1                                                                                                                                                                | 0.1                                                                               | 33.0                                                                              | 0.5                                                                                                                                                                 | 0.5                                                                               | 6.6                                                                                | 25.4                                                                                | 0.6                                                                                 | 28.3                                                                                | 2.4                                                                                                                                                                     | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                                                                                                 | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                                                                                                     | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.0                                                                               | 33.5                                                                                                                                                                | 2.2                                                                               | 7.3                                                                               | 10.9                                                                                                                                                                | 11.2                                                                              | 5.0                                                                                | 14.2                                                                                | 4.6                                                                                 | 2.4                                                                                 | 7.2                                                                                                                                                                     | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.9                                                                              | 42.5                                                                                                                                                                | 11.0                                                                              | 78.2                                                                              | 20.3                                                                                                                                                                | 20.3                                                                              | 53.4                                                                               | 83.6                                                                                | 45.3                                                                                | 81.2                                                                                | 59.4                                                                                                                                                                    | 46.2                                                                                |
| LnGrp LOS                    | B                                                                                 | D                                                                                                                                                                   | B                                                                                 | E                                                                                 | C                                                                                                                                                                   | C                                                                                 | D                                                                                  | F                                                                                   | D                                                                                   | F                                                                                   | E                                                                                                                                                                       | D                                                                                   |
| Approach Vol, veh/h          | 2304                                                                              |                                                                                                                                                                     |                                                                                   | 1222                                                                              |                                                                                                                                                                     |                                                                                   | 629                                                                                |                                                                                     |                                                                                     | 635                                                                                 |                                                                                                                                                                         |                                                                                     |
| Approach Delay, s/veh        | 37.8                                                                              |                                                                                                                                                                     |                                                                                   | 27.7                                                                              |                                                                                                                                                                     |                                                                                   | 67.0                                                                               |                                                                                     |                                                                                     | 61.8                                                                                |                                                                                                                                                                         |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                                                                                                     |                                                                                   | C                                                                                 |                                                                                                                                                                     |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | E                                                                                   |                                                                                                                                                                         |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                                                                                                   | 3                                                                                 | 4                                                                                 | 5                                                                                                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.0                                                                              | 32.6                                                                                                                                                                | 14.3                                                                              | 87.3                                                                              | 15.0                                                                                                                                                                | 29.6                                                                              | 14.2                                                                               | 87.4                                                                                |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                                                                                                                 | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                                                                                                 | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                                                                                                                | 10.5                                                                              | 83.0                                                                              | 10.5                                                                                                                                                                | 27.0                                                                              | 18.5                                                                               | 75.0                                                                                |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 9.5                                                                               | 26.8                                                                                                                                                                | 9.8                                                                               | 77.2                                                                              | 12.4                                                                                                                                                                | 17.5                                                                              | 9.3                                                                                | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.8                                                                                                                                                                 | 0.0                                                                               | 5.1                                                                               | 0.0                                                                                                                                                                 | 2.0                                                                               | 0.4                                                                                | 8.1                                                                                 |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| HCM 7th Control Delay, s/veh | 42.2                                                                              |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |
| HCM 7th LOS                  | D                                                                                 |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                                                                                                         |                                                                                     |

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# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 AM Peak

Scenario C - Sand Creek Blvd Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| Future Volume (veh/h)        | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| 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       | 1781                                                                              | 1841                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1856                                                                                | 1811                                                                                | 1796                                                                                | 1870                                                                                | 1663                                                                                |
| Adj Flow Rate, veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 1476                                                                              | 140                                                                               | 138                                                                                | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| 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, %         | 8                                                                                 | 4                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 3                                                                                   | 6                                                                                   | 7                                                                                   | 2                                                                                   | 16                                                                                  |
| Cap, veh/h                   | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 1759                                                                              | 166                                                                               | 265                                                                                | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.53                                                                              | 0.53                                                                              | 0.07                                                                              | 0.54                                                                              | 0.54                                                                              | 0.08                                                                               | 0.17                                                                                | 0.17                                                                                | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3497                                                                              | 1585                                                                              | 1781                                                                              | 3282                                                                              | 309                                                                               | 1781                                                                               | 1856                                                                                | 1535                                                                                | 1711                                                                                | 3554                                                                                | 1409                                                                                |
| Grp Volume(v), veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 794                                                                               | 822                                                                               | 138                                                                                | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1749                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1781                                                                               | 1856                                                                                | 1535                                                                                | 1711                                                                                | 1777                                                                                | 1409                                                                                |
| Q Serve(g_s), s              | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Cycle Q Clear(g_c), s        | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 952                                                                               | 972                                                                               | 265                                                                                | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.34                                                                              | 0.15                                                                              | 0.39                                                                              | 0.83                                                                              | 0.85                                                                              | 0.52                                                                               | 0.84                                                                                | 0.24                                                                                | 0.41                                                                                | 0.66                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 351                                                                               | 2487                                                                              | 1258                                                                              | 581                                                                               | 1231                                                                              | 1257                                                                              | 320                                                                                | 541                                                                                 | 553                                                                                 | 214                                                                                 | 875                                                                                 | 436                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 22.8                                                                              | 14.8                                                                              | 9.0                                                                               | 10.7                                                                              | 21.4                                                                              | 21.6                                                                              | 35.9                                                                               | 44.1                                                                                | 33.8                                                                                | 37.3                                                                                | 44.4                                                                                | 36.6                                                                                |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.1                                                                               | 0.1                                                                               | 0.5                                                                               | 4.0                                                                               | 4.3                                                                               | 1.6                                                                                | 5.9                                                                                 | 0.3                                                                                 | 1.3                                                                                 | 1.5                                                                                 | 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/ln     | 2.1                                                                               | 4.3                                                                               | 1.3                                                                               | 2.0                                                                               | 16.6                                                                              | 17.4                                                                              | 3.2                                                                                | 7.3                                                                                 | 1.9                                                                                 | 1.8                                                                                 | 4.5                                                                                 | 1.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 26.5                                                                              | 14.9                                                                              | 9.1                                                                               | 11.2                                                                              | 25.4                                                                              | 25.9                                                                              | 37.4                                                                               | 50.0                                                                                | 34.1                                                                                | 38.6                                                                                | 45.8                                                                                | 37.1                                                                                |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  | D                                                                                   | C                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 925                                                                               |                                                                                   |                                                                                   | 1807                                                                              |                                                                                   |                                                                                   | 489                                                                                |                                                                                     |                                                                                     | 507                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.8                                                                              |                                                                                   |                                                                                   | 24.1                                                                              |                                                                                   |                                                                                   | 43.6                                                                               |                                                                                     |                                                                                     | 43.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.9                                                                              | 23.6                                                                              | 12.0                                                                              | 63.2                                                                              | 13.6                                                                              | 20.9                                                                              | 11.4                                                                               | 63.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 32.0                                                                              | 13.5                                                                              | 78.0                                                                              | 12.5                                                                              | 27.0                                                                              | 15.5                                                                               | 76.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.3                                                                               | 17.1                                                                              | 7.3                                                                               | 13.4                                                                              | 9.1                                                                               | 12.0                                                                              | 6.3                                                                                | 44.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.5                                                                               | 0.3                                                                               | 5.2                                                                               | 0.1                                                                               | 2.1                                                                               | 0.2                                                                                | 14.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 27.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 PM Peak

Scenario C - Sand Creek Blvd Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                 | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Future Volume (veh/h)        | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                 | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1841                                                                                |
| Adj Flow Rate, veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 984                                                                               | 82                                                                                | 153                                                                                 | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1871                                                                              | 156                                                                               | 233                                                                                 | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                                | 0.19                                                                                | 0.19                                                                                | 0.05                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3321                                                                              | 277                                                                               | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1560                                                                                |
| Grp Volume(v), veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 526                                                                               | 540                                                                               | 153                                                                                 | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1821                                                                              | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1560                                                                                |
| Q Serve(g_s), s              | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                                | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Cycle Q Clear(g_c), s        | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                                | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.15                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                 | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| V/C Ratio(X)                 | 0.58                                                                              | 0.96                                                                              | 0.17                                                                              | 0.87                                                                              | 0.53                                                                              | 0.53                                                                              | 0.66                                                                                | 0.92                                                                                | 0.37                                                                                | 0.82                                                                                | 0.67                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 476                                                                               | 2018                                                                              | 1014                                                                              | 187                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                 | 384                                                                                 | 432                                                                                 | 158                                                                                 | 656                                                                                 | 392                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 30.4                                                                              | 10.9                                                                              | 45.2                                                                              | 19.8                                                                              | 19.8                                                                              | 46.8                                                                                | 58.2                                                                                | 44.8                                                                                | 53.0                                                                                | 57.0                                                                                | 45.8                                                                                |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 12.1                                                                              | 0.1                                                                               | 33.0                                                                              | 0.5                                                                               | 0.5                                                                               | 6.6                                                                                 | 25.4                                                                                | 0.6                                                                                 | 28.3                                                                                | 2.4                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.0                                                                               | 33.5                                                                              | 2.2                                                                               | 7.3                                                                               | 10.9                                                                              | 11.2                                                                              | 5.0                                                                                 | 14.2                                                                                | 4.6                                                                                 | 2.4                                                                                 | 7.2                                                                                 | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.9                                                                              | 42.5                                                                              | 11.0                                                                              | 78.2                                                                              | 20.3                                                                              | 20.3                                                                              | 53.4                                                                                | 83.6                                                                                | 45.3                                                                                | 81.2                                                                                | 59.4                                                                                | 46.2                                                                                |
| LnGrp LOS                    | B                                                                                 | D                                                                                 | B                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   | F                                                                                   | D                                                                                   | F                                                                                   | E                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 2304                                                                              |                                                                                   |                                                                                   | 1222                                                                              |                                                                                   |                                                                                   | 629                                                                                 |                                                                                     |                                                                                     | 635                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 37.8                                                                              |                                                                                   |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                   | 67.0                                                                                |                                                                                     |                                                                                     | 61.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.0                                                                              | 32.6                                                                              | 14.3                                                                              | 87.3                                                                              | 15.0                                                                              | 29.6                                                                              | 14.2                                                                                | 87.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 10.5                                                                              | 83.0                                                                              | 10.5                                                                              | 27.0                                                                              | 18.5                                                                                | 75.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.5                                                                               | 26.8                                                                              | 9.8                                                                               | 77.2                                                                              | 12.4                                                                              | 17.5                                                                              | 9.3                                                                                 | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 2.0                                                                               | 0.4                                                                                 | 8.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 42.2                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 AM Peak

Scenario D - Spyglass Ridge Dr Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |   |    |   |  |  |  |
| Traffic Volume (veh/h)       | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| Future Volume (veh/h)        | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| 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       | 1781                                                                              | 1841                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1856                                                                                | 1811                                                                                | 1796                                                                                | 1870                                                                                | 1663                                                                                |
| Adj Flow Rate, veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 1476                                                                              | 140                                                                               | 138                                                                                | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| 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, %         | 8                                                                                 | 4                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 3                                                                                   | 6                                                                                   | 7                                                                                   | 2                                                                                   | 16                                                                                  |
| Cap, veh/h                   | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 1759                                                                              | 166                                                                               | 265                                                                                | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.53                                                                              | 0.53                                                                              | 0.07                                                                              | 0.54                                                                              | 0.54                                                                              | 0.08                                                                               | 0.17                                                                                | 0.17                                                                                | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3497                                                                              | 1585                                                                              | 1781                                                                              | 3282                                                                              | 309                                                                               | 1781                                                                               | 1856                                                                                | 1535                                                                                | 1711                                                                                | 3554                                                                                | 1409                                                                                |
| Grp Volume(v), veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 794                                                                               | 822                                                                               | 138                                                                                | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1749                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1781                                                                               | 1856                                                                                | 1535                                                                                | 1711                                                                                | 1777                                                                                | 1409                                                                                |
| Q Serve(g_s), s              | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Cycle Q Clear(g_c), s        | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 952                                                                               | 972                                                                               | 265                                                                                | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.34                                                                              | 0.15                                                                              | 0.39                                                                              | 0.83                                                                              | 0.85                                                                              | 0.52                                                                               | 0.84                                                                                | 0.24                                                                                | 0.41                                                                                | 0.66                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 351                                                                               | 2487                                                                              | 1258                                                                              | 581                                                                               | 1231                                                                              | 1257                                                                              | 320                                                                                | 541                                                                                 | 553                                                                                 | 214                                                                                 | 875                                                                                 | 436                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 22.8                                                                              | 14.8                                                                              | 9.0                                                                               | 10.7                                                                              | 21.4                                                                              | 21.6                                                                              | 35.9                                                                               | 44.1                                                                                | 33.8                                                                                | 37.3                                                                                | 44.4                                                                                | 36.6                                                                                |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.1                                                                               | 0.1                                                                               | 0.5                                                                               | 4.0                                                                               | 4.3                                                                               | 1.6                                                                                | 5.9                                                                                 | 0.3                                                                                 | 1.3                                                                                 | 1.5                                                                                 | 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/ln     | 2.1                                                                               | 4.3                                                                               | 1.3                                                                               | 2.0                                                                               | 16.6                                                                              | 17.4                                                                              | 3.2                                                                                | 7.3                                                                                 | 1.9                                                                                 | 1.8                                                                                 | 4.5                                                                                 | 1.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 26.5                                                                              | 14.9                                                                              | 9.1                                                                               | 11.2                                                                              | 25.4                                                                              | 25.9                                                                              | 37.4                                                                               | 50.0                                                                                | 34.1                                                                                | 38.6                                                                                | 45.8                                                                                | 37.1                                                                                |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  | D                                                                                   | C                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 925                                                                               |                                                                                   |                                                                                   | 1807                                                                              |                                                                                   |                                                                                   | 489                                                                                |                                                                                     |                                                                                     | 507                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.8                                                                              |                                                                                   |                                                                                   | 24.1                                                                              |                                                                                   |                                                                                   | 43.6                                                                               |                                                                                     |                                                                                     | 43.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.9                                                                              | 23.6                                                                              | 12.0                                                                              | 63.2                                                                              | 13.6                                                                              | 20.9                                                                              | 11.4                                                                               | 63.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 32.0                                                                              | 13.5                                                                              | 78.0                                                                              | 12.5                                                                              | 27.0                                                                              | 15.5                                                                               | 76.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 6.3                                                                               | 17.1                                                                              | 7.3                                                                               | 13.4                                                                              | 9.1                                                                               | 12.0                                                                              | 6.3                                                                                | 44.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.5                                                                               | 0.3                                                                               | 5.2                                                                               | 0.1                                                                               | 2.1                                                                               | 0.2                                                                                | 14.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 27.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

07/28/2025

Synchro 12 Report

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# HCM 7th Signalized Intersection Summary

1: Cumberland Rd & E 116 St

Year 2035 PM Peak

Scenario D - Spyglass Ridge Dr Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Future Volume (veh/h)        | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1841                                                                                |
| Adj Flow Rate, veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 984                                                                               | 82                                                                                | 153                                                                                | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1871                                                                              | 156                                                                               | 233                                                                                | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                               | 0.19                                                                                | 0.19                                                                                | 0.05                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3321                                                                              | 277                                                                               | 1781                                                                               | 1870                                                                                | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1560                                                                                |
| Grp Volume(v), veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 526                                                                               | 540                                                                               | 153                                                                                | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1821                                                                              | 1781                                                                               | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1560                                                                                |
| Q Serve(g_s), s              | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                               | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Cycle Q Clear(g_c), s        | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                               | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.15                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| V/C Ratio(X)                 | 0.58                                                                              | 0.96                                                                              | 0.17                                                                              | 0.87                                                                              | 0.53                                                                              | 0.53                                                                              | 0.66                                                                               | 0.92                                                                                | 0.37                                                                                | 0.82                                                                                | 0.67                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 476                                                                               | 2018                                                                              | 1014                                                                              | 187                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                | 384                                                                                 | 432                                                                                 | 158                                                                                 | 656                                                                                 | 392                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 30.4                                                                              | 10.9                                                                              | 45.2                                                                              | 19.8                                                                              | 19.8                                                                              | 46.8                                                                               | 58.2                                                                                | 44.8                                                                                | 53.0                                                                                | 57.0                                                                                | 45.8                                                                                |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 12.1                                                                              | 0.1                                                                               | 33.0                                                                              | 0.5                                                                               | 0.5                                                                               | 6.6                                                                                | 25.4                                                                                | 0.6                                                                                 | 28.3                                                                                | 2.4                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.0                                                                               | 33.5                                                                              | 2.2                                                                               | 7.3                                                                               | 10.9                                                                              | 11.2                                                                              | 5.0                                                                                | 14.2                                                                                | 4.6                                                                                 | 2.4                                                                                 | 7.2                                                                                 | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.9                                                                              | 42.5                                                                              | 11.0                                                                              | 78.2                                                                              | 20.3                                                                              | 20.3                                                                              | 53.4                                                                               | 83.6                                                                                | 45.3                                                                                | 81.2                                                                                | 59.4                                                                                | 46.2                                                                                |
| LnGrp LOS                    | B                                                                                 | D                                                                                 | B                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  | F                                                                                   | D                                                                                   | F                                                                                   | E                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 2304                                                                              |                                                                                   |                                                                                   | 1222                                                                              |                                                                                   |                                                                                   | 629                                                                                |                                                                                     |                                                                                     | 635                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 37.8                                                                              |                                                                                   |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                   | 67.0                                                                               |                                                                                     |                                                                                     | 61.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.0                                                                              | 32.6                                                                              | 14.3                                                                              | 87.3                                                                              | 15.0                                                                              | 29.6                                                                              | 14.2                                                                               | 87.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 10.5                                                                              | 83.0                                                                              | 10.5                                                                              | 27.0                                                                              | 18.5                                                                               | 75.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 9.5                                                                               | 26.8                                                                              | 9.8                                                                               | 77.2                                                                              | 12.4                                                                              | 17.5                                                                              | 9.3                                                                                | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 2.0                                                                               | 0.4                                                                                | 8.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 42.2                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

Year 2035 AM Peak

1: Cumberland Rd & E 116 St

Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| Future Volume (veh/h)        | 139                                                                               | 596                                                                               | 134                                                                               | 180                                                                               | 1387                                                                              | 132                                                                               | 130                                                                                | 248                                                                                 | 82                                                                                  | 75                                                                                  | 322                                                                                 | 79                                                                                  |
| 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       | 1781                                                                              | 1841                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1856                                                                                | 1811                                                                                | 1796                                                                                | 1870                                                                                | 1663                                                                                |
| Adj Flow Rate, veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 1476                                                                              | 140                                                                               | 138                                                                                | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| 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, %         | 8                                                                                 | 4                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 3                                                                                   | 6                                                                                   | 7                                                                                   | 2                                                                                   | 16                                                                                  |
| Cap, veh/h                   | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 1759                                                                              | 166                                                                               | 265                                                                                | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.53                                                                              | 0.53                                                                              | 0.07                                                                              | 0.54                                                                              | 0.54                                                                              | 0.08                                                                               | 0.17                                                                                | 0.17                                                                                | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1697                                                                              | 3497                                                                              | 1585                                                                              | 1781                                                                              | 3282                                                                              | 309                                                                               | 1781                                                                               | 1856                                                                                | 1535                                                                                | 1711                                                                                | 3554                                                                                | 1409                                                                                |
| Grp Volume(v), veh/h         | 148                                                                               | 634                                                                               | 143                                                                               | 191                                                                               | 794                                                                               | 822                                                                               | 138                                                                                | 264                                                                                 | 87                                                                                  | 80                                                                                  | 343                                                                                 | 84                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1697                                                                              | 1749                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1781                                                                               | 1856                                                                                | 1535                                                                                | 1711                                                                                | 1777                                                                                | 1409                                                                                |
| Q Serve(g_s), s              | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Cycle Q Clear(g_c), s        | 4.3                                                                               | 11.4                                                                              | 4.2                                                                               | 5.3                                                                               | 41.2                                                                              | 42.1                                                                              | 7.1                                                                                | 15.1                                                                                | 5.0                                                                                 | 4.3                                                                                 | 10.0                                                                                | 5.5                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 218                                                                               | 1855                                                                              | 972                                                                               | 484                                                                               | 952                                                                               | 972                                                                               | 265                                                                                | 315                                                                                 | 365                                                                                 | 197                                                                                 | 516                                                                                 | 294                                                                                 |
| V/C Ratio(X)                 | 0.68                                                                              | 0.34                                                                              | 0.15                                                                              | 0.39                                                                              | 0.83                                                                              | 0.85                                                                              | 0.52                                                                               | 0.84                                                                                | 0.24                                                                                | 0.41                                                                                | 0.66                                                                                | 0.29                                                                                |
| Avail Cap(c_a), veh/h        | 351                                                                               | 2487                                                                              | 1258                                                                              | 581                                                                               | 1231                                                                              | 1257                                                                              | 320                                                                                | 541                                                                                 | 553                                                                                 | 214                                                                                 | 875                                                                                 | 436                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 22.8                                                                              | 14.8                                                                              | 9.0                                                                               | 10.7                                                                              | 21.4                                                                              | 21.6                                                                              | 35.9                                                                               | 44.1                                                                                | 33.8                                                                                | 37.3                                                                                | 44.4                                                                                | 36.6                                                                                |
| Incr Delay (d2), s/veh       | 3.7                                                                               | 0.1                                                                               | 0.1                                                                               | 0.5                                                                               | 4.0                                                                               | 4.3                                                                               | 1.6                                                                                | 5.9                                                                                 | 0.3                                                                                 | 1.3                                                                                 | 1.5                                                                                 | 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/ln     | 2.1                                                                               | 4.3                                                                               | 1.3                                                                               | 2.0                                                                               | 16.6                                                                              | 17.4                                                                              | 3.2                                                                                | 7.3                                                                                 | 1.9                                                                                 | 1.8                                                                                 | 4.5                                                                                 | 1.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 26.5                                                                              | 14.9                                                                              | 9.1                                                                               | 11.2                                                                              | 25.4                                                                              | 25.9                                                                              | 37.4                                                                               | 50.0                                                                                | 34.1                                                                                | 38.6                                                                                | 45.8                                                                                | 37.1                                                                                |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  | D                                                                                   | C                                                                                   | D                                                                                   | D                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 925                                                                               |                                                                                   |                                                                                   | 1807                                                                              |                                                                                   |                                                                                   | 489                                                                                |                                                                                     |                                                                                     | 507                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.8                                                                              |                                                                                   |                                                                                   | 24.1                                                                              |                                                                                   |                                                                                   | 43.6                                                                               |                                                                                     |                                                                                     | 43.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.9                                                                              | 23.6                                                                              | 12.0                                                                              | 63.2                                                                              | 13.6                                                                              | 20.9                                                                              | 11.4                                                                               | 63.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 32.0                                                                              | 13.5                                                                              | 78.0                                                                              | 12.5                                                                              | 27.0                                                                              | 15.5                                                                               | 76.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 6.3                                                                               | 17.1                                                                              | 7.3                                                                               | 13.4                                                                              | 9.1                                                                               | 12.0                                                                              | 6.3                                                                                | 44.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.5                                                                               | 0.3                                                                               | 5.2                                                                               | 0.1                                                                               | 2.1                                                                               | 0.2                                                                                | 14.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 27.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

Year 2035 PM Peak

1: Cumberland Rd & E 116 St

Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                 | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Future Volume (veh/h)        | 204                                                                               | 1844                                                                              | 164                                                                               | 150                                                                               | 945                                                                               | 79                                                                                | 147                                                                                 | 311                                                                                 | 146                                                                                 | 125                                                                                 | 387                                                                                 | 98                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1841                                                                                |
| Adj Flow Rate, veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 984                                                                               | 82                                                                                | 153                                                                                 | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| 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, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1871                                                                              | 156                                                                               | 233                                                                                 | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| Arrive On Green              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                              | 0.56                                                                              | 0.56                                                                              | 0.07                                                                                | 0.19                                                                                | 0.19                                                                                | 0.05                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1585                                                                              | 1781                                                                              | 3321                                                                              | 277                                                                               | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 3554                                                                                | 1560                                                                                |
| Grp Volume(v), veh/h         | 212                                                                               | 1921                                                                              | 171                                                                               | 156                                                                               | 526                                                                               | 540                                                                               | 153                                                                                 | 324                                                                                 | 152                                                                                 | 130                                                                                 | 403                                                                                 | 102                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1585                                                                              | 1781                                                                              | 1777                                                                              | 1821                                                                              | 1781                                                                                | 1870                                                                                | 1585                                                                                | 1781                                                                                | 1777                                                                                | 1560                                                                                |
| Q Serve(g_s), s              | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                                | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Cycle Q Clear(g_c), s        | 7.3                                                                               | 75.2                                                                              | 6.5                                                                               | 7.8                                                                               | 26.9                                                                              | 26.9                                                                              | 10.4                                                                                | 24.8                                                                                | 11.5                                                                                | 7.5                                                                                 | 15.5                                                                                | 7.8                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.15                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 368                                                                               | 2000                                                                              | 1006                                                                              | 178                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                 | 353                                                                                 | 406                                                                                 | 158                                                                                 | 598                                                                                 | 366                                                                                 |
| V/C Ratio(X)                 | 0.58                                                                              | 0.96                                                                              | 0.17                                                                              | 0.87                                                                              | 0.53                                                                              | 0.53                                                                              | 0.66                                                                                | 0.92                                                                                | 0.37                                                                                | 0.82                                                                                | 0.67                                                                                | 0.28                                                                                |
| Avail Cap(c_a), veh/h        | 476                                                                               | 2018                                                                              | 1014                                                                              | 187                                                                               | 1001                                                                              | 1026                                                                              | 233                                                                                 | 384                                                                                 | 432                                                                                 | 158                                                                                 | 656                                                                                 | 392                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.5                                                                              | 30.4                                                                              | 10.9                                                                              | 45.2                                                                              | 19.8                                                                              | 19.8                                                                              | 46.8                                                                                | 58.2                                                                                | 44.8                                                                                | 53.0                                                                                | 57.0                                                                                | 45.8                                                                                |
| Incr Delay (d2), s/veh       | 1.4                                                                               | 12.1                                                                              | 0.1                                                                               | 33.0                                                                              | 0.5                                                                               | 0.5                                                                               | 6.6                                                                                 | 25.4                                                                                | 0.6                                                                                 | 28.3                                                                                | 2.4                                                                                 | 0.4                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.0                                                                               | 33.5                                                                              | 2.2                                                                               | 7.3                                                                               | 10.9                                                                              | 11.2                                                                              | 5.0                                                                                 | 14.2                                                                                | 4.6                                                                                 | 2.4                                                                                 | 7.2                                                                                 | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.9                                                                              | 42.5                                                                              | 11.0                                                                              | 78.2                                                                              | 20.3                                                                              | 20.3                                                                              | 53.4                                                                                | 83.6                                                                                | 45.3                                                                                | 81.2                                                                                | 59.4                                                                                | 46.2                                                                                |
| LnGrp LOS                    | B                                                                                 | D                                                                                 | B                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   | F                                                                                   | D                                                                                   | F                                                                                   | E                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 2304                                                                              |                                                                                   |                                                                                   | 1222                                                                              |                                                                                   |                                                                                   | 629                                                                                 |                                                                                     |                                                                                     | 635                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 37.8                                                                              |                                                                                   |                                                                                   | 27.7                                                                              |                                                                                   |                                                                                   | 67.0                                                                                |                                                                                     |                                                                                     | 61.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.0                                                                              | 32.6                                                                              | 14.3                                                                              | 87.3                                                                              | 15.0                                                                              | 29.6                                                                              | 14.2                                                                                | 87.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 10.5                                                                              | 83.0                                                                              | 10.5                                                                              | 27.0                                                                              | 18.5                                                                                | 75.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.5                                                                               | 26.8                                                                              | 9.8                                                                               | 77.2                                                                              | 12.4                                                                              | 17.5                                                                              | 9.3                                                                                 | 28.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.8                                                                               | 0.0                                                                               | 5.1                                                                               | 0.0                                                                               | 2.0                                                                               | 0.4                                                                                 | 8.1                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 42.2                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

07/28/2025

Synchro 12 Report

Page 1

# ***116<sup>TH</sup> STREET & KLOTZ FARM BOULEVARD***

## ***TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS***



# 116TH ST & KLOTZ FARM BLVD - TMC

Tue Apr 1, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283384, Location: 39.957084, -85.987855



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

| Leg<br>Direction   | South<br>Northbound |    |   |     | West<br>Eastbound |    |   |     | East<br>Westbound |      |   |      |      |
|--------------------|---------------------|----|---|-----|-------------------|----|---|-----|-------------------|------|---|------|------|
| Time               | L                   | R  | U | App | T                 | R  | U | App | L                 | T    | U | App  | Int  |
| 2025-04-01 12:00AM | 0                   | 0  | 0 | 0   | 26                | 1  | 0 | 27  | 0                 | 5    | 0 | 5    | 32   |
| 12:15AM            | 1                   | 0  | 0 | 1   | 22                | 2  | 0 | 24  | 0                 | 9    | 0 | 9    | 34   |
| 12:30AM            | 1                   | 0  | 0 | 1   | 8                 | 1  | 0 | 9   | 0                 | 4    | 0 | 4    | 14   |
| 12:45AM            | 2                   | 0  | 0 | 2   | 4                 | 1  | 0 | 5   | 0                 | 4    | 0 | 4    | 11   |
| Hourly Total       | 4                   | 0  | 0 | 4   | 60                | 5  | 0 | 65  | 0                 | 22   | 0 | 22   | 91   |
| 1:00AM             | 0                   | 0  | 0 | 0   | 6                 | 1  | 0 | 7   | 0                 | 4    | 0 | 4    | 11   |
| 1:15AM             | 0                   | 0  | 0 | 0   | 8                 | 1  | 0 | 9   | 0                 | 5    | 0 | 5    | 14   |
| 1:30AM             | 0                   | 0  | 0 | 0   | 8                 | 0  | 0 | 8   | 0                 | 3    | 0 | 3    | 11   |
| 1:45AM             | 1                   | 0  | 0 | 1   | 6                 | 0  | 0 | 6   | 0                 | 2    | 0 | 2    | 9    |
| Hourly Total       | 1                   | 0  | 0 | 1   | 28                | 2  | 0 | 30  | 0                 | 14   | 0 | 14   | 45   |
| 2:00AM             | 0                   | 0  | 0 | 0   | 10                | 1  | 0 | 11  | 0                 | 1    | 0 | 1    | 12   |
| 2:15AM             | 0                   | 0  | 0 | 0   | 4                 | 0  | 0 | 4   | 0                 | 4    | 0 | 4    | 8    |
| 2:30AM             | 0                   | 0  | 0 | 0   | 6                 | 0  | 0 | 6   | 0                 | 9    | 0 | 9    | 15   |
| 2:45AM             | 1                   | 0  | 0 | 1   | 5                 | 1  | 0 | 6   | 0                 | 4    | 0 | 4    | 11   |
| Hourly Total       | 1                   | 0  | 0 | 1   | 25                | 2  | 0 | 27  | 0                 | 18   | 0 | 18   | 46   |
| 3:00AM             | 0                   | 0  | 0 | 0   | 4                 | 0  | 0 | 4   | 0                 | 7    | 0 | 7    | 11   |
| 3:15AM             | 0                   | 0  | 0 | 0   | 6                 | 2  | 0 | 8   | 0                 | 4    | 0 | 4    | 12   |
| 3:30AM             | 1                   | 0  | 0 | 1   | 7                 | 0  | 0 | 7   | 0                 | 3    | 0 | 3    | 11   |
| 3:45AM             | 0                   | 0  | 0 | 0   | 5                 | 0  | 0 | 5   | 0                 | 9    | 0 | 9    | 14   |
| Hourly Total       | 1                   | 0  | 0 | 1   | 22                | 2  | 0 | 24  | 0                 | 23   | 0 | 23   | 48   |
| 4:00AM             | 2                   | 0  | 0 | 2   | 8                 | 0  | 0 | 8   | 0                 | 8    | 0 | 8    | 18   |
| 4:15AM             | 2                   | 0  | 0 | 2   | 9                 | 1  | 0 | 10  | 0                 | 16   | 0 | 16   | 28   |
| 4:30AM             | 0                   | 0  | 0 | 0   | 8                 | 3  | 0 | 11  | 0                 | 20   | 0 | 20   | 31   |
| 4:45AM             | 1                   | 2  | 0 | 3   | 4                 | 0  | 0 | 4   | 0                 | 30   | 0 | 30   | 37   |
| Hourly Total       | 5                   | 2  | 0 | 7   | 29                | 4  | 0 | 33  | 0                 | 74   | 0 | 74   | 114  |
| 5:00AM             | 4                   | 0  | 0 | 4   | 8                 | 1  | 0 | 9   | 0                 | 47   | 0 | 47   | 60   |
| 5:15AM             | 2                   | 1  | 0 | 3   | 10                | 0  | 0 | 10  | 0                 | 59   | 0 | 59   | 72   |
| 5:30AM             | 5                   | 1  | 0 | 6   | 22                | 0  | 0 | 22  | 0                 | 77   | 0 | 77   | 105  |
| 5:45AM             | 3                   | 1  | 0 | 4   | 36                | 0  | 0 | 36  | 0                 | 74   | 0 | 74   | 114  |
| Hourly Total       | 14                  | 3  | 0 | 17  | 76                | 1  | 0 | 77  | 0                 | 257  | 0 | 257  | 351  |
| 6:00AM             | 7                   | 1  | 0 | 8   | 26                | 1  | 0 | 27  | 1                 | 89   | 0 | 90   | 125  |
| 6:15AM             | 3                   | 0  | 0 | 3   | 48                | 1  | 0 | 49  | 0                 | 162  | 0 | 162  | 214  |
| 6:30AM             | 7                   | 2  | 0 | 9   | 65                | 1  | 0 | 66  | 0                 | 185  | 0 | 185  | 260  |
| 6:45AM             | 8                   | 6  | 0 | 14  | 66                | 5  | 0 | 71  | 2                 | 228  | 0 | 230  | 315  |
| Hourly Total       | 25                  | 9  | 0 | 34  | 205               | 8  | 0 | 213 | 3                 | 664  | 0 | 667  | 914  |
| 7:00AM             | 6                   | 3  | 0 | 9   | 80                | 3  | 0 | 83  | 3                 | 270  | 0 | 273  | 365  |
| 7:15AM             | 19                  | 7  | 0 | 26  | 99                | 2  | 0 | 101 | 0                 | 353  | 0 | 353  | 480  |
| 7:30AM             | 19                  | 7  | 0 | 26  | 130               | 4  | 0 | 134 | 0                 | 346  | 0 | 346  | 506  |
| 7:45AM             | 13                  | 18 | 0 | 31  | 161               | 9  | 0 | 170 | 0                 | 366  | 0 | 366  | 567  |
| Hourly Total       | 57                  | 35 | 0 | 92  | 470               | 18 | 0 | 488 | 3                 | 1335 | 0 | 1338 | 1918 |
| 8:00AM             | 11                  | 18 | 0 | 29  | 133               | 5  | 0 | 138 | 5                 | 374  | 0 | 379  | 546  |
| 8:15AM             | 16                  | 4  | 0 | 20  | 160               | 10 | 0 | 170 | 6                 | 340  | 0 | 346  | 536  |
| 8:30AM             | 14                  | 6  | 0 | 20  | 158               | 6  | 0 | 164 | 1                 | 397  | 0 | 398  | 582  |
| 8:45AM             | 11                  | 4  | 0 | 15  | 147               | 2  | 0 | 149 | 0                 | 335  | 0 | 335  | 499  |
| Hourly Total       | 52                  | 32 | 0 | 84  | 598               | 23 | 0 | 621 | 12                | 1446 | 0 | 1458 | 2163 |
| 9:00AM             | 17                  | 3  | 0 | 20  | 143               | 6  | 0 | 149 | 1                 | 288  | 0 | 289  | 458  |
| 9:15AM             | 12                  | 1  | 0 | 13  | 146               | 4  | 0 | 150 | 2                 | 306  | 0 | 308  | 471  |
| 9:30AM             | 12                  | 2  | 0 | 14  | 179               | 6  | 0 | 185 | 3                 | 229  | 0 | 232  | 431  |
| 9:45AM             | 10                  | 3  | 0 | 13  | 149               | 6  | 0 | 155 | 2                 | 237  | 0 | 239  | 407  |
| Hourly Total       | 51                  | 9  | 0 | 60  | 617               | 22 | 0 | 639 | 8                 | 1060 | 0 | 1068 | 1767 |
| 10:00AM            | 8                   | 2  | 0 | 10  | 155               | 11 | 0 | 166 | 1                 | 217  | 0 | 218  | 394  |
| 10:15AM            | 7                   | 2  | 0 | 9   | 142               | 6  | 0 | 148 | 1                 | 217  | 0 | 218  | 375  |
| 10:30AM            | 8                   | 3  | 0 | 11  | 147               | 10 | 0 | 157 | 2                 | 211  | 0 | 213  | 381  |
| 10:45AM            | 11                  | 3  | 0 | 14  | 163               | 2  | 0 | 165 | 0                 | 220  | 0 | 220  | 399  |

| Leg Direction | South Northbound |    |   |     | West Eastbound |    |   |      | East Westbound |      |   |      |      |
|---------------|------------------|----|---|-----|----------------|----|---|------|----------------|------|---|------|------|
| Time          | L                | R  | U | App | T              | R  | U | App  | L              | T    | U | App  | Int  |
| Hourly Total  | 34               | 10 | 0 | 44  | 607            | 29 | 0 | 636  | 4              | 865  | 0 | 869  | 1549 |
| 11:00AM       | 7                | 6  | 0 | 13  | 164            | 10 | 0 | 174  | 3              | 208  | 0 | 211  | 398  |
| 11:15AM       | 4                | 1  | 0 | 5   | 197            | 4  | 0 | 201  | 4              | 216  | 0 | 220  | 426  |
| 11:30AM       | 12               | 4  | 0 | 16  | 201            | 6  | 0 | 207  | 2              | 225  | 0 | 227  | 450  |
| 11:45AM       | 9                | 2  | 0 | 11  | 210            | 8  | 0 | 218  | 2              | 261  | 0 | 263  | 492  |
| Hourly Total  | 32               | 13 | 0 | 45  | 772            | 28 | 0 | 800  | 11             | 910  | 0 | 921  | 1766 |
| 12:00PM       | 4                | 2  | 0 | 6   | 230            | 12 | 0 | 242  | 1              | 198  | 0 | 199  | 447  |
| 12:15PM       | 16               | 5  | 0 | 21  | 226            | 10 | 0 | 236  | 3              | 262  | 0 | 265  | 522  |
| 12:30PM       | 9                | 4  | 0 | 13  | 216            | 11 | 0 | 227  | 0              | 238  | 0 | 238  | 478  |
| 12:45PM       | 10               | 3  | 0 | 13  | 237            | 19 | 0 | 256  | 2              | 204  | 0 | 206  | 475  |
| Hourly Total  | 39               | 14 | 0 | 53  | 909            | 52 | 0 | 961  | 6              | 902  | 0 | 908  | 1922 |
| 1:00PM        | 9                | 4  | 0 | 13  | 251            | 11 | 0 | 262  | 3              | 203  | 0 | 206  | 481  |
| 1:15PM        | 12               | 7  | 0 | 19  | 227            | 12 | 0 | 239  | 2              | 222  | 0 | 224  | 482  |
| 1:30PM        | 7                | 3  | 0 | 10  | 255            | 11 | 0 | 266  | 3              | 202  | 0 | 205  | 481  |
| 1:45PM        | 8                | 1  | 0 | 9   | 302            | 15 | 0 | 317  | 4              | 219  | 0 | 223  | 549  |
| Hourly Total  | 36               | 15 | 0 | 51  | 1035           | 49 | 0 | 1084 | 12             | 846  | 0 | 858  | 1993 |
| 2:00PM        | 11               | 2  | 0 | 13  | 251            | 12 | 0 | 263  | 3              | 210  | 0 | 213  | 489  |
| 2:15PM        | 10               | 4  | 0 | 14  | 226            | 7  | 0 | 233  | 2              | 180  | 0 | 182  | 429  |
| 2:30PM        | 8                | 3  | 0 | 11  | 257            | 12 | 0 | 269  | 5              | 212  | 0 | 217  | 497  |
| 2:45PM        | 11               | 6  | 0 | 17  | 244            | 11 | 0 | 255  | 2              | 207  | 0 | 209  | 481  |
| Hourly Total  | 40               | 15 | 0 | 55  | 978            | 42 | 0 | 1020 | 12             | 809  | 0 | 821  | 1896 |
| 3:00PM        | 6                | 5  | 0 | 11  | 275            | 14 | 0 | 289  | 1              | 199  | 0 | 200  | 500  |
| 3:15PM        | 12               | 5  | 0 | 17  | 312            | 7  | 0 | 319  | 7              | 222  | 0 | 229  | 565  |
| 3:30PM        | 3                | 5  | 0 | 8   | 344            | 11 | 0 | 355  | 5              | 242  | 0 | 247  | 610  |
| 3:45PM        | 5                | 7  | 0 | 12  | 319            | 17 | 0 | 336  | 1              | 203  | 0 | 204  | 552  |
| Hourly Total  | 26               | 22 | 0 | 48  | 1250           | 49 | 0 | 1299 | 14             | 866  | 0 | 880  | 2227 |
| 4:00PM        | 6                | 6  | 0 | 12  | 388            | 13 | 0 | 401  | 4              | 223  | 0 | 227  | 640  |
| 4:15PM        | 8                | 8  | 0 | 16  | 345            | 13 | 0 | 358  | 4              | 239  | 0 | 243  | 617  |
| 4:30PM        | 12               | 6  | 0 | 18  | 397            | 15 | 0 | 412  | 7              | 285  | 0 | 292  | 722  |
| 4:45PM        | 13               | 13 | 0 | 26  | 389            | 22 | 0 | 411  | 11             | 285  | 0 | 296  | 733  |
| Hourly Total  | 39               | 33 | 0 | 72  | 1519           | 63 | 0 | 1582 | 26             | 1032 | 0 | 1058 | 2712 |
| 5:00PM        | 8                | 10 | 0 | 18  | 391            | 19 | 0 | 410  | 5              | 212  | 0 | 217  | 645  |
| 5:15PM        | 13               | 7  | 0 | 20  | 451            | 15 | 0 | 466  | 6              | 230  | 0 | 236  | 722  |
| 5:30PM        | 8                | 6  | 0 | 14  | 377            | 18 | 0 | 395  | 5              | 209  | 0 | 214  | 623  |
| 5:45PM        | 13               | 8  | 0 | 21  | 440            | 21 | 0 | 461  | 4              | 260  | 0 | 264  | 746  |
| Hourly Total  | 42               | 31 | 0 | 73  | 1659           | 73 | 0 | 1732 | 20             | 911  | 0 | 931  | 2736 |
| 6:00PM        | 11               | 4  | 0 | 15  | 344            | 11 | 0 | 355  | 5              | 270  | 0 | 275  | 645  |
| 6:15PM        | 7                | 7  | 0 | 14  | 322            | 20 | 0 | 342  | 9              | 217  | 0 | 226  | 582  |
| 6:30PM        | 17               | 7  | 0 | 24  | 264            | 10 | 0 | 274  | 1              | 205  | 0 | 206  | 504  |
| 6:45PM        | 8                | 2  | 0 | 10  | 264            | 21 | 0 | 285  | 2              | 227  | 0 | 229  | 524  |
| Hourly Total  | 43               | 20 | 0 | 63  | 1194           | 62 | 0 | 1256 | 17             | 919  | 0 | 936  | 2255 |
| 7:00PM        | 9                | 3  | 0 | 12  | 269            | 13 | 0 | 282  | 1              | 149  | 0 | 150  | 444  |
| 7:15PM        | 4                | 3  | 0 | 7   | 253            | 9  | 0 | 262  | 1              | 126  | 0 | 127  | 396  |
| 7:30PM        | 5                | 1  | 0 | 6   | 220            | 16 | 0 | 236  | 4              | 156  | 0 | 160  | 402  |
| 7:45PM        | 7                | 0  | 0 | 7   | 182            | 11 | 0 | 193  | 1              | 129  | 0 | 130  | 330  |
| Hourly Total  | 25               | 7  | 0 | 32  | 924            | 49 | 0 | 973  | 7              | 560  | 0 | 567  | 1572 |
| 8:00PM        | 6                | 2  | 0 | 8   | 249            | 7  | 0 | 256  | 1              | 126  | 0 | 127  | 391  |
| 8:15PM        | 4                | 3  | 0 | 7   | 188            | 15 | 0 | 203  | 4              | 100  | 0 | 104  | 314  |
| 8:30PM        | 6                | 1  | 0 | 7   | 188            | 9  | 0 | 197  | 7              | 100  | 0 | 107  | 311  |
| 8:45PM        | 5                | 0  | 0 | 5   | 161            | 7  | 0 | 168  | 4              | 104  | 0 | 108  | 281  |
| Hourly Total  | 21               | 6  | 0 | 27  | 786            | 38 | 0 | 824  | 16             | 430  | 0 | 446  | 1297 |
| 9:00PM        | 3                | 1  | 0 | 4   | 182            | 11 | 0 | 193  | 4              | 86   | 0 | 90   | 287  |
| 9:15PM        | 1                | 2  | 0 | 3   | 165            | 10 | 0 | 175  | 4              | 68   | 0 | 72   | 250  |
| 9:30PM        | 1                | 0  | 0 | 1   | 124            | 5  | 0 | 129  | 2              | 69   | 0 | 71   | 201  |
| 9:45PM        | 4                | 0  | 0 | 4   | 138            | 5  | 0 | 143  | 2              | 47   | 0 | 49   | 196  |
| Hourly Total  | 9                | 3  | 0 | 12  | 609            | 31 | 0 | 640  | 12             | 270  | 0 | 282  | 934  |
| 10:00PM       | 4                | 1  | 0 | 5   | 126            | 7  | 0 | 133  | 1              | 42   | 0 | 43   | 181  |
| 10:15PM       | 1                | 0  | 0 | 1   | 80             | 1  | 0 | 81   | 0              | 30   | 0 | 30   | 112  |
| 10:30PM       | 2                | 1  | 0 | 3   | 65             | 4  | 0 | 69   | 0              | 25   | 0 | 25   | 97   |
| 10:45PM       | 1                | 0  | 0 | 1   | 56             | 3  | 0 | 59   | 0              | 24   | 0 | 24   | 84   |

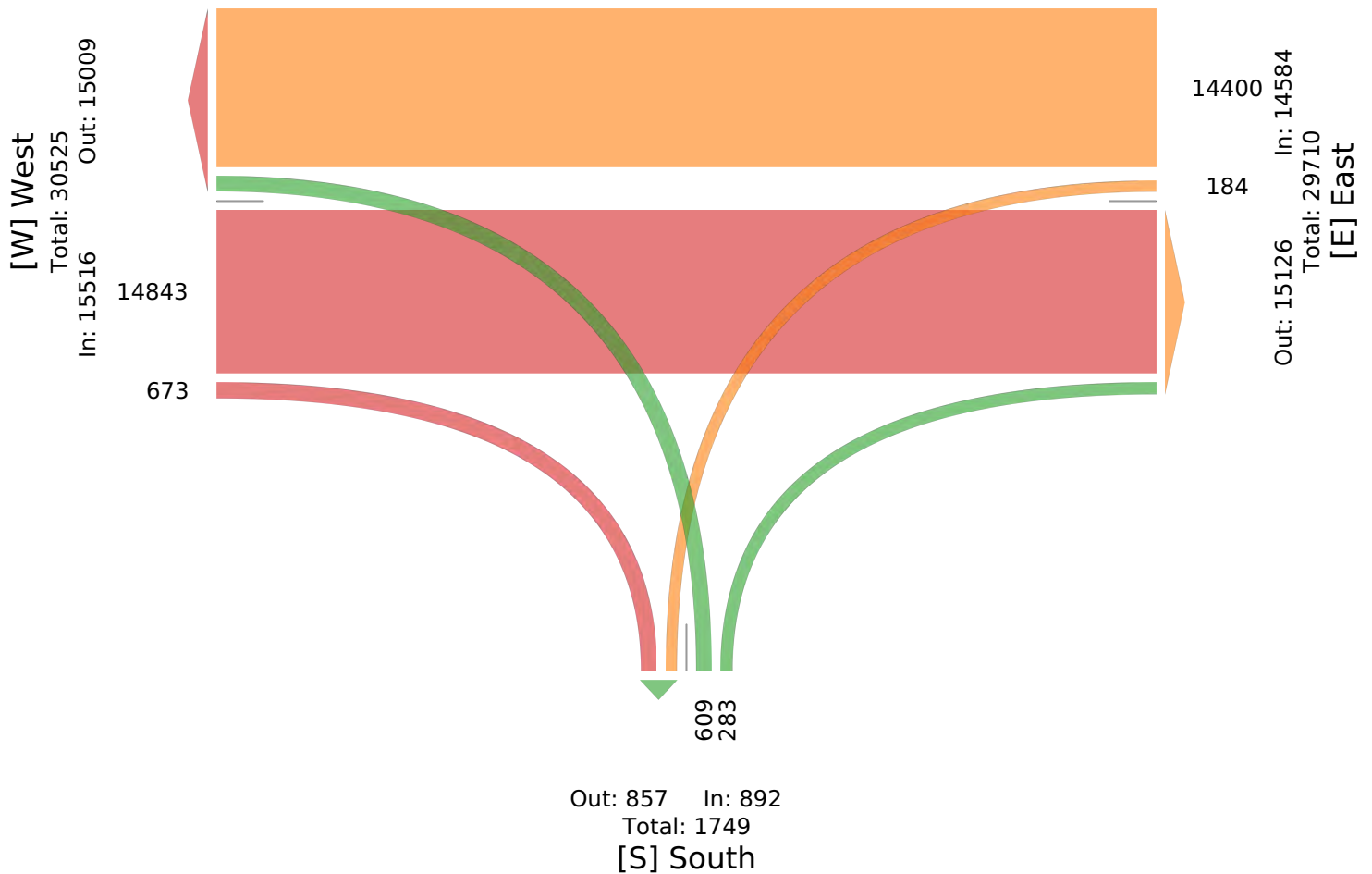
| Leg Direction                   | South Northbound |       |    |       | West Eastbound |       |    |       | East Westbound |       |    |       |       |
|---------------------------------|------------------|-------|----|-------|----------------|-------|----|-------|----------------|-------|----|-------|-------|
| Time                            | L                | R     | U  | App   | T              | R     | U  | App   | L              | T     | U  | App   | Int   |
| Hourly Total                    | 8                | 2     | 0  | 10    | 327            | 15    | 0  | 342   | 1              | 121   | 0  | 122   | 474   |
| 11:00PM                         | 1                | 1     | 0  | 2     | 56             | 1     | 0  | 57    | 0              | 19    | 0  | 19    | 78    |
| 11:15PM                         | 0                | 1     | 0  | 1     | 38             | 1     | 0  | 39    | 0              | 13    | 0  | 13    | 53    |
| 11:30PM                         | 2                | 0     | 0  | 2     | 21             | 2     | 0  | 23    | 0              | 10    | 0  | 10    | 35    |
| 11:45PM                         | 1                | 0     | 0  | 1     | 29             | 2     | 0  | 31    | 0              | 4     | 0  | 4     | 36    |
| Hourly Total                    | 4                | 2     | 0  | 6     | 144            | 6     | 0  | 150   | 0              | 46    | 0  | 46    | 202   |
| <b>Total</b>                    | 609              | 283   | 0  | 892   | 14843          | 673   | 0  | 15516 | 184            | 14400 | 0  | 14584 | 30992 |
| <b>% Approach</b>               | 68.3%            | 31.7% | 0% | -     | 95.7%          | 4.3%  | 0% | -     | 1.3%           | 98.7% | 0% | -     | -     |
| <b>% Total</b>                  | 2.0%             | 0.9%  | 0% | 2.9%  | 47.9%          | 2.2%  | 0% | 50.1% | 0.6%           | 46.5% | 0% | 47.1% | -     |
| <b>Lights and Motorcycles</b>   | 602              | 267   | 0  | 869   | 14621          | 651   | 0  | 15272 | 179            | 14184 | 0  | 14363 | 30504 |
| <b>% Lights and Motorcycles</b> | 98.9%            | 94.3% | 0% | 97.4% | 98.5%          | 96.7% | 0% | 98.4% | 97.3%          | 98.5% | 0% | 98.5% | 98.4% |
| <b>Heavy</b>                    | 7                | 16    | 0  | 23    | 222            | 22    | 0  | 244   | 5              | 216   | 0  | 221   | 488   |
| <b>% Heavy</b>                  | 1.1%             | 5.7%  | 0% | 2.6%  | 1.5%           | 3.3%  | 0% | 1.6%  | 2.7%           | 1.5%  | 0% | 1.5%  | 1.6%  |

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

116TH ST & KLOTZ FARM BLVD - TMC  
 Tue Apr 1, 2025  
 Full Length (12 AM-12 AM (+1))  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1283384, Location: 39.957084, -85.987855



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



# 116TH ST & KLOTZ FARM BLVD - TMC

Tue Apr 1, 2025

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283384, Location: 39.957084, -85.987855



Provided by: A&F Engineering

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

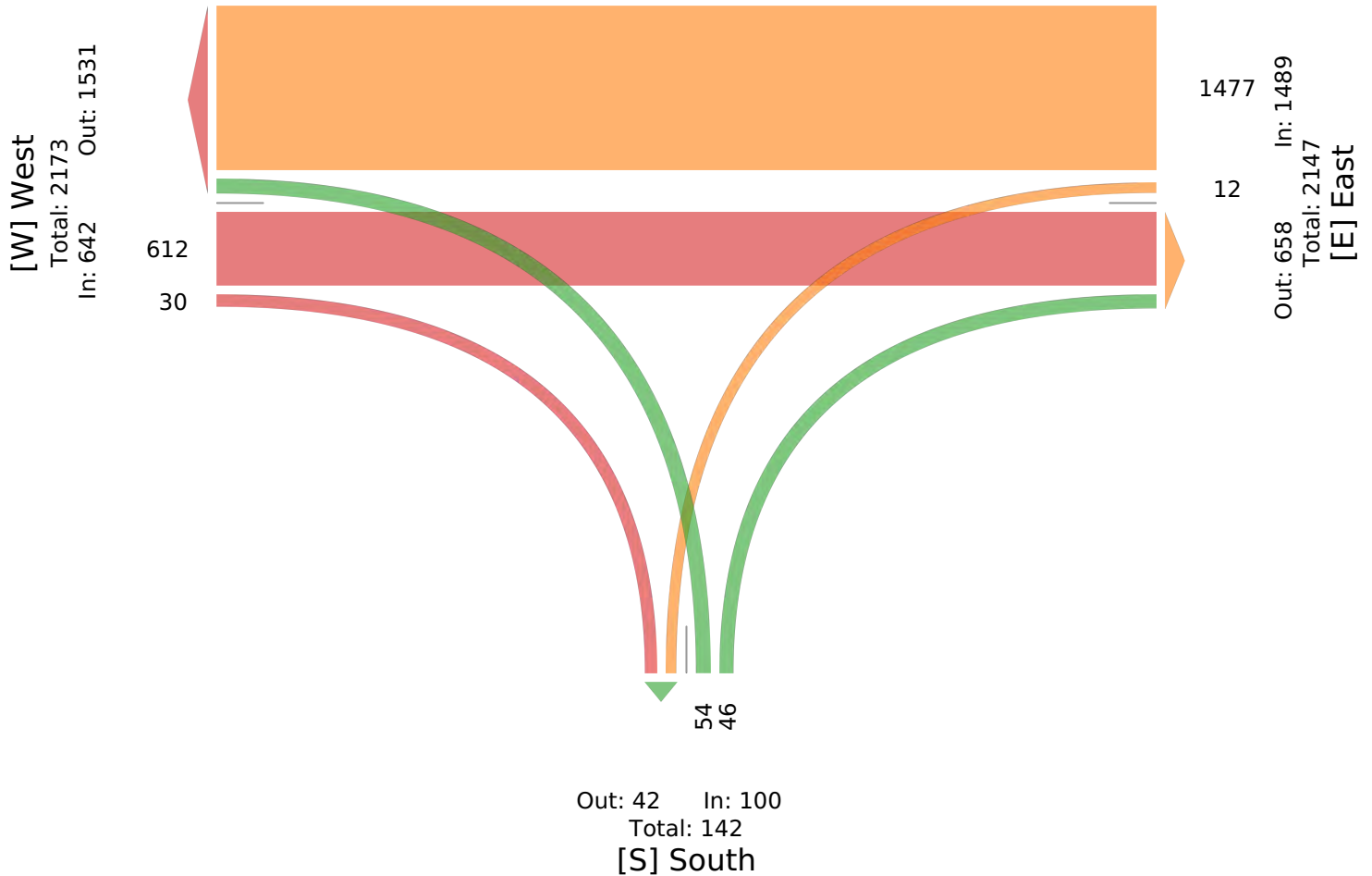
| Leg<br>Direction                | South<br>Northbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | T                 | R     | U  | App   | L                 | T     | U  | App   | Int   |
| 2025-04-01 7:45AM               | 13                  | 18    | 0  | 31    | 161               | 9     | 0  | 170   | 0                 | 366   | 0  | 366   | 567   |
| 8:00AM                          | 11                  | 18    | 0  | 29    | 133               | 5     | 0  | 138   | 5                 | 374   | 0  | 379   | 546   |
| 8:15AM                          | 16                  | 4     | 0  | 20    | 160               | 10    | 0  | 170   | 6                 | 340   | 0  | 346   | 536   |
| 8:30AM                          | 14                  | 6     | 0  | 20    | 158               | 6     | 0  | 164   | 1                 | 397   | 0  | 398   | 582   |
| <b>Total</b>                    | 54                  | 46    | 0  | 100   | 612               | 30    | 0  | 642   | 12                | 1477  | 0  | 1489  | 2231  |
| <b>% Approach</b>               | 54.0%               | 46.0% | 0% | -     | 95.3%             | 4.7%  | 0% | -     | 0.8%              | 99.2% | 0% | -     | -     |
| <b>% Total</b>                  | 2.4%                | 2.1%  | 0% | 4.5%  | 27.4%             | 1.3%  | 0% | 28.8% | 0.5%              | 66.2% | 0% | 66.7% | -     |
| <b>PHF</b>                      | 0.844               | 0.639 | -  | 0.806 | 0.950             | 0.750 | -  | 0.944 | 0.500             | 0.930 | -  | 0.935 | 0.958 |
| <b>Lights and Motorcycles</b>   | 52                  | 43    | 0  | 95    | 592               | 27    | 0  | 619   | 12                | 1459  | 0  | 1471  | 2185  |
| <b>% Lights and Motorcycles</b> | 96.3%               | 93.5% | 0% | 95.0% | 96.7%             | 90.0% | 0% | 96.4% | 100%              | 98.8% | 0% | 98.8% | 97.9% |
| <b>Heavy</b>                    | 2                   | 3     | 0  | 5     | 20                | 3     | 0  | 23    | 0                 | 18    | 0  | 18    | 46    |
| <b>% Heavy</b>                  | 3.7%                | 6.5%  | 0% | 5.0%  | 3.3%              | 10.0% | 0% | 3.6%  | 0%                | 1.2%  | 0% | 1.2%  | 2.1%  |

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

116TH ST & KLOTZ FARM BLVD - TMC  
 Tue Apr 1, 2025  
 AM Peak (7:45 AM - 8:45 AM)  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1283384, Location: 39.957084, -85.987855



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



# 116TH ST & KLOTZ FARM BLVD - TMC

Tue Apr 1, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283384, Location: 39.957084, -85.987855



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

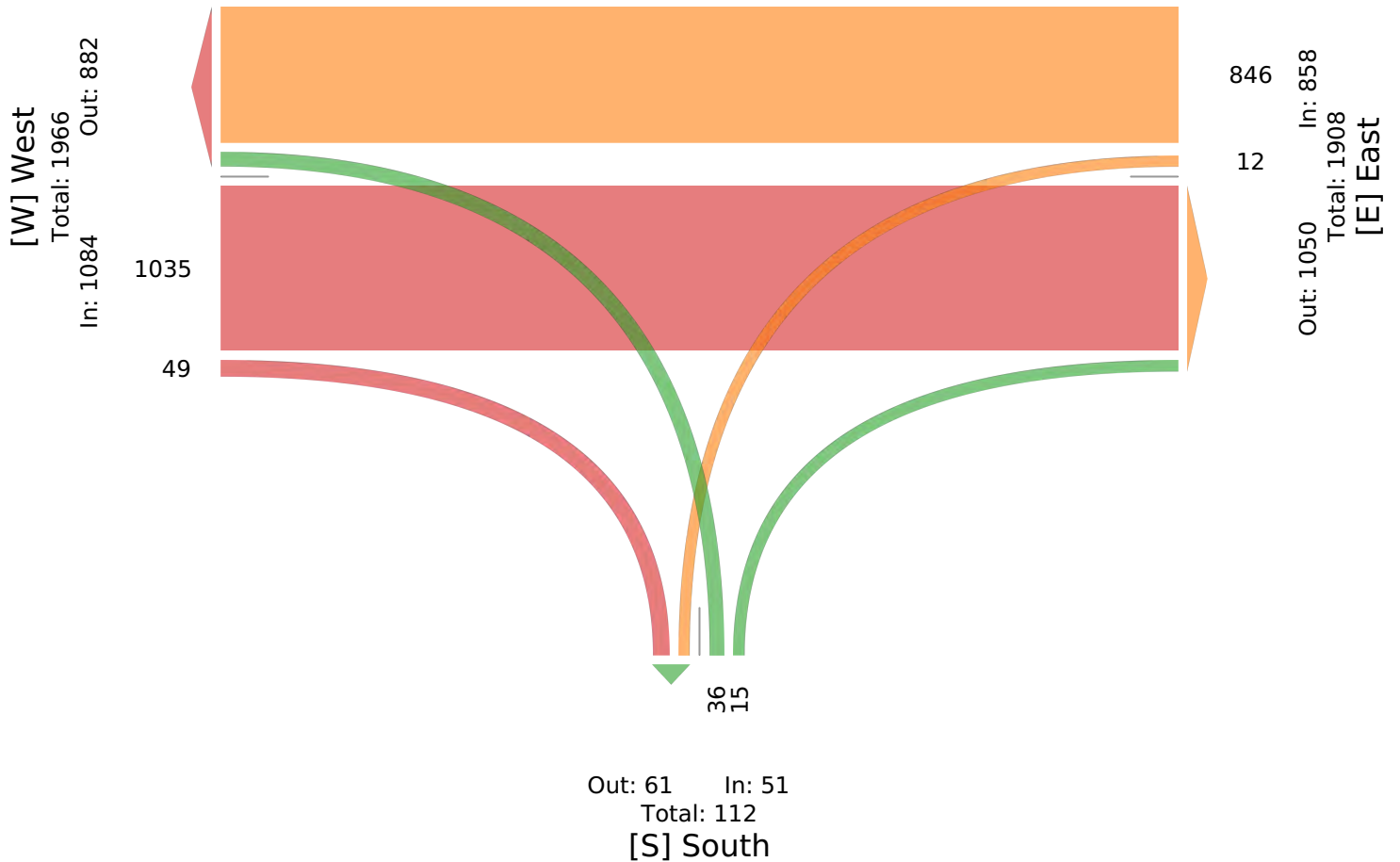
| Leg<br>Direction                | South<br>Northbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | T                 | R     | U  | App   | L                 | T     | U  | App   | Int   |
| 2025-04-01 1:00PM               | 9                   | 4     | 0  | 13    | 251               | 11    | 0  | 262   | 3                 | 203   | 0  | 206   | 481   |
| 1:15PM                          | 12                  | 7     | 0  | 19    | 227               | 12    | 0  | 239   | 2                 | 222   | 0  | 224   | 482   |
| 1:30PM                          | 7                   | 3     | 0  | 10    | 255               | 11    | 0  | 266   | 3                 | 202   | 0  | 205   | 481   |
| 1:45PM                          | 8                   | 1     | 0  | 9     | 302               | 15    | 0  | 317   | 4                 | 219   | 0  | 223   | 549   |
| <b>Total</b>                    | 36                  | 15    | 0  | 51    | 1035              | 49    | 0  | 1084  | 12                | 846   | 0  | 858   | 1993  |
| <b>% Approach</b>               | 70.6%               | 29.4% | 0% | -     | 95.5%             | 4.5%  | 0% | -     | 1.4%              | 98.6% | 0% | -     | -     |
| <b>% Total</b>                  | 1.8%                | 0.8%  | 0% | 2.6%  | 51.9%             | 2.5%  | 0% | 54.4% | 0.6%              | 42.4% | 0% | 43.1% | -     |
| <b>PHF</b>                      | 0.750               | 0.536 | -  | 0.671 | 0.857             | 0.817 | -  | 0.855 | 0.750             | 0.953 | -  | 0.958 | 0.908 |
| <b>Lights and Motorcycles</b>   | 36                  | 15    | 0  | 51    | 1011              | 49    | 0  | 1060  | 12                | 833   | 0  | 845   | 1956  |
| <b>% Lights and Motorcycles</b> | 100%                | 100%  | 0% | 100%  | 97.7%             | 100%  | 0% | 97.8% | 100%              | 98.5% | 0% | 98.5% | 98.1% |
| <b>Heavy</b>                    | 0                   | 0     | 0  | 0     | 24                | 0     | 0  | 24    | 0                 | 13    | 0  | 13    | 37    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0% | 0%    | 2.3%              | 0%    | 0% | 2.2%  | 0%                | 1.5%  | 0% | 1.5%  | 1.9%  |

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

116TH ST & KLOTZ FARM BLVD - TMC  
 Tue Apr 1, 2025  
 Midday Peak (1 PM - 2 PM)  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1283384, Location: 39.957084, -85.987855



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





# 116TH ST & KLOTZ FARM BLVD - TMC

Tue Apr 1, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283384, Location: 39.957084, -85.987855



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

| Leg<br>Direction                | South<br>Northbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | T                 | R     | U  | App   | L                 | T     | U  | App   | Int   |
| 2025-04-01 4:30PM               | 12                  | 6     | 0  | 18    | 397               | 15    | 0  | 412   | 7                 | 285   | 0  | 292   | 722   |
| 4:45PM                          | 13                  | 13    | 0  | 26    | 389               | 22    | 0  | 411   | 11                | 285   | 0  | 296   | 733   |
| 5:00PM                          | 8                   | 10    | 0  | 18    | 391               | 19    | 0  | 410   | 5                 | 212   | 0  | 217   | 645   |
| 5:15PM                          | 13                  | 7     | 0  | 20    | 451               | 15    | 0  | 466   | 6                 | 230   | 0  | 236   | 722   |
| <b>Total</b>                    | 46                  | 36    | 0  | 82    | 1628              | 71    | 0  | 1699  | 29                | 1012  | 0  | 1041  | 2822  |
| <b>% Approach</b>               | 56.1%               | 43.9% | 0% | -     | 95.8%             | 4.2%  | 0% | -     | 2.8%              | 97.2% | 0% | -     | -     |
| <b>% Total</b>                  | 1.6%                | 1.3%  | 0% | 2.9%  | 57.7%             | 2.5%  | 0% | 60.2% | 1.0%              | 35.9% | 0% | 36.9% | -     |
| <b>PHF</b>                      | 0.885               | 0.692 | -  | 0.788 | 0.902             | 0.807 | -  | 0.911 | 0.659             | 0.888 | -  | 0.879 | 0.962 |
| <b>Lights and Motorcycles</b>   | 45                  | 36    | 0  | 81    | 1619              | 70    | 0  | 1689  | 29                | 992   | 0  | 1021  | 2791  |
| <b>% Lights and Motorcycles</b> | 97.8%               | 100%  | 0% | 98.8% | 99.4%             | 98.6% | 0% | 99.4% | 100%              | 98.0% | 0% | 98.1% | 98.9% |
| <b>Heavy</b>                    | 1                   | 0     | 0  | 1     | 9                 | 1     | 0  | 10    | 0                 | 20    | 0  | 20    | 31    |
| <b>% Heavy</b>                  | 2.2%                | 0%    | 0% | 1.2%  | 0.6%              | 1.4%  | 0% | 0.6%  | 0%                | 2.0%  | 0% | 1.9%  | 1.1%  |

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

# 116TH ST & KLOTZ FARM BLVD - TMC

Tue Apr 1, 2025

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

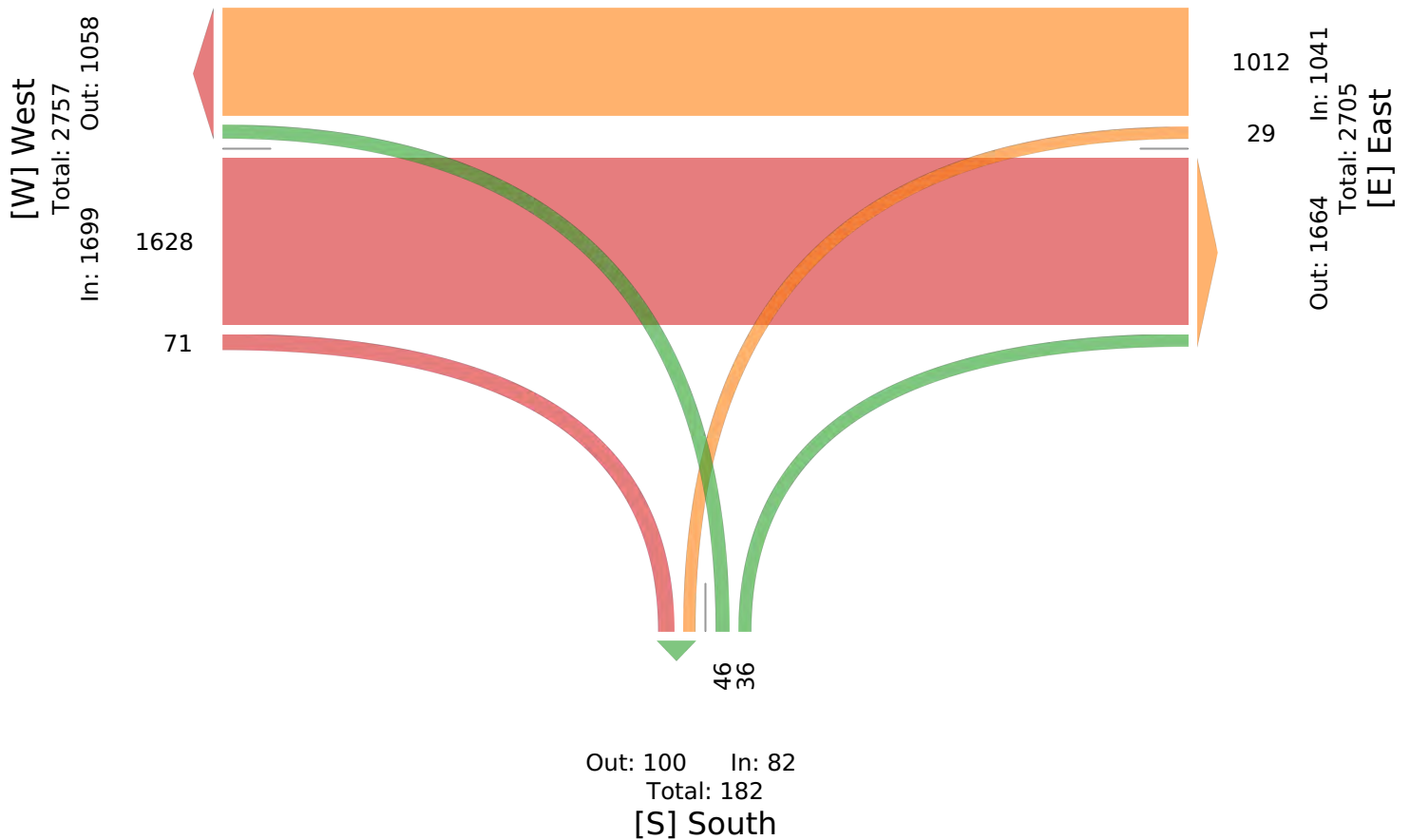
All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283384, Location: 39.957084, -85.987855



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



| Intersection             |        |        |      |        |       |      |
|--------------------------|--------|--------|------|--------|-------|------|
| Int Delay, s/veh         | 2.5    |        |      |        |       |      |
| Movement                 | EBT    | EBR    | WBL  | WBT    | NBL   | NBR  |
| Lane Configurations      | ↑↑↱    |        | ↱    | ↑↑     | ↱     | ↱    |
| Traffic Vol, veh/h       | 723    | 30     | 12   | 1645   | 54    | 46   |
| Future Vol, veh/h        | 723    | 30     | 12   | 1645   | 54    | 46   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0     | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop  | Stop |
| RT Channelized           | -      | None   | -    | None   | -     | None |
| Storage Length           | -      | -      | 90   | -      | 0     | 100  |
| Veh in Median Storage, # | 0      | -      | -    | 0      | 0     | -    |
| Grade, %                 | 0      | -      | -    | 0      | 0     | -    |
| Peak Hour Factor         | 96     | 96     | 96   | 96     | 96    | 96   |
| Heavy Vehicles, %        | 3      | 10     | 0    | 2      | 4     | 7    |
| Mvmt Flow                | 753    | 31     | 13   | 1714   | 56    | 48   |
|                          |        |        |      |        |       |      |
| Major/Minor              | Major1 | Major2 |      | Minor1 |       |      |
| Conflicting Flow All     | 0      | 0      | 784  | 0      | 1651  | 392  |
| Stage 1                  | -      | -      | -    | -      | 769   | -    |
| Stage 2                  | -      | -      | -    | -      | 882   | -    |
| Critical Hdwy            | -      | -      | 4.1  | -      | 6.88  | 7.04 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | 5.88  | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | 5.88  | -    |
| Follow-up Hdwy           | -      | -      | 2.2  | -      | 3.54  | 3.37 |
| Pot Cap-1 Maneuver       | -      | -      | 843  | -      | 88    | 593  |
| Stage 1                  | -      | -      | -    | -      | 413   | -    |
| Stage 2                  | -      | -      | -    | -      | 360   | -    |
| Platoon blocked, %       | -      | -      |      | -      |       |      |
| Mov Cap-1 Maneuver       | -      | -      | 843  | -      | 86    | 593  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | 86    | -    |
| Stage 1                  | -      | -      | -    | -      | 413   | -    |
| Stage 2                  | -      | -      | -    | -      | 355   | -    |
|                          |        |        |      |        |       |      |
|                          |        |        |      |        |       |      |
| Approach                 | EB     | WB     |      | NB     |       |      |
| HCM Ctrl Dly, s/v        | 0      | 0.07   |      | 61.29  |       |      |
| HCM LOS                  | F      |        |      |        |       |      |
|                          |        |        |      |        |       |      |
|                          |        |        |      |        |       |      |
| Minor Lane/Major Mvmt    | NBLn1  | NBLn2  | EBT  | EBR    | WBL   | WBT  |
| Capacity (veh/h)         | 86     | 593    | -    | -      | 843   | -    |
| HCM Lane V/C Ratio       | 0.651  | 0.081  | -    | -      | 0.015 | -    |
| HCM Ctrl Dly (s/v)       | 103.6  | 11.6   | -    | -      | 9.3   | -    |
| HCM Lane LOS             | F      | B      | -    | -      | A     | -    |
| HCM 95th %tile Q(veh)    | 3.1    | 0.3    | -    | -      | 0     | -    |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 26.1 |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 2041 | 74   | 29   | 1128 | 46   | 36   |
| Future Vol, veh/h        | 2041 | 74   | 29   | 1128 | 46   | 36   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 90   | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 2    | 2    | 0    | 2    | 2    | 0    |
| Mvmt Flow                | 2126 | 77   | 30   | 1175 | 48   | 38   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2203   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.1    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.2    |
| Pot Cap-1 Maneuver   | -      | -      | 242    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 242    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

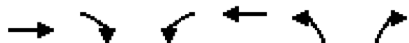
| Approach          | EB | WB   | NB         |
|-------------------|----|------|------------|
| HCM Ctrl Dly, s/v | 0  | 0.55 | \$ 1059.91 |
| HCM LOS           |    |      | F          |

| Minor Lane/Major Mvmt | NBLn1     | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-----------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 13        | 210   | -   | -   | 242   | -   |
| HCM Lane V/C Ratio    | 3.813     | 0.179 | -   | -   | 0.125 | -   |
| HCM Ctrl Dly (s/v)    | \$ 1869.2 | 25.9  | -   | -   | 22    | -   |
| HCM Lane LOS          | F         | D     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 7         | 0.6   | -   | -   | 0.4   | -   |

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

# HCM 7th Signalized Intersection Summary 2: Klotz Farm Blvd & E 116 St

Year 2035 AM Peak  
Scenario B - Klotz Farm Blvd Signal

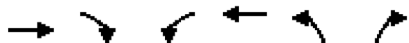


| Movement                     | EBT  | EBR  | WBL   | WBT  | NBL   | NBR  |
|------------------------------|------|------|-------|------|-------|------|
| Lane Configurations          | ↑↑   |      | ↵     | ↑↑   | ↵     | ↵    |
| Traffic Volume (veh/h)       | 723  | 30   | 12    | 1645 | 54    | 46   |
| Future Volume (veh/h)        | 723  | 30   | 12    | 1645 | 54    | 46   |
| Initial Q (Qb), veh          | 0    | 0    | 0     | 0    | 0     | 0    |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00  |      | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        | No   |      |       | No   | No    |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1752 | 1900  | 1870 | 1841  | 1796 |
| Adj Flow Rate, veh/h         | 753  | 31   | 12    | 1714 | 56    | 48   |
| Peak Hour Factor             | 0.96 | 0.96 | 0.96  | 0.96 | 0.96  | 0.96 |
| Percent Heavy Veh, %         | 3    | 10   | 0     | 2    | 4     | 7    |
| Cap, veh/h                   | 2072 | 85   | 491   | 2454 | 274   | 238  |
| Arrive On Green              | 0.60 | 0.60 | 0.02  | 0.69 | 0.16  | 0.16 |
| Sat Flow, veh/h              | 3543 | 142  | 1810  | 3647 | 1753  | 1522 |
| Grp Volume(v), veh/h         | 385  | 399  | 12    | 1714 | 56    | 48   |
| Grp Sat Flow(s), veh/h/ln    | 1763 | 1830 | 1810  | 1777 | 1753  | 1522 |
| Q Serve(g_s), s              | 7.3  | 7.3  | 0.2   | 18.8 | 1.8   | 1.8  |
| Cycle Q Clear(g_c), s        | 7.3  | 7.3  | 0.2   | 18.8 | 1.8   | 1.8  |
| Prop In Lane                 |      | 0.08 | 1.00  |      | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 1058 | 1099 | 491   | 2454 | 274   | 238  |
| V/C Ratio(X)                 | 0.36 | 0.36 | 0.02  | 0.70 | 0.20  | 0.20 |
| Avail Cap(c_a), veh/h        | 2975 | 3089 | 689   | 6979 | 323   | 280  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 6.7  | 6.7  | 4.6   | 6.0  | 24.0  | 24.0 |
| Incr Delay (d2), s/veh       | 0.2  | 0.2  | 0.0   | 0.4  | 0.4   | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.0  | 2.1  | 0.0   | 3.9  | 0.7   | 0.6  |
| Unsig. Movement Delay, s/veh |      |      |       |      |       |      |
| LnGrp Delay(d), s/veh        | 6.9  | 6.9  | 4.7   | 6.4  | 24.3  | 24.4 |
| LnGrp LOS                    | A    | A    | A     | A    | C     | C    |
| Approach Vol, veh/h          | 784  |      |       | 1726 | 104   |      |
| Approach Delay, s/veh        | 6.9  |      |       | 6.4  | 24.4  |      |
| Approach LOS                 | A    |      |       | A    | C     |      |
| Timer - Assigned Phs         | 2    | 3    | 4     |      | 8     |      |
| Phs Duration (G+Y+Rc), s     | 15.2 | 5.9  | 44.1  |      | 50.0  |      |
| Change Period (Y+Rc), s      | 5.0  | 4.5  | 5.0   |      | 5.0   |      |
| Max Green Setting (Gmax), s  | 12.0 | 8.5  | 110.0 |      | 128.0 |      |
| Max Q Clear Time (g_c+I1), s | 3.8  | 2.2  | 9.3   |      | 20.8  |      |
| Green Ext Time (p_c), s      | 0.1  | 0.0  | 5.3   |      | 24.2  |      |
| <b>Intersection Summary</b>  |      |      |       |      |       |      |
| HCM 7th Control Delay, s/veh |      | 7.2  |       |      |       |      |
| HCM 7th LOS                  |      | A    |       |      |       |      |

## HCM 7th Signalized Intersection Summary

### 2: Klotz Farm Blvd & E 116 St

Year 2035 PM Peak  
Scenario B - Klotz Farm Blvd Signal



| Movement                     | EBT  | EBR  | WBL  | WBT   | NBL  | NBR   |
|------------------------------|------|------|------|-------|------|-------|
| Lane Configurations          | ↑↑   |      | ↵    | ↑↑    | ↵    | ↵     |
| Traffic Volume (veh/h)       | 2041 | 74   | 29   | 1128  | 46   | 36    |
| Future Volume (veh/h)        | 2041 | 74   | 29   | 1128  | 46   | 36    |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0     | 0    | 0     |
| Lane Width Adj.              | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |       | 1.00 | 1.00  |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  |
| Work Zone On Approach        | No   |      |      | No    | No   |       |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1900 | 1870  | 1870 | 1900  |
| Adj Flow Rate, veh/h         | 2126 | 77   | 30   | 1175  | 48   | 38    |
| Peak Hour Factor             | 0.96 | 0.96 | 0.96 | 0.96  | 0.96 | 0.96  |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 2     | 2    | 0     |
| Cap, veh/h                   | 2770 | 100  | 192  | 3039  | 139  | 125   |
| Arrive On Green              | 0.79 | 0.79 | 0.03 | 0.86  | 0.08 | 0.08  |
| Sat Flow, veh/h              | 3592 | 126  | 1810 | 3647  | 1781 | 1610  |
| Grp Volume(v), veh/h         | 1073 | 1130 | 30   | 1175  | 48   | 38    |
| Grp Sat Flow(s), veh/h/ln    | 1777 | 1848 | 1810 | 1777  | 1781 | 1610  |
| Q Serve(g_s), s              | 47.5 | 49.0 | 0.4  | 10.7  | 3.8  | 3.3   |
| Cycle Q Clear(g_c), s        | 47.5 | 49.0 | 0.4  | 10.7  | 3.8  | 3.3   |
| Prop In Lane                 |      | 0.07 | 1.00 |       | 1.00 | 1.00  |
| Lane Grp Cap(c), veh/h       | 1407 | 1463 | 192  | 3039  | 139  | 125   |
| V/C Ratio(X)                 | 0.76 | 0.77 | 0.16 | 0.39  | 0.35 | 0.30  |
| Avail Cap(c_a), veh/h        | 1407 | 1463 | 222  | 3039  | 143  | 129   |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  |
| Uniform Delay (d), s/veh     | 8.2  | 8.3  | 12.4 | 2.3   | 65.4 | 65.2  |
| Incr Delay (d2), s/veh       | 4.0  | 4.0  | 0.4  | 0.4   | 1.5  | 1.3   |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   |
| %ile BackOfQ(50%),veh/ln     | 16.0 | 17.1 | 0.4  | 2.5   | 1.8  | 1.4   |
| Unsig. Movement Delay, s/veh |      |      |      |       |      |       |
| LnGrp Delay(d), s/veh        | 12.2 | 12.4 | 12.8 | 2.7   | 66.9 | 66.5  |
| LnGrp LOS                    | B    | B    | B    | A     | E    | E     |
| Approach Vol, veh/h          | 2203 |      |      | 1205  | 86   |       |
| Approach Delay, s/veh        | 12.3 |      |      | 3.0   | 66.7 |       |
| Approach LOS                 | B    |      |      | A     | E    |       |
| Timer - Assigned Phs         |      | 2    | 3    | 4     |      | 8     |
| Phs Duration (G+Y+Rc), s     |      | 16.7 | 9.5  | 123.5 |      | 133.0 |
| Change Period (Y+Rc), s      |      | 5.0  | 4.5  | 5.0   |      | 5.0   |
| Max Green Setting (Gmax), s  |      | 12.0 | 7.5  | 116.0 |      | 128.0 |
| Max Q Clear Time (g_c+l1), s |      | 5.8  | 2.4  | 51.0  |      | 12.7  |
| Green Ext Time (p_c), s      |      | 0.1  | 0.0  | 37.2  |      | 11.2  |
| <b>Intersection Summary</b>  |      |      |      |       |      |       |
| HCM 7th Control Delay, s/veh |      |      | 10.4 |       |      |       |
| HCM 7th LOS                  |      |      | B    |       |      |       |

| Intersection             |        |      |        |      |        |       |     |
|--------------------------|--------|------|--------|------|--------|-------|-----|
| Int Delay, s/veh         | 2.5    |      |        |      |        |       |     |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR   |     |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑   | ↱      | ↱     |     |
| Traffic Vol, veh/h       | 723    | 30   | 12     | 1645 | 54     | 46    |     |
| Future Vol, veh/h        | 723    | 30   | 12     | 1645 | 54     | 46    |     |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0      | 0     |     |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop  |     |
| RT Channelized           | -      | None | -      | None | -      | None  |     |
| Storage Length           | -      | -    | 90     | -    | 0      | 100   |     |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -     |     |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -     |     |
| Peak Hour Factor         | 96     | 96   | 96     | 96   | 96     | 96    |     |
| Heavy Vehicles, %        | 3      | 10   | 0      | 2    | 4      | 7     |     |
| Mvmt Flow                | 753    | 31   | 13     | 1714 | 56     | 48    |     |
|                          |        |      |        |      |        |       |     |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |       |     |
| Conflicting Flow All     | 0      | 0    | 784    | 0    | 1651   | 392   |     |
| Stage 1                  | -      | -    | -      | -    | 769    | -     |     |
| Stage 2                  | -      | -    | -      | -    | 882    | -     |     |
| Critical Hdwy            | -      | -    | 4.1    | -    | 6.88   | 7.04  |     |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | 5.88   | -     |     |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | 5.88   | -     |     |
| Follow-up Hdwy           | -      | -    | 2.2    | -    | 3.54   | 3.37  |     |
| Pot Cap-1 Maneuver       | -      | -    | 843    | -    | 88     | 593   |     |
| Stage 1                  | -      | -    | -      | -    | 413    | -     |     |
| Stage 2                  | -      | -    | -      | -    | 360    | -     |     |
| Platoon blocked, %       | -      | -    |        | -    |        |       |     |
| Mov Cap-1 Maneuver       | -      | -    | 843    | -    | 86     | 593   |     |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | 86     | -     |     |
| Stage 1                  | -      | -    | -      | -    | 413    | -     |     |
| Stage 2                  | -      | -    | -      | -    | 355    | -     |     |
|                          |        |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
| Approach                 | EB     |      | WB     |      | NB     |       |     |
| HCM Ctrl Dly, s/v        | 0      |      | 0.07   |      | 61.29  |       |     |
| HCM LOS                  | F      |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
| Minor Lane/Major Mvmt    | NBLn1  |      | NBLn2  | EBT  | EBR    | WBL   | WBT |
| Capacity (veh/h)         | 86     |      | 593    | -    | -      | 843   | -   |
| HCM Lane V/C Ratio       | 0.651  |      | 0.081  | -    | -      | 0.015 | -   |
| HCM Ctrl Dly (s/v)       | 103.6  |      | 11.6   | -    | -      | 9.3   | -   |
| HCM Lane LOS             | F      |      | B      | -    | -      | A     | -   |
| HCM 95th %tile Q(veh)    | 3.1    |      | 0.3    | -    | -      | 0     | -   |

| Intersection             |        |      |        |      |        |       |     |
|--------------------------|--------|------|--------|------|--------|-------|-----|
| Int Delay, s/veh         | 2.5    |      |        |      |        |       |     |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR   |     |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑   | ↱      | ↱     |     |
| Traffic Vol, veh/h       | 723    | 30   | 12     | 1645 | 54     | 46    |     |
| Future Vol, veh/h        | 723    | 30   | 12     | 1645 | 54     | 46    |     |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0      | 0     |     |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop  |     |
| RT Channelized           | -      | None | -      | None | -      | None  |     |
| Storage Length           | -      | -    | 90     | -    | 0      | 100   |     |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -     |     |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -     |     |
| Peak Hour Factor         | 96     | 96   | 96     | 96   | 96     | 96    |     |
| Heavy Vehicles, %        | 3      | 10   | 0      | 2    | 4      | 7     |     |
| Mvmt Flow                | 753    | 31   | 13     | 1714 | 56     | 48    |     |
|                          |        |      |        |      |        |       |     |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |       |     |
| Conflicting Flow All     | 0      | 0    | 784    | 0    | 1651   | 392   |     |
| Stage 1                  | -      | -    | -      | -    | 769    | -     |     |
| Stage 2                  | -      | -    | -      | -    | 882    | -     |     |
| Critical Hdwy            | -      | -    | 4.1    | -    | 6.88   | 7.04  |     |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | 5.88   | -     |     |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | 5.88   | -     |     |
| Follow-up Hdwy           | -      | -    | 2.2    | -    | 3.54   | 3.37  |     |
| Pot Cap-1 Maneuver       | -      | -    | 843    | -    | 88     | 593   |     |
| Stage 1                  | -      | -    | -      | -    | 413    | -     |     |
| Stage 2                  | -      | -    | -      | -    | 360    | -     |     |
| Platoon blocked, %       | -      | -    |        | -    |        |       |     |
| Mov Cap-1 Maneuver       | -      | -    | 843    | -    | 86     | 593   |     |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | 86     | -     |     |
| Stage 1                  | -      | -    | -      | -    | 413    | -     |     |
| Stage 2                  | -      | -    | -      | -    | 355    | -     |     |
|                          |        |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
| Approach                 | EB     |      | WB     |      | NB     |       |     |
| HCM Ctrl Dly, s/v        | 0      |      | 0.07   |      | 61.29  |       |     |
| HCM LOS                  | F      |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
| Minor Lane/Major Mvmt    | NBLn1  |      | NBLn2  | EBT  | EBR    | WBL   | WBT |
| Capacity (veh/h)         | 86     |      | 593    | -    | -      | 843   | -   |
| HCM Lane V/C Ratio       | 0.651  |      | 0.081  | -    | -      | 0.015 | -   |
| HCM Ctrl Dly (s/v)       | 103.6  |      | 11.6   | -    | -      | 9.3   | -   |
| HCM Lane LOS             | F      |      | B      | -    | -      | A     | -   |
| HCM 95th %tile Q(veh)    | 3.1    |      | 0.3    | -    | -      | 0     | -   |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 26.1 |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 2041 | 74   | 29   | 1128 | 46   | 36   |
| Future Vol, veh/h        | 2041 | 74   | 29   | 1128 | 46   | 36   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 90   | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 2    | 2    | 0    | 2    | 2    | 0    |
| Mvmt Flow                | 2126 | 77   | 30   | 1175 | 48   | 38   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2203   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.1    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.2    |
| Pot Cap-1 Maneuver   | -      | -      | 242    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 242    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB         |
|-------------------|----|------|------------|
| HCM Ctrl Dly, s/v | 0  | 0.55 | \$ 1059.91 |
| HCM LOS           |    |      | F          |

| Minor Lane/Major Mvmt | NBLn1     | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-----------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 13        | 210   | -   | -   | 242   | -   |
| HCM Lane V/C Ratio    | 3.813     | 0.179 | -   | -   | 0.125 | -   |
| HCM Ctrl Dly (s/v)    | \$ 1869.2 | 25.9  | -   | -   | 22    | -   |
| HCM Lane LOS          | F         | D     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 7         | 0.6   | -   | -   | 0.4   | -   |

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

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 26.1 |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 2041 | 74   | 29   | 1128 | 46   | 36   |
| Future Vol, veh/h        | 2041 | 74   | 29   | 1128 | 46   | 36   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 90   | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 2    | 2    | 0    | 2    | 2    | 0    |
| Mvmt Flow                | 2126 | 77   | 30   | 1175 | 48   | 38   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2203   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.1    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.2    |
| Pot Cap-1 Maneuver   | -      | -      | 242    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 242    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB         |
|-------------------|----|------|------------|
| HCM Ctrl Dly, s/v | 0  | 0.55 | \$ 1059.91 |
| HCM LOS           |    |      | F          |

| Minor Lane/Major Mvmt | NBLn1     | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-----------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 13        | 210   | -   | -   | 242   | -   |
| HCM Lane V/C Ratio    | 3.813     | 0.179 | -   | -   | 0.125 | -   |
| HCM Ctrl Dly (s/v)    | \$ 1869.2 | 25.9  | -   | -   | 22    | -   |
| HCM Lane LOS          | F         | D     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 7         | 0.6   | -   | -   | 0.4   | -   |

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

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   |      | ↑    |
| Traffic Vol, veh/h       | 723  | 30   | 12   | 1699 | 0    | 100  |
| Future Vol, veh/h        | 723  | 30   | 12   | 1699 | 0    | 100  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 90   | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 96   | 96   | 96   | 96   | 96   | 96   |
| Heavy Vehicles, %        | 3    | 10   | 0    | 2    | 4    | 7    |
| Mvmt Flow                | 753  | 31   | 13   | 1770 | 0    | 104  |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 784    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 4.1    | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 2.2    | -      |
| Pot Cap-1 Maneuver   | -      | 843    | 0      |
| Stage 1              | -      | -      | 0      |
| Stage 2              | -      | -      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 843    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.07 | 12.36 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 593   | -   | -   | 843   | -   |
| HCM Lane V/C Ratio    | 0.176 | -   | -   | 0.015 | -   |
| HCM Ctrl Dly (s/v)    | 12.4  | -   | -   | 9.3   | -   |
| HCM Lane LOS          | B     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.6   | -   | -   | 0     | -   |

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 1      |        |      |        |      |      |
| Movement                 | EBT    | EBR    | WBL  | WBT    | NBL  | NBR  |
| Lane Configurations      | ↑↑↱    |        | ↱    | ↑↑     |      | ↱    |
| Traffic Vol, veh/h       | 2041   | 74     | 29   | 1174   | 0    | 82   |
| Future Vol, veh/h        | 2041   | 74     | 29   | 1174   | 0    | 82   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | -      | 90   | -      | -    | -    |
| Veh in Median Storage, # | 0      | -      | -    | 0      | 0    | -    |
| Grade, %                 | 0      | -      | -    | 0      | 0    | -    |
| Peak Hour Factor         | 96     | 96     | 96   | 96     | 96   | 96   |
| Heavy Vehicles, %        | 2      | 2      | 0    | 2      | 2    | 0    |
| Mvmt Flow                | 2126   | 77     | 30   | 1223   | 0    | 85   |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor1 |      |      |
| Conflicting Flow All     | 0      | 0      | 2203 | 0      | -    | 1102 |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | 4.1  | -      | -    | 6.9  |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | 2.2  | -      | -    | 3.3  |
| Pot Cap-1 Maneuver       | -      | -      | 242  | -      | 0    | 210  |
| Stage 1                  | -      | -      | -    | -      | 0    | -    |
| Stage 2                  | -      | -      | -    | -      | 0    | -    |
| Platoon blocked, %       | -      | -      |      | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | 242  | -      | -    | 210  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | NB     |      |      |
| HCM Ctrl Dly, s/v        | 0      | 0.53   |      | 33.46  |      |      |
| HCM LOS                  | D      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | EBR  | WBL    | WBT  |      |
| Capacity (veh/h)         | 210    | -      | -    | 242    | -    |      |
| HCM Lane V/C Ratio       | 0.407  | -      | -    | 0.125  | -    |      |
| HCM Ctrl Dly (s/v)       | 33.5   | -      | -    | 22     | -    |      |
| HCM Lane LOS             | D      | -      | -    | C      | -    |      |
| HCM 95th %tile Q(veh)    | 1.8    | -      | -    | 0.4    | -    |      |

# ***116<sup>TH</sup> STREET & SAND CREEK BOULEVARD***

## ***TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS***

## 116TH ST &amp; SAND CREEK BLVD - TMC

Tue Apr 1, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283385, Location: 39.957108, -85.985764



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

| Leg<br>Direction   | North<br>Southbound |    |   |     | West<br>Eastbound |     |   |     | East<br>Westbound |   |   |      |      |
|--------------------|---------------------|----|---|-----|-------------------|-----|---|-----|-------------------|---|---|------|------|
| Time               | L                   | R  | U | App | L                 | T   | U | App | T                 | R | U | App  | Int  |
| 2025-04-01 12:00AM | 0                   | 0  | 0 | 0   | 3                 | 22  | 0 | 25  | 5                 | 0 | 0 | 5    | 30   |
| 12:15AM            | 0                   | 3  | 0 | 3   | 3                 | 19  | 0 | 22  | 5                 | 1 | 0 | 6    | 31   |
| 12:30AM            | 0                   | 0  | 0 | 0   | 1                 | 7   | 0 | 8   | 4                 | 0 | 0 | 4    | 12   |
| 12:45AM            | 0                   | 0  | 0 | 0   | 0                 | 4   | 0 | 4   | 5                 | 0 | 0 | 5    | 9    |
| Hourly Total       | 0                   | 3  | 0 | 3   | 7                 | 52  | 0 | 59  | 19                | 1 | 0 | 20   | 82   |
| 1:00AM             | 0                   | 0  | 0 | 0   | 1                 | 5   | 0 | 6   | 4                 | 0 | 0 | 4    | 10   |
| 1:15AM             | 0                   | 0  | 0 | 0   | 0                 | 8   | 0 | 8   | 5                 | 0 | 0 | 5    | 13   |
| 1:30AM             | 0                   | 1  | 0 | 1   | 2                 | 6   | 0 | 8   | 2                 | 0 | 0 | 2    | 11   |
| 1:45AM             | 0                   | 1  | 0 | 1   | 1                 | 5   | 0 | 6   | 1                 | 0 | 0 | 1    | 8    |
| Hourly Total       | 0                   | 2  | 0 | 2   | 4                 | 24  | 0 | 28  | 12                | 0 | 0 | 12   | 42   |
| 2:00AM             | 0                   | 0  | 0 | 0   | 3                 | 8   | 0 | 11  | 1                 | 0 | 0 | 1    | 12   |
| 2:15AM             | 0                   | 1  | 0 | 1   | 1                 | 3   | 0 | 4   | 3                 | 0 | 0 | 3    | 8    |
| 2:30AM             | 0                   | 0  | 0 | 0   | 0                 | 5   | 0 | 5   | 9                 | 0 | 0 | 9    | 14   |
| 2:45AM             | 0                   | 0  | 0 | 0   | 0                 | 6   | 0 | 6   | 4                 | 0 | 0 | 4    | 10   |
| Hourly Total       | 0                   | 1  | 0 | 1   | 4                 | 22  | 0 | 26  | 17                | 0 | 0 | 17   | 44   |
| 3:00AM             | 0                   | 1  | 0 | 1   | 0                 | 4   | 0 | 4   | 6                 | 0 | 0 | 6    | 11   |
| 3:15AM             | 0                   | 1  | 0 | 1   | 0                 | 6   | 0 | 6   | 3                 | 0 | 0 | 3    | 10   |
| 3:30AM             | 0                   | 1  | 0 | 1   | 1                 | 6   | 0 | 7   | 2                 | 0 | 0 | 2    | 10   |
| 3:45AM             | 0                   | 1  | 0 | 1   | 1                 | 4   | 0 | 5   | 7                 | 1 | 0 | 8    | 14   |
| Hourly Total       | 0                   | 4  | 0 | 4   | 2                 | 20  | 0 | 22  | 18                | 1 | 0 | 19   | 45   |
| 4:00AM             | 0                   | 1  | 0 | 1   | 0                 | 8   | 0 | 8   | 7                 | 0 | 0 | 7    | 16   |
| 4:15AM             | 0                   | 0  | 0 | 0   | 0                 | 9   | 0 | 9   | 16                | 0 | 0 | 16   | 25   |
| 4:30AM             | 1                   | 3  | 0 | 4   | 0                 | 9   | 0 | 9   | 16                | 0 | 0 | 16   | 29   |
| 4:45AM             | 0                   | 5  | 0 | 5   | 1                 | 5   | 0 | 6   | 27                | 1 | 0 | 28   | 39   |
| Hourly Total       | 1                   | 9  | 0 | 10  | 1                 | 31  | 0 | 32  | 66                | 1 | 0 | 67   | 109  |
| 5:00AM             | 0                   | 4  | 0 | 4   | 0                 | 4   | 0 | 4   | 41                | 0 | 0 | 41   | 49   |
| 5:15AM             | 0                   | 0  | 0 | 0   | 1                 | 8   | 0 | 9   | 60                | 0 | 0 | 60   | 69   |
| 5:30AM             | 0                   | 9  | 0 | 9   | 0                 | 24  | 0 | 24  | 70                | 0 | 0 | 70   | 103  |
| 5:45AM             | 1                   | 3  | 0 | 4   | 1                 | 39  | 0 | 40  | 69                | 0 | 0 | 69   | 113  |
| Hourly Total       | 1                   | 16 | 0 | 17  | 2                 | 75  | 0 | 77  | 240               | 0 | 0 | 240  | 334  |
| 6:00AM             | 0                   | 8  | 0 | 8   | 0                 | 27  | 0 | 27  | 81                | 1 | 0 | 82   | 117  |
| 6:15AM             | 0                   | 11 | 0 | 11  | 2                 | 50  | 0 | 52  | 144               | 0 | 0 | 144  | 207  |
| 6:30AM             | 0                   | 15 | 0 | 15  | 0                 | 68  | 0 | 68  | 173               | 0 | 0 | 173  | 256  |
| 6:45AM             | 1                   | 15 | 0 | 16  | 3                 | 72  | 0 | 75  | 215               | 0 | 0 | 215  | 306  |
| Hourly Total       | 1                   | 49 | 0 | 50  | 5                 | 217 | 0 | 222 | 613               | 1 | 0 | 614  | 886  |
| 7:00AM             | 1                   | 23 | 0 | 24  | 1                 | 72  | 0 | 73  | 246               | 0 | 0 | 246  | 343  |
| 7:15AM             | 3                   | 19 | 0 | 22  | 7                 | 100 | 1 | 108 | 339               | 0 | 0 | 339  | 469  |
| 7:30AM             | 1                   | 26 | 0 | 27  | 4                 | 132 | 1 | 137 | 326               | 2 | 0 | 328  | 492  |
| 7:45AM             | 4                   | 24 | 0 | 28  | 11                | 166 | 2 | 179 | 344               | 3 | 0 | 347  | 554  |
| Hourly Total       | 9                   | 92 | 0 | 101 | 23                | 470 | 4 | 497 | 1255              | 5 | 0 | 1260 | 1858 |
| 8:00AM             | 3                   | 25 | 0 | 28  | 4                 | 143 | 0 | 147 | 348               | 1 | 0 | 349  | 524  |
| 8:15AM             | 0                   | 19 | 0 | 19  | 6                 | 155 | 0 | 161 | 328               | 0 | 0 | 328  | 508  |
| 8:30AM             | 2                   | 17 | 0 | 19  | 5                 | 155 | 0 | 160 | 373               | 1 | 0 | 374  | 553  |
| 8:45AM             | 3                   | 21 | 0 | 24  | 6                 | 144 | 0 | 150 | 316               | 0 | 0 | 316  | 490  |
| Hourly Total       | 8                   | 82 | 0 | 90  | 21                | 597 | 0 | 618 | 1365              | 2 | 0 | 1367 | 2075 |
| 9:00AM             | 1                   | 8  | 0 | 9   | 7                 | 138 | 0 | 145 | 281               | 1 | 0 | 282  | 436  |
| 9:15AM             | 3                   | 9  | 0 | 12  | 4                 | 145 | 0 | 149 | 304               | 3 | 0 | 307  | 468  |
| 9:30AM             | 1                   | 8  | 0 | 9   | 6                 | 173 | 0 | 179 | 219               | 2 | 0 | 221  | 409  |
| 9:45AM             | 2                   | 7  | 0 | 9   | 5                 | 144 | 1 | 150 | 234               | 1 | 0 | 235  | 394  |
| Hourly Total       | 7                   | 32 | 0 | 39  | 22                | 600 | 1 | 623 | 1038              | 7 | 0 | 1045 | 1707 |
| 10:00AM            | 0                   | 15 | 0 | 15  | 12                | 149 | 0 | 161 | 199               | 1 | 0 | 200  | 376  |
| 10:15AM            | 1                   | 13 | 0 | 14  | 5                 | 138 | 0 | 143 | 198               | 1 | 0 | 199  | 356  |
| 10:30AM            | 1                   | 12 | 0 | 13  | 5                 | 143 | 0 | 148 | 196               | 2 | 0 | 198  | 359  |
| 10:45AM            | 3                   | 3  | 0 | 6   | 3                 | 160 | 0 | 163 | 215               | 2 | 0 | 217  | 386  |

| Leg Direction | North Southbound |    |   |     | West Eastbound |      |   |      | East Westbound |    |   |     |      |
|---------------|------------------|----|---|-----|----------------|------|---|------|----------------|----|---|-----|------|
| Time          | L                | R  | U | App | L              | T    | U | App  | T              | R  | U | App | Int  |
| Hourly Total  | 5                | 43 | 0 | 48  | 25             | 590  | 0 | 615  | 808            | 6  | 0 | 814 | 1477 |
| 11:00AM       | 1                | 5  | 0 | 6   | 10             | 170  | 0 | 180  | 206            | 3  | 0 | 209 | 395  |
| 11:15AM       | 0                | 9  | 0 | 9   | 2              | 201  | 0 | 203  | 212            | 2  | 0 | 214 | 426  |
| 11:30AM       | 1                | 9  | 0 | 10  | 6              | 199  | 1 | 206  | 215            | 2  | 0 | 217 | 433  |
| 11:45AM       | 0                | 14 | 0 | 14  | 11             | 203  | 0 | 214  | 253            | 1  | 0 | 254 | 482  |
| Hourly Total  | 2                | 37 | 0 | 39  | 29             | 773  | 1 | 803  | 886            | 8  | 0 | 894 | 1736 |
| 12:00PM       | 2                | 6  | 0 | 8   | 10             | 223  | 0 | 233  | 189            | 2  | 0 | 191 | 432  |
| 12:15PM       | 0                | 13 | 0 | 13  | 15             | 212  | 4 | 231  | 249            | 0  | 0 | 249 | 493  |
| 12:30PM       | 1                | 14 | 0 | 15  | 17             | 204  | 1 | 222  | 222            | 0  | 0 | 222 | 459  |
| 12:45PM       | 1                | 13 | 0 | 14  | 14             | 225  | 0 | 239  | 189            | 2  | 0 | 191 | 444  |
| Hourly Total  | 4                | 46 | 0 | 50  | 56             | 864  | 5 | 925  | 849            | 4  | 0 | 853 | 1828 |
| 1:00PM        | 0                | 12 | 0 | 12  | 7              | 251  | 0 | 258  | 199            | 2  | 0 | 201 | 471  |
| 1:15PM        | 1                | 13 | 0 | 14  | 10             | 235  | 0 | 245  | 207            | 1  | 0 | 208 | 467  |
| 1:30PM        | 3                | 7  | 0 | 10  | 8              | 255  | 0 | 263  | 200            | 0  | 0 | 200 | 473  |
| 1:45PM        | 1                | 14 | 0 | 15  | 13             | 288  | 0 | 301  | 198            | 1  | 0 | 199 | 515  |
| Hourly Total  | 5                | 46 | 0 | 51  | 38             | 1029 | 0 | 1067 | 804            | 4  | 0 | 808 | 1926 |
| 2:00PM        | 0                | 9  | 0 | 9   | 14             | 240  | 1 | 255  | 203            | 1  | 0 | 204 | 468  |
| 2:15PM        | 2                | 12 | 0 | 14  | 8              | 235  | 0 | 243  | 170            | 2  | 0 | 172 | 429  |
| 2:30PM        | 0                | 10 | 0 | 10  | 11             | 249  | 0 | 260  | 206            | 1  | 0 | 207 | 477  |
| 2:45PM        | 0                | 7  | 0 | 7   | 11             | 240  | 0 | 251  | 200            | 2  | 0 | 202 | 460  |
| Hourly Total  | 2                | 38 | 0 | 40  | 44             | 964  | 1 | 1009 | 779            | 6  | 0 | 785 | 1834 |
| 3:00PM        | 1                | 8  | 0 | 9   | 7              | 275  | 0 | 282  | 192            | 0  | 0 | 192 | 483  |
| 3:15PM        | 3                | 10 | 0 | 13  | 16             | 297  | 0 | 313  | 216            | 0  | 0 | 216 | 542  |
| 3:30PM        | 0                | 10 | 0 | 10  | 11             | 324  | 0 | 335  | 237            | 2  | 0 | 239 | 584  |
| 3:45PM        | 2                | 13 | 1 | 16  | 20             | 298  | 0 | 318  | 194            | 4  | 0 | 198 | 532  |
| Hourly Total  | 6                | 41 | 1 | 48  | 54             | 1194 | 0 | 1248 | 839            | 6  | 0 | 845 | 2141 |
| 4:00PM        | 1                | 8  | 0 | 9   | 17             | 374  | 0 | 391  | 213            | 2  | 0 | 215 | 615  |
| 4:15PM        | 1                | 9  | 0 | 10  | 15             | 343  | 0 | 358  | 230            | 5  | 0 | 235 | 603  |
| 4:30PM        | 3                | 18 | 0 | 21  | 22             | 382  | 0 | 404  | 262            | 3  | 0 | 265 | 690  |
| 4:45PM        | 1                | 9  | 1 | 11  | 20             | 384  | 0 | 404  | 274            | 2  | 0 | 276 | 691  |
| Hourly Total  | 6                | 44 | 1 | 51  | 74             | 1483 | 0 | 1557 | 979            | 12 | 0 | 991 | 2599 |
| 5:00PM        | 3                | 12 | 0 | 15  | 32             | 378  | 0 | 410  | 204            | 3  | 0 | 207 | 632  |
| 5:15PM        | 0                | 12 | 0 | 12  | 26             | 432  | 0 | 458  | 219            | 1  | 0 | 220 | 690  |
| 5:30PM        | 3                | 14 | 0 | 17  | 28             | 366  | 0 | 394  | 213            | 4  | 0 | 217 | 628  |
| 5:45PM        | 1                | 12 | 0 | 13  | 24             | 428  | 0 | 452  | 246            | 5  | 0 | 251 | 716  |
| Hourly Total  | 7                | 50 | 0 | 57  | 110            | 1604 | 0 | 1714 | 882            | 13 | 0 | 895 | 2666 |
| 6:00PM        | 0                | 17 | 0 | 17  | 25             | 314  | 0 | 339  | 260            | 1  | 0 | 261 | 617  |
| 6:15PM        | 0                | 16 | 0 | 16  | 23             | 300  | 0 | 323  | 212            | 4  | 0 | 216 | 555  |
| 6:30PM        | 3                | 15 | 0 | 18  | 15             | 260  | 0 | 275  | 190            | 3  | 0 | 193 | 486  |
| 6:45PM        | 3                | 11 | 0 | 14  | 19             | 248  | 0 | 267  | 219            | 4  | 0 | 223 | 504  |
| Hourly Total  | 6                | 59 | 0 | 65  | 82             | 1122 | 0 | 1204 | 881            | 12 | 0 | 893 | 2162 |
| 7:00PM        | 1                | 10 | 0 | 11  | 13             | 259  | 0 | 272  | 142            | 4  | 0 | 146 | 429  |
| 7:15PM        | 0                | 6  | 0 | 6   | 7              | 251  | 0 | 258  | 121            | 1  | 0 | 122 | 386  |
| 7:30PM        | 1                | 11 | 0 | 12  | 20             | 207  | 0 | 227  | 151            | 2  | 0 | 153 | 392  |
| 7:45PM        | 1                | 10 | 0 | 11  | 16             | 165  | 0 | 181  | 118            | 3  | 0 | 121 | 313  |
| Hourly Total  | 3                | 37 | 0 | 40  | 56             | 882  | 0 | 938  | 532            | 10 | 0 | 542 | 1520 |
| 8:00PM        | 1                | 5  | 0 | 6   | 16             | 235  | 0 | 251  | 121            | 1  | 0 | 122 | 379  |
| 8:15PM        | 0                | 4  | 0 | 4   | 15             | 175  | 1 | 191  | 101            | 2  | 0 | 103 | 298  |
| 8:30PM        | 1                | 4  | 0 | 5   | 8              | 186  | 0 | 194  | 100            | 3  | 0 | 103 | 302  |
| 8:45PM        | 0                | 2  | 0 | 2   | 11             | 151  | 1 | 163  | 105            | 2  | 0 | 107 | 272  |
| Hourly Total  | 2                | 15 | 0 | 17  | 50             | 747  | 2 | 799  | 427            | 8  | 0 | 435 | 1251 |
| 9:00PM        | 3                | 10 | 0 | 13  | 10             | 173  | 0 | 183  | 81             | 1  | 0 | 82  | 278  |
| 9:15PM        | 1                | 3  | 0 | 4   | 8              | 160  | 0 | 168  | 63             | 1  | 0 | 64  | 236  |
| 9:30PM        | 1                | 5  | 0 | 6   | 7              | 115  | 0 | 122  | 62             | 2  | 0 | 64  | 192  |
| 9:45PM        | 1                | 2  | 0 | 3   | 5              | 131  | 0 | 136  | 45             | 0  | 0 | 45  | 184  |
| Hourly Total  | 6                | 20 | 0 | 26  | 30             | 579  | 0 | 609  | 251            | 4  | 0 | 255 | 890  |
| 10:00PM       | 0                | 2  | 0 | 2   | 6              | 113  | 0 | 119  | 41             | 1  | 0 | 42  | 163  |
| 10:15PM       | 0                | 3  | 0 | 3   | 5              | 68   | 0 | 73   | 26             | 1  | 0 | 27  | 103  |
| 10:30PM       | 2                | 0  | 0 | 2   | 11             | 57   | 0 | 68   | 25             | 2  | 0 | 27  | 97   |
| 10:45PM       | 1                | 0  | 0 | 1   | 1              | 51   | 0 | 52   | 24             | 1  | 0 | 25  | 78   |

| Leg Direction                   | North Southbound |       |      |       | West Eastbound |       |      |       | East Westbound |       |    |       |       |
|---------------------------------|------------------|-------|------|-------|----------------|-------|------|-------|----------------|-------|----|-------|-------|
| Time                            | L                | R     | U    | App   | L              | T     | U    | App   | T              | R     | U  | App   | Int   |
| Hourly Total                    | 3                | 5     | 0    | 8     | 23             | 289   | 0    | 312   | 116            | 5     | 0  | 121   | 441   |
| 11:00PM                         | 0                | 1     | 0    | 1     | 4              | 53    | 0    | 57    | 20             | 0     | 0  | 20    | 78    |
| 11:15PM                         | 0                | 1     | 0    | 1     | 4              | 35    | 0    | 39    | 13             | 0     | 0  | 13    | 53    |
| 11:30PM                         | 1                | 1     | 0    | 2     | 2              | 19    | 0    | 21    | 8              | 0     | 0  | 8     | 31    |
| 11:45PM                         | 0                | 0     | 0    | 0     | 1              | 28    | 0    | 29    | 5              | 1     | 0  | 6     | 35    |
| Hourly Total                    | 1                | 3     | 0    | 4     | 11             | 135   | 0    | 146   | 46             | 1     | 0  | 47    | 197   |
| <b>Total</b>                    | 85               | 774   | 2    | 861   | 773            | 14363 | 14   | 15150 | 13722          | 117   | 0  | 13839 | 29850 |
| <b>% Approach</b>               | 9.9%             | 89.9% | 0.2% | -     | 5.1%           | 94.8% | 0.1% | -     | 99.2%          | 0.8%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.3%             | 2.6%  | 0%   | 2.9%  | 2.6%           | 48.1% | 0%   | 50.8% | 46.0%          | 0.4%  | 0% | 46.4% | -     |
| <b>Lights and Motorcycles</b>   | 82               | 755   | 2    | 839   | 761            | 14146 | 14   | 14921 | 13504          | 112   | 0  | 13616 | 29376 |
| <b>% Lights and Motorcycles</b> | 96.5%            | 97.5% | 100% | 97.4% | 98.4%          | 98.5% | 100% | 98.5% | 98.4%          | 95.7% | 0% | 98.4% | 98.4% |
| <b>Heavy</b>                    | 3                | 19    | 0    | 22    | 12             | 217   | 0    | 229   | 218            | 5     | 0  | 223   | 474   |
| <b>% Heavy</b>                  | 3.5%             | 2.5%  | 0%   | 2.6%  | 1.6%           | 1.5%  | 0%   | 1.5%  | 1.6%           | 4.3%  | 0% | 1.6%  | 1.6%  |

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



116TH ST & SAND CREEK BLVD - TMC  
 Tue Apr 1, 2025  
 Full Length (12 AM-12 AM (+1))  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1283385, Location: 39.957108, -85.985764

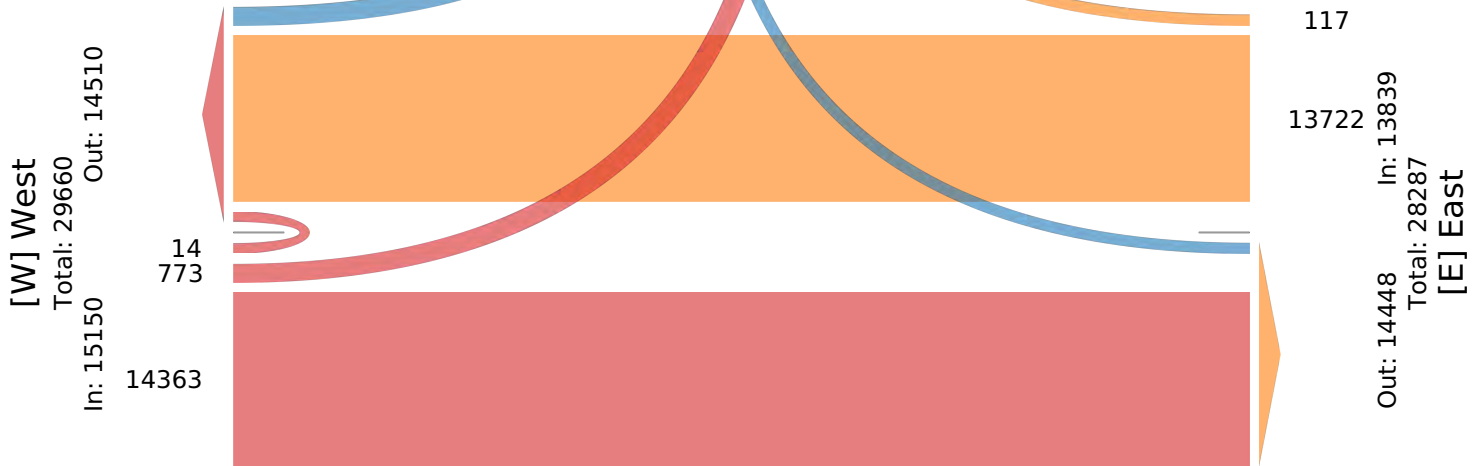


Provided by: A&F Engineering  
 8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

[N] North

Total: 1753  
 In: 861 Out: 892

774  
85  
2



# 116TH ST & SAND CREEK BLVD - TMC

Tue Apr 1, 2025

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283385, Location: 39.957108, -85.985764



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

| Leg<br>Direction                | North<br>Southbound |       |    |       | West<br>Eastbound |       |       |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|-------|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | L                 | T     | U     | App   | T                 | R     | U  | App   | Int   |
| 2025-04-01 7:45AM               | 4                   | 24    | 0  | 28    | 11                | 166   | 2     | 179   | 344               | 3     | 0  | 347   | 554   |
| 8:00AM                          | 3                   | 25    | 0  | 28    | 4                 | 143   | 0     | 147   | 348               | 1     | 0  | 349   | 524   |
| 8:15AM                          | 0                   | 19    | 0  | 19    | 6                 | 155   | 0     | 161   | 328               | 0     | 0  | 328   | 508   |
| 8:30AM                          | 2                   | 17    | 0  | 19    | 5                 | 155   | 0     | 160   | 373               | 1     | 0  | 374   | 553   |
| <b>Total</b>                    | 9                   | 85    | 0  | 94    | 26                | 619   | 2     | 647   | 1393              | 5     | 0  | 1398  | 2139  |
| <b>% Approach</b>               | 9.6%                | 90.4% | 0% | -     | 4.0%              | 95.7% | 0.3%  | -     | 99.6%             | 0.4%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.4%                | 4.0%  | 0% | 4.4%  | 1.2%              | 28.9% | 0.1%  | 30.2% | 65.1%             | 0.2%  | 0% | 65.4% | -     |
| <b>PHF</b>                      | 0.563               | 0.850 | -  | 0.839 | 0.591             | 0.932 | 0.250 | 0.904 | 0.934             | 0.417 | -  | 0.934 | 0.965 |
| <b>Lights and Motorcycles</b>   | 8                   | 83    | 0  | 91    | 24                | 608   | 2     | 634   | 1374              | 3     | 0  | 1377  | 2102  |
| <b>% Lights and Motorcycles</b> | 88.9%               | 97.6% | 0% | 96.8% | 92.3%             | 98.2% | 100%  | 98.0% | 98.6%             | 60.0% | 0% | 98.5% | 98.3% |
| <b>Heavy</b>                    | 1                   | 2     | 0  | 3     | 2                 | 11    | 0     | 13    | 19                | 2     | 0  | 21    | 37    |
| <b>% Heavy</b>                  | 11.1%               | 2.4%  | 0% | 3.2%  | 7.7%              | 1.8%  | 0%    | 2.0%  | 1.4%              | 40.0% | 0% | 1.5%  | 1.7%  |

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

116TH ST & SAND CREEK BLVD - TMC

Tue Apr 1, 2025

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283385, Location: 39.957108, -85.985764



Provided by: A&F Engineering

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

[N] North

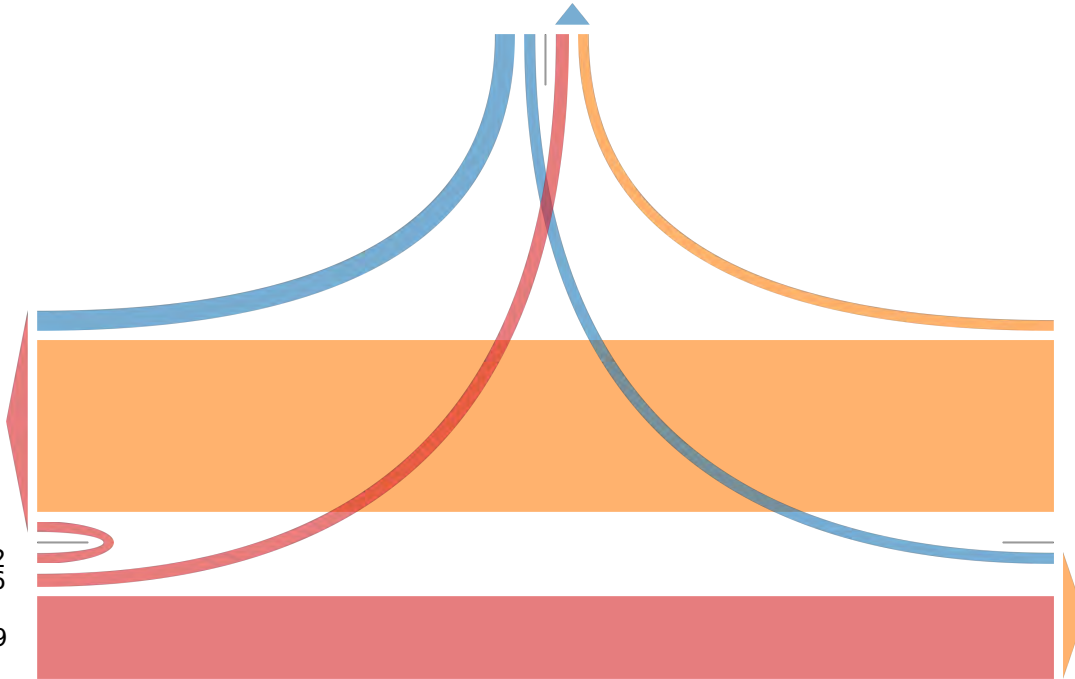
Total: 125

In: 94 Out: 31

59

[W] West  
Total: 2127  
In: 647 Out: 1480

26  
619



5

1393

Out: 628 In: 1398  
Total: 2026  
[E] East

# 116TH ST & SAND CREEK BLVD - TMC

Tue Apr 1, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283385, Location: 39.957108, -85.985764



Provided by: A&F Engineering

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

| Leg<br>Direction                | North<br>Southbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | L                 | T     | U  | App   | T                 | R     | U  | App   | Int   |
| 2025-04-01 1:00PM               | 0                   | 12    | 0  | 12    | 7                 | 251   | 0  | 258   | 199               | 2     | 0  | 201   | 471   |
| 1:15PM                          | 1                   | 13    | 0  | 14    | 10                | 235   | 0  | 245   | 207               | 1     | 0  | 208   | 467   |
| 1:30PM                          | 3                   | 7     | 0  | 10    | 8                 | 255   | 0  | 263   | 200               | 0     | 0  | 200   | 473   |
| 1:45PM                          | 1                   | 14    | 0  | 15    | 13                | 288   | 0  | 301   | 198               | 1     | 0  | 199   | 515   |
| <b>Total</b>                    | 5                   | 46    | 0  | 51    | 38                | 1029  | 0  | 1067  | 804               | 4     | 0  | 808   | 1926  |
| <b>% Approach</b>               | 9.8%                | 90.2% | 0% | -     | 3.6%              | 96.4% | 0% | -     | 99.5%             | 0.5%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.3%                | 2.4%  | 0% | 2.6%  | 2.0%              | 53.4% | 0% | 55.4% | 41.7%             | 0.2%  | 0% | 42.0% | -     |
| <b>PHF</b>                      | 0.417               | 0.821 | -  | 0.850 | 0.731             | 0.893 | -  | 0.886 | 0.971             | 0.500 | -  | 0.971 | 0.935 |
| <b>Lights and Motorcycles</b>   | 5                   | 46    | 0  | 51    | 38                | 1006  | 0  | 1044  | 790               | 4     | 0  | 794   | 1889  |
| <b>% Lights and Motorcycles</b> | 100%                | 100%  | 0% | 100%  | 100%              | 97.8% | 0% | 97.8% | 98.3%             | 100%  | 0% | 98.3% | 98.1% |
| <b>Heavy</b>                    | 0                   | 0     | 0  | 0     | 0                 | 23    | 0  | 23    | 14                | 0     | 0  | 14    | 37    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0% | 0%    | 0%                | 2.2%  | 0% | 2.2%  | 1.7%              | 0%    | 0% | 1.7%  | 1.9%  |

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

116TH ST & SAND CREEK BLVD - TMC

Tue Apr 1, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283385, Location: 39.957108, -85.985764



Provided by: A&F Engineering

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

[N] North

Total: 93

In: 51 Out: 42

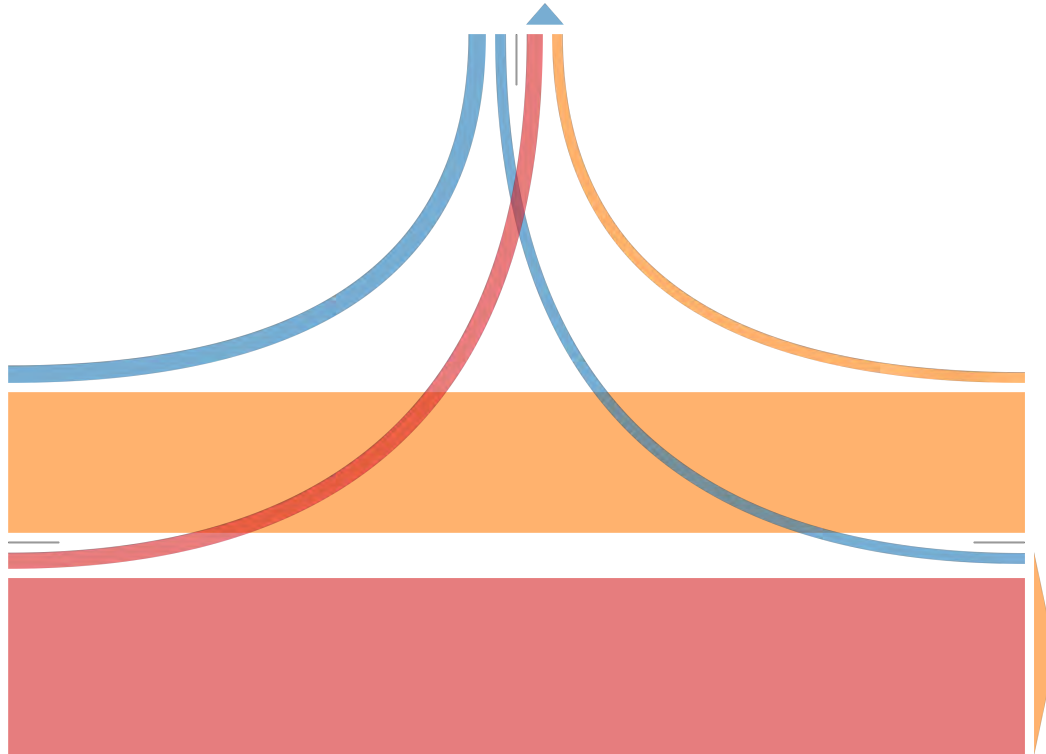
46  
5

[W] West  
Total: 1917  
In: 1067 Out: 850

38  
1029

4  
804

Out: 1034 In: 808  
Total: 1842  
[E] East



# 116TH ST & SAND CREEK BLVD - TMC

Tue Apr 1, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283385, Location: 39.957108, -85.985764



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

| Leg<br>Direction                | North<br>Southbound |       |       |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|-------|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U     | App   | L                 | T     | U  | App   | T                 | R     | U  | App   | Int   |
| 2025-04-01 4:30PM               | 3                   | 18    | 0     | 21    | 22                | 382   | 0  | 404   | 262               | 3     | 0  | 265   | 690   |
| 4:45PM                          | 1                   | 9     | 1     | 11    | 20                | 384   | 0  | 404   | 274               | 2     | 0  | 276   | 691   |
| 5:00PM                          | 3                   | 12    | 0     | 15    | 32                | 378   | 0  | 410   | 204               | 3     | 0  | 207   | 632   |
| 5:15PM                          | 0                   | 12    | 0     | 12    | 26                | 432   | 0  | 458   | 219               | 1     | 0  | 220   | 690   |
| <b>Total</b>                    | 7                   | 51    | 1     | 59    | 100               | 1576  | 0  | 1676  | 959               | 9     | 0  | 968   | 2703  |
| <b>% Approach</b>               | 11.9%               | 86.4% | 1.7%  | -     | 6.0%              | 94.0% | 0% | -     | 99.1%             | 0.9%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.3%                | 1.9%  | 0%    | 2.2%  | 3.7%              | 58.3% | 0% | 62.0% | 35.5%             | 0.3%  | 0% | 35.8% | -     |
| <b>PHF</b>                      | 0.583               | 0.708 | 0.250 | 0.702 | 0.781             | 0.912 | -  | 0.915 | 0.875             | 0.750 | -  | 0.877 | 0.978 |
| <b>Lights and Motorcycles</b>   | 7                   | 49    | 1     | 57    | 99                | 1569  | 0  | 1668  | 943               | 8     | 0  | 951   | 2676  |
| <b>% Lights and Motorcycles</b> | 100%                | 96.1% | 100%  | 96.6% | 99.0%             | 99.6% | 0% | 99.5% | 98.3%             | 88.9% | 0% | 98.2% | 99.0% |
| <b>Heavy</b>                    | 0                   | 2     | 0     | 2     | 1                 | 7     | 0  | 8     | 16                | 1     | 0  | 17    | 27    |
| <b>% Heavy</b>                  | 0%                  | 3.9%  | 0%    | 3.4%  | 1.0%              | 0.4%  | 0% | 0.5%  | 1.7%              | 11.1% | 0% | 1.8%  | 1.0%  |

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

116TH ST & SAND CREEK BLVD - TMC

Tue Apr 1, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1283385, Location: 39.957108, -85.985764



Provided by: A&F Engineering

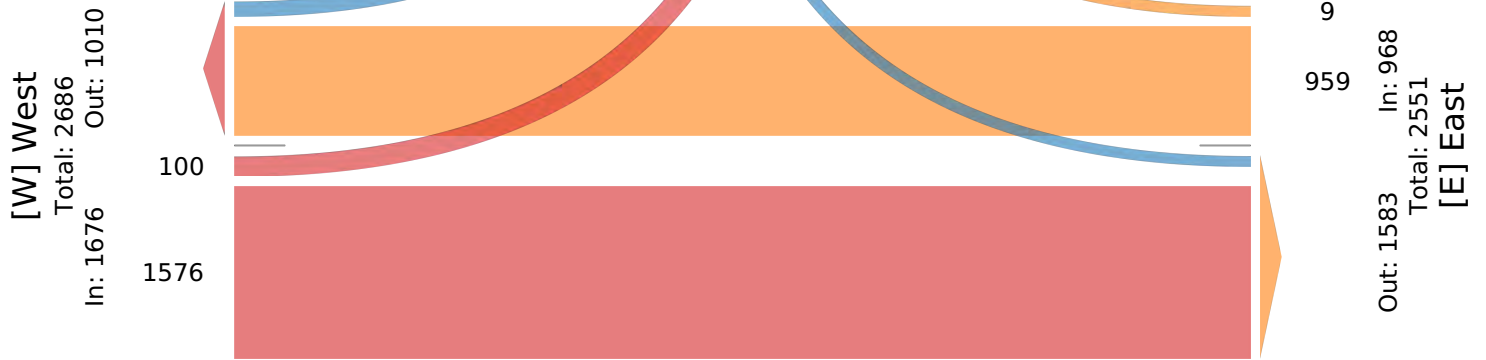
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

[N] North

Total: 169

In: 59 Out: 110

51  
7  
1



| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.4                                                                               |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 26                                                                                | 743                                                                               | 1572                                                                              | 5      | 9                                                                                 | 85                                                                                |
| Future Vol, veh/h        | 26                                                                                | 743                                                                               | 1572                                                                              | 5      | 9                                                                                 | 85                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 96                                                                                | 96                                                                                | 96                                                                                | 96     | 96                                                                                | 96                                                                                |
| Heavy Vehicles, %        | 8                                                                                 | 2                                                                                 | 2                                                                                 | 40     | 11                                                                                | 2                                                                                 |
| Mvmt Flow                | 27                                                                                | 774                                                                               | 1638                                                                              | 5      | 9                                                                                 | 89                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1643                                                                              | 0                                                                                 | -                                                                                 | 0      | 2081                                                                              | 821                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1640                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 441                                                                               | -                                                                                 |
| Critical Hdwy            | 4.26                                                                              | -                                                                                 | -                                                                                 | -      | 7.02                                                                              | 6.94                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.02                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.02                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.28                                                                              | -                                                                                 | -                                                                                 | -      | 3.61                                                                              | 3.32                                                                              |
| Pot Cap-1 Maneuver       | 364                                                                               | -                                                                                 | -                                                                                 | -      | 41                                                                                | 317                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 131                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 590                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 364                                                                               | -                                                                                 | -                                                                                 | -      | 38                                                                                | 317                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 38                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 121                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 590                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.53                                                                              | 0                                                                                 |                                                                                   | 30.98  |                                                                                   |                                                                                   |
| HCM LOS                  | D                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 364                                                                               | -                                                                                 | -                                                                                 | -      | 38                                                                                | 317                                                                               |
| HCM Lane V/C Ratio       | 0.074                                                                             | -                                                                                 | -                                                                                 | -      | 0.247                                                                             | 0.279                                                                             |
| HCM Ctrl Dly (s/v)       | 15.7                                                                              | -                                                                                 | -                                                                                 | -      | 128.4                                                                             | 20.7                                                                              |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -                                                                                 | -                                                                                 | -      | 0.8                                                                               | 1.1                                                                               |



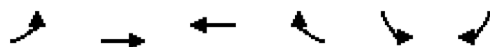
| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 100                                                                               | 1977                                                                              | 1106                                                                              | 9      | 7                                                                                 | 51                                                                                |
| Future Vol, veh/h        | 100                                                                               | 1977                                                                              | 1106                                                                              | 9      | 7                                                                                 | 51                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98     | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 11     | 0                                                                                 | 4                                                                                 |
| Mvmt Flow                | 102                                                                               | 2017                                                                              | 1129                                                                              | 9      | 7                                                                                 | 52                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1138                                                                              | 0                                                                                 | -                                                                                 | 0      | 2346                                                                              | 569                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1133                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1213                                                                              | -                                                                                 |
| Critical Hdwy            | 4.14                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.98                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Follow-up Hdwy           | 2.22                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.34                                                                              |
| Pot Cap-1 Maneuver       | 610                                                                               | -                                                                                 | -                                                                                 | -      | 31                                                                                | 460                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 273                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 248                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 610                                                                               | -                                                                                 | -                                                                                 | -      | 26                                                                                | 460                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 26                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 228                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 248                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.58                                                                              | 0                                                                                 |                                                                                   | 35.13  |                                                                                   |                                                                                   |
| HCM LOS                  | E                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 610                                                                               | -                                                                                 | -                                                                                 | -      | 26                                                                                | 460                                                                               |
| HCM Lane V/C Ratio       | 0.167                                                                             | -                                                                                 | -                                                                                 | -      | 0.276                                                                             | 0.113                                                                             |
| HCM Ctrl Dly (s/v)       | 12.1                                                                              | -                                                                                 | -                                                                                 | -      | 190.4                                                                             | 13.8                                                                              |
| HCM Lane LOS             | B                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | B                                                                                 |
| HCM 95th %tile Q(veh)    | 0.6                                                                               | -                                                                                 | -                                                                                 | -      | 0.8                                                                               | 0.4                                                                               |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.4                                                                               |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 26                                                                                | 743                                                                               | 1572                                                                              | 5      | 9                                                                                 | 85                                                                                |
| Future Vol, veh/h        | 26                                                                                | 743                                                                               | 1572                                                                              | 5      | 9                                                                                 | 85                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 96                                                                                | 96                                                                                | 96                                                                                | 96     | 96                                                                                | 96                                                                                |
| Heavy Vehicles, %        | 8                                                                                 | 2                                                                                 | 2                                                                                 | 40     | 11                                                                                | 2                                                                                 |
| Mvmt Flow                | 27                                                                                | 774                                                                               | 1638                                                                              | 5      | 9                                                                                 | 89                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1643                                                                              | 0                                                                                 | -                                                                                 | 0      | 2081                                                                              | 821                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1640                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 441                                                                               | -                                                                                 |
| Critical Hdwy            | 4.26                                                                              | -                                                                                 | -                                                                                 | -      | 7.02                                                                              | 6.94                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.02                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.02                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.28                                                                              | -                                                                                 | -                                                                                 | -      | 3.61                                                                              | 3.32                                                                              |
| Pot Cap-1 Maneuver       | 364                                                                               | -                                                                                 | -                                                                                 | -      | 41                                                                                | 317                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 131                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 590                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 364                                                                               | -                                                                                 | -                                                                                 | -      | 38                                                                                | 317                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 38                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 121                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 590                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.53                                                                              | 0                                                                                 |                                                                                   | 30.98  |                                                                                   |                                                                                   |
| HCM LOS                  | D                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 364                                                                               | -                                                                                 | -                                                                                 | -      | 38                                                                                | 317                                                                               |
| HCM Lane V/C Ratio       | 0.074                                                                             | -                                                                                 | -                                                                                 | -      | 0.247                                                                             | 0.279                                                                             |
| HCM Ctrl Dly (s/v)       | 15.7                                                                              | -                                                                                 | -                                                                                 | -      | 128.4                                                                             | 20.7                                                                              |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -                                                                                 | -                                                                                 | -      | 0.8                                                                               | 1.1                                                                               |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 100                                                                               | 1977                                                                              | 1106                                                                              | 9      | 7                                                                                 | 51                                                                                |
| Future Vol, veh/h        | 100                                                                               | 1977                                                                              | 1106                                                                              | 9      | 7                                                                                 | 51                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98     | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 11     | 0                                                                                 | 4                                                                                 |
| Mvmt Flow                | 102                                                                               | 2017                                                                              | 1129                                                                              | 9      | 7                                                                                 | 52                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1138                                                                              | 0                                                                                 | -                                                                                 | 0      | 2346                                                                              | 569                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1133                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1213                                                                              | -                                                                                 |
| Critical Hdwy            | 4.14                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.98                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Follow-up Hdwy           | 2.22                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.34                                                                              |
| Pot Cap-1 Maneuver       | 610                                                                               | -                                                                                 | -                                                                                 | -      | 31                                                                                | 460                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 273                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 248                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 610                                                                               | -                                                                                 | -                                                                                 | -      | 26                                                                                | 460                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 26                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 228                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 248                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.58                                                                              | 0                                                                                 |                                                                                   | 35.13  |                                                                                   |                                                                                   |
| HCM LOS                  | E                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 610                                                                               | -                                                                                 | -                                                                                 | -      | 26                                                                                | 460                                                                               |
| HCM Lane V/C Ratio       | 0.167                                                                             | -                                                                                 | -                                                                                 | -      | 0.276                                                                             | 0.113                                                                             |
| HCM Ctrl Dly (s/v)       | 12.1                                                                              | -                                                                                 | -                                                                                 | -      | 190.4                                                                             | 13.8                                                                              |
| HCM Lane LOS             | B                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | B                                                                                 |
| HCM 95th %tile Q(veh)    | 0.6                                                                               | -                                                                                 | -                                                                                 | -      | 0.8                                                                               | 0.4                                                                               |

# HCM 7th Signalized Intersection Summary 3: E 116 St & Sand Creek Blvd

Year 2035 AM Peak  
Scenario C - Sand Creek Blvd Signal



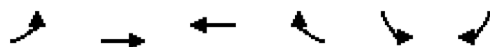
| Movement                                                                                           | EBL  | EBT  | WBT  | WBR   | SBL  | SBR  |         |
|----------------------------------------------------------------------------------------------------|------|------|------|-------|------|------|---------|
| Lane Configurations                                                                                | ↰    | ↱↱   | ↱↰   |       | ↰    | ↱    |         |
| Traffic Volume (veh/h)                                                                             | 26   | 743  | 1572 | 5     | 9    | 85   |         |
| Future Volume (veh/h)                                                                              | 26   | 743  | 1572 | 5     | 9    | 85   |         |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0    | 0     | 0    | 0    |         |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |         |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |      | 1.00  | 1.00 | 1.00 |         |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |         |
| Work Zone On Approach                                                                              |      | No   | No   |       | No   |      |         |
| Adj Sat Flow, veh/h/ln                                                                             | 1781 | 1870 | 1870 | 1307  | 1737 | 1870 |         |
| Adj Flow Rate, veh/h                                                                               | 27   | 774  | 1638 | 5     | 9    | 89   |         |
| Peak Hour Factor                                                                                   | 0.96 | 0.96 | 0.96 | 0.96  | 0.96 | 0.96 |         |
| Percent Heavy Veh, %                                                                               | 8    | 2    | 2    | 40    | 11   | 2    |         |
| Cap, veh/h                                                                                         | 341  | 3037 | 2669 | 8     | 130  | 125  |         |
| Arrive On Green                                                                                    | 0.09 | 0.85 | 0.73 | 0.73  | 0.08 | 0.08 |         |
| Sat Flow, veh/h                                                                                    | 1697 | 3647 | 3728 | 11    | 1654 | 1585 |         |
| Grp Volume(v), veh/h                                                                               | 27   | 774  | 801  | 842   | 9    | 89   |         |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1697 | 1777 | 1777 | 1868  | 1654 | 1585 |         |
| Q Serve(g_s), s                                                                                    | 0.0  | 6.1  | 32.6 | 32.7  | 0.8  | 8.2  |         |
| Cycle Q Clear(g_c), s                                                                              | 0.0  | 6.1  | 32.6 | 32.7  | 0.8  | 8.2  |         |
| Prop In Lane                                                                                       | 1.00 |      |      | 0.01  | 1.00 | 1.00 |         |
| Lane Grp Cap(c), veh/h                                                                             | 341  | 3037 | 1305 | 1372  | 130  | 125  |         |
| V/C Ratio(X)                                                                                       | 0.08 | 0.25 | 0.61 | 0.61  | 0.07 | 0.71 |         |
| Avail Cap(c_a), veh/h                                                                              | 341  | 3037 | 1305 | 1372  | 133  | 127  |         |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |         |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |         |
| Uniform Delay (d), s/veh                                                                           | 13.9 | 2.0  | 9.6  | 9.6   | 63.9 | 67.3 |         |
| Incr Delay (d2), s/veh                                                                             | 0.1  | 0.2  | 2.2  | 2.1   | 0.2  | 16.8 |         |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |         |
| %ile BackOfQ(50%),veh/ln                                                                           | 0.4  | 1.4  | 12.0 | 12.6  | 0.3  | 7.7  |         |
| Unsig. Movement Delay, s/veh                                                                       |      |      |      |       |      |      |         |
| LnGrp Delay(d), s/veh                                                                              | 14.0 | 2.2  | 11.8 | 11.7  | 64.1 | 84.2 |         |
| LnGrp LOS                                                                                          | B    | A    | B    | B     | E    | F    |         |
| Approach Vol, veh/h                                                                                |      | 801  | 1643 |       | 98   |      |         |
| Approach Delay, s/veh                                                                              |      | 2.6  | 11.7 |       | 82.3 |      |         |
| Approach LOS                                                                                       |      | A    | B    |       | F    |      |         |
| Timer - Assigned Phs                                                                               |      |      |      | 4     | 6    | 7    | 8       |
| Phs Duration (G+Y+Rc), s                                                                           |      |      |      | 133.0 | 16.8 | 18.0 | 115.0   |
| Change Period (Y+Rc), s                                                                            |      |      |      | 5.0   | 5.0  | 5.0  | * 5     |
| Max Green Setting (Gmax), s                                                                        |      |      |      | 128.0 | 12.0 | 8.5  | 1.1E+02 |
| Max Q Clear Time (g_c+I1), s                                                                       |      |      |      | 8.1   | 10.2 | 2.0  | 34.7    |
| Green Ext Time (p_c), s                                                                            |      |      |      | 6.0   | 0.0  | 0.0  | 19.0    |
| Intersection Summary                                                                               |      |      |      |       |      |      |         |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 11.6 |       |      |      |         |
| HCM 7th LOS                                                                                        |      |      | B    |       |      |      |         |
| Notes                                                                                              |      |      |      |       |      |      |         |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |      |       |      |      |         |

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# HCM 7th Signalized Intersection Summary 3: E 116 St & Sand Creek Blvd

Year 2035 PM Peak  
Scenario C - Sand Creek Blvd Signal



| Movement                                                                                           | EBL  | EBT  | WBT   | WBR  | SBL  | SBR  |         |
|----------------------------------------------------------------------------------------------------|------|------|-------|------|------|------|---------|
| Lane Configurations                                                                                | ↰    | ↱↱   | ↰↱    |      | ↰    | ↱    |         |
| Traffic Volume (veh/h)                                                                             | 100  | 1977 | 1106  | 9    | 7    | 51   |         |
| Future Volume (veh/h)                                                                              | 100  | 1977 | 1106  | 9    | 7    | 51   |         |
| Initial Q (Qb), veh                                                                                | 0    | 0    | 0     | 0    | 0    | 0    |         |
| Lane Width Adj.                                                                                    | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |         |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00 |      |       | 1.00 | 1.00 | 1.00 |         |
| Parking Bus, Adj                                                                                   | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |         |
| Work Zone On Approach                                                                              |      | No   | No    |      | No   |      |         |
| Adj Sat Flow, veh/h/ln                                                                             | 1870 | 1870 | 1870  | 1737 | 1900 | 1841 |         |
| Adj Flow Rate, veh/h                                                                               | 102  | 2017 | 1129  | 9    | 7    | 52   |         |
| Peak Hour Factor                                                                                   | 0.98 | 0.98 | 0.98  | 0.98 | 0.98 | 0.98 |         |
| Percent Heavy Veh, %                                                                               | 2    | 2    | 2     | 11   | 0    | 4    |         |
| Cap, veh/h                                                                                         | 489  | 3054 | 2717  | 22   | 133  | 115  |         |
| Arrive On Green                                                                                    | 0.07 | 0.86 | 0.75  | 0.75 | 0.07 | 0.07 |         |
| Sat Flow, veh/h                                                                                    | 1781 | 3647 | 3707  | 29   | 1810 | 1560 |         |
| Grp Volume(v), veh/h                                                                               | 102  | 2017 | 555   | 583  | 7    | 52   |         |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1781 | 1777 | 1777  | 1865 | 1810 | 1560 |         |
| Q Serve(g_s), s                                                                                    | 0.0  | 27.5 | 16.8  | 16.8 | 0.5  | 4.8  |         |
| Cycle Q Clear(g_c), s                                                                              | 0.0  | 27.5 | 16.8  | 16.8 | 0.5  | 4.8  |         |
| Prop In Lane                                                                                       | 1.00 |      |       | 0.02 | 1.00 | 1.00 |         |
| Lane Grp Cap(c), veh/h                                                                             | 489  | 3054 | 1336  | 1402 | 133  | 115  |         |
| V/C Ratio(X)                                                                                       | 0.21 | 0.66 | 0.42  | 0.42 | 0.05 | 0.45 |         |
| Avail Cap(c_a), veh/h                                                                              | 489  | 3054 | 1336  | 1402 | 146  | 126  |         |
| HCM Platoon Ratio                                                                                  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |         |
| Upstream Filter(I)                                                                                 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |         |
| Uniform Delay (d), s/veh                                                                           | 8.5  | 3.4  | 6.7   | 6.7  | 64.2 | 66.1 |         |
| Incr Delay (d2), s/veh                                                                             | 0.2  | 1.1  | 1.0   | 0.9  | 0.2  | 2.8  |         |
| Initial Q Delay(d3), s/veh                                                                         | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0  |         |
| %ile BackOfQ(50%),veh/ln                                                                           | 1.2  | 6.3  | 5.9   | 6.2  | 0.3  | 4.2  |         |
| Unsig. Movement Delay, s/veh                                                                       |      |      |       |      |      |      |         |
| LnGrp Delay(d), s/veh                                                                              | 8.7  | 4.5  | 7.6   | 7.6  | 64.3 | 68.9 |         |
| LnGrp LOS                                                                                          | A    | A    | A     | A    | E    | E    |         |
| Approach Vol, veh/h                                                                                |      | 2119 | 1138  |      | 59   |      |         |
| Approach Delay, s/veh                                                                              |      | 4.7  | 7.6   |      | 68.4 |      |         |
| Approach LOS                                                                                       |      | A    | A     |      | E    |      |         |
| Timer - Assigned Phs                                                                               |      |      | 4     |      | 6    | 7    | 8       |
| Phs Duration (G+Y+Rc), s                                                                           |      |      | 133.0 |      | 16.0 | 16.0 | 117.0   |
| Change Period (Y+Rc), s                                                                            |      |      | 5.0   |      | 5.0  | 5.0  | * 5     |
| Max Green Setting (Gmax), s                                                                        |      |      | 128.0 |      | 12.0 | 9.5  | 1.1E+02 |
| Max Q Clear Time (g_c+I1), s                                                                       |      |      | 29.5  |      | 6.8  | 2.0  | 18.8    |
| Green Ext Time (p_c), s                                                                            |      |      | 35.8  |      | 0.0  | 0.1  | 9.2     |
| Intersection Summary                                                                               |      |      |       |      |      |      |         |
| HCM 7th Control Delay, s/veh                                                                       |      |      | 6.9   |      |      |      |         |
| HCM 7th LOS                                                                                        |      |      | A     |      |      |      |         |
| Notes                                                                                              |      |      |       |      |      |      |         |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |      |      |       |      |      |      |         |

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| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.4                                                                               |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 26                                                                                | 743                                                                               | 1572                                                                              | 5      | 9                                                                                 | 85                                                                                |
| Future Vol, veh/h        | 26                                                                                | 743                                                                               | 1572                                                                              | 5      | 9                                                                                 | 85                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 96                                                                                | 96                                                                                | 96                                                                                | 96     | 96                                                                                | 96                                                                                |
| Heavy Vehicles, %        | 8                                                                                 | 2                                                                                 | 2                                                                                 | 40     | 11                                                                                | 2                                                                                 |
| Mvmt Flow                | 27                                                                                | 774                                                                               | 1638                                                                              | 5      | 9                                                                                 | 89                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1643                                                                              | 0                                                                                 | -                                                                                 | 0      | 2081                                                                              | 821                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1640                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 441                                                                               | -                                                                                 |
| Critical Hdwy            | 4.26                                                                              | -                                                                                 | -                                                                                 | -      | 7.02                                                                              | 6.94                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.02                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.02                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.28                                                                              | -                                                                                 | -                                                                                 | -      | 3.61                                                                              | 3.32                                                                              |
| Pot Cap-1 Maneuver       | 364                                                                               | -                                                                                 | -                                                                                 | -      | 41                                                                                | 317                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 131                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 590                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 364                                                                               | -                                                                                 | -                                                                                 | -      | 38                                                                                | 317                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 38                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 121                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 590                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.53                                                                              | 0                                                                                 |                                                                                   | 30.98  |                                                                                   |                                                                                   |
| HCM LOS                  | D                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 364                                                                               | -                                                                                 | -                                                                                 | -      | 38                                                                                | 317                                                                               |
| HCM Lane V/C Ratio       | 0.074                                                                             | -                                                                                 | -                                                                                 | -      | 0.247                                                                             | 0.279                                                                             |
| HCM Ctrl Dly (s/v)       | 15.7                                                                              | -                                                                                 | -                                                                                 | -      | 128.4                                                                             | 20.7                                                                              |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)    | 0.2                                                                               | -                                                                                 | -                                                                                 | -      | 0.8                                                                               | 1.1                                                                               |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 100                                                                               | 1977                                                                              | 1106                                                                              | 9      | 7                                                                                 | 51                                                                                |
| Future Vol, veh/h        | 100                                                                               | 1977                                                                              | 1106                                                                              | 9      | 7                                                                                 | 51                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98     | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 11     | 0                                                                                 | 4                                                                                 |
| Mvmt Flow                | 102                                                                               | 2017                                                                              | 1129                                                                              | 9      | 7                                                                                 | 52                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1138                                                                              | 0                                                                                 | -                                                                                 | 0      | 2346                                                                              | 569                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1133                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1213                                                                              | -                                                                                 |
| Critical Hdwy            | 4.14                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.98                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Follow-up Hdwy           | 2.22                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.34                                                                              |
| Pot Cap-1 Maneuver       | 610                                                                               | -                                                                                 | -                                                                                 | -      | 31                                                                                | 460                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 273                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 248                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 610                                                                               | -                                                                                 | -                                                                                 | -      | 26                                                                                | 460                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 26                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 228                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 248                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.58                                                                              | 0                                                                                 |                                                                                   | 35.13  |                                                                                   |                                                                                   |
| HCM LOS                  | E                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 610                                                                               | -                                                                                 | -                                                                                 | -      | 26                                                                                | 460                                                                               |
| HCM Lane V/C Ratio       | 0.167                                                                             | -                                                                                 | -                                                                                 | -      | 0.276                                                                             | 0.113                                                                             |
| HCM Ctrl Dly (s/v)       | 12.1                                                                              | -                                                                                 | -                                                                                 | -      | 190.4                                                                             | 13.8                                                                              |
| HCM Lane LOS             | B                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | B                                                                                 |
| HCM 95th %tile Q(veh)    | 0.6                                                                               | -                                                                                 | -                                                                                 | -      | 0.8                                                                               | 0.4                                                                               |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 26                                                                                | 797                                                                               | 1626                                                                              | 5    | 9                                                                                 | 85                                                                                |
| Future Vol, veh/h        | 26                                                                                | 797                                                                               | 1626                                                                              | 5    | 9                                                                                 | 85                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 96                                                                                | 96                                                                                | 96                                                                                | 96   | 96                                                                                | 96                                                                                |
| Heavy Vehicles, %        | 8                                                                                 | 2                                                                                 | 2                                                                                 | 40   | 11                                                                                | 2                                                                                 |
| Mvmt Flow                | 27                                                                                | 830                                                                               | 1694                                                                              | 5    | 9                                                                                 | 89                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1699   | 0      | -      | 0 | 2166 849  |
| Stage 1              | -      | -      | -      | - | 1696 -    |
| Stage 2              | -      | -      | -      | - | 469 -     |
| Critical Hdwy        | 4.26   | -      | -      | - | 7.02 6.94 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 6.02 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 6.02 -    |
| Follow-up Hdwy       | 2.28   | -      | -      | - | 3.61 3.32 |
| Pot Cap-1 Maneuver   | 345    | -      | -      | - | 36 304    |
| Stage 1              | -      | -      | -      | - | 122 -     |
| Stage 2              | -      | -      | -      | - | 570 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 345    | -      | -      | - | 33 304    |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 33 -      |
| Stage 1              | -      | -      | -      | - | 112 -     |
| Stage 2              | -      | -      | -      | - | 570 -     |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.52 | 0  | 34.18 |
| HCM LOS           |      |    | D     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 345   | -   | -   | -   | 33    | 304   |
| HCM Lane V/C Ratio    | 0.078 | -   | -   | -   | 0.284 | 0.291 |
| HCM Ctrl Dly (s/v)    | 16.3  | -   | -   | -   | 152.7 | 21.6  |
| HCM Lane LOS          | C     | -   | -   | -   | F     | C     |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | -   | 0.9   | 1.2   |



| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.1                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 100                                                                               | 2023                                                                              | 1152                                                                              | 9    | 7                                                                                 | 51                                                                                |
| Future Vol, veh/h        | 100                                                                               | 2023                                                                              | 1152                                                                              | 9    | 7                                                                                 | 51                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 95                                                                                | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98   | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 11   | 0                                                                                 | 4                                                                                 |
| Mvmt Flow                | 102                                                                               | 2064                                                                              | 1176                                                                              | 9    | 7                                                                                 | 52                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |   |          |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 1185   | 0      | -      | 0 | 2416 592 |
| Stage 1              | -      | -      | -      | - | 1180 -   |
| Stage 2              | -      | -      | -      | - | 1236 -   |
| Critical Hdwy        | 4.14   | -      | -      | - | 6.8 6.98 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.8 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.8 -    |
| Follow-up Hdwy       | 2.22   | -      | -      | - | 3.5 3.34 |
| Pot Cap-1 Maneuver   | 585    | -      | -      | - | 28 444   |
| Stage 1              | -      | -      | -      | - | 258 -    |
| Stage 2              | -      | -      | -      | - | 241 -    |
| Platoon blocked, %   |        | -      | -      | - |          |
| Mov Cap-1 Maneuver   | 585    | -      | -      | - | 23 444   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 23 -     |
| Stage 1              | -      | -      | -      | - | 213 -    |
| Stage 2              | -      | -      | -      | - | 241 -    |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.59 | 0  | 39.14 |
| HCM LOS           |      |    | E     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 585   | -   | -   | -   | 23    | 444   |
| HCM Lane V/C Ratio    | 0.174 | -   | -   | -   | 0.311 | 0.117 |
| HCM Ctrl Dly (s/v)    | 12.4  | -   | -   | -   | 221   | 14.2  |
| HCM Lane LOS          | B     | -   | -   | -   | F     | B     |
| HCM 95th %tile Q(veh) | 0.6   | -   | -   | -   | 0.9   | 0.4   |

# ***116<sup>TH</sup> STREET & SPYGLASS RIDGE DRIVE/ARCHER LANE***

## ***TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS***

# 116TH ST & SPYGLASS RIDGE DR - TMC

Thu Apr 17, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289006, Location: 39.95715, -85.984197



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

| Leg Direction      | South Northbound |   |    |   |     | North Southbound |   |    |   |     | West Eastbound |     |    |   |     | East Westbound |      |   |   |      |      |
|--------------------|------------------|---|----|---|-----|------------------|---|----|---|-----|----------------|-----|----|---|-----|----------------|------|---|---|------|------|
| Time               | L                | T | R  | U | App | L                | T | R  | U | App | L              | T   | R  | U | App | L              | T    | R | U | App  | Int  |
| 2025-04-17 12:00AM | 1                | 0 | 0  | 0 | 1   | 0                | 0 | 0  | 0 | 0   | 0              | 30  | 2  | 0 | 32  | 0              | 10   | 0 | 0 | 10   | 43   |
| 12:15AM            | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 21  | 0  | 0 | 21  | 0              | 5    | 0 | 0 | 5    | 26   |
| 12:30AM            | 0                | 0 | 1  | 0 | 1   | 0                | 0 | 0  | 0 | 0   | 0              | 16  | 2  | 0 | 18  | 0              | 7    | 0 | 0 | 7    | 26   |
| 12:45AM            | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 5   | 0  | 0 | 5   | 0              | 4    | 0 | 0 | 4    | 9    |
| Hourly Total       | 1                | 0 | 1  | 0 | 2   | 0                | 0 | 0  | 0 | 0   | 0              | 72  | 4  | 0 | 76  | 0              | 26   | 0 | 0 | 26   | 104  |
| 1:00AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 12  | 0  | 0 | 12  | 0              | 3    | 0 | 0 | 3    | 15   |
| 1:15AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 7   | 0  | 0 | 7   | 0              | 6    | 0 | 0 | 6    | 13   |
| 1:30AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 1              | 8   | 0  | 0 | 9   | 0              | 4    | 0 | 0 | 4    | 13   |
| 1:45AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 5   | 0  | 0 | 5   | 0              | 4    | 0 | 0 | 4    | 9    |
| Hourly Total       | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 1              | 32  | 0  | 0 | 33  | 0              | 17   | 0 | 0 | 17   | 50   |
| 2:00AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 3   | 0  | 0 | 3   | 0              | 3    | 0 | 0 | 3    | 6    |
| 2:15AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 6   | 0  | 0 | 6   | 0              | 5    | 0 | 0 | 5    | 11   |
| 2:30AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 6   | 0  | 0 | 6   | 0              | 5    | 0 | 0 | 5    | 11   |
| 2:45AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 2   | 0  | 0 | 2   | 0              | 13   | 0 | 0 | 13   | 15   |
| Hourly Total       | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 17  | 0  | 0 | 17  | 0              | 26   | 0 | 0 | 26   | 43   |
| 3:00AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 2   | 0  | 0 | 2   | 0              | 1    | 0 | 0 | 1    | 3    |
| 3:15AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 2   | 0  | 0 | 2   | 0              | 5    | 0 | 0 | 5    | 7    |
| 3:30AM             | 2                | 0 | 0  | 0 | 2   | 0                | 0 | 0  | 0 | 0   | 0              | 7   | 2  | 0 | 9   | 0              | 5    | 0 | 0 | 5    | 16   |
| 3:45AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 6   | 0  | 0 | 6   | 0              | 16   | 0 | 0 | 16   | 22   |
| Hourly Total       | 2                | 0 | 0  | 0 | 2   | 0                | 0 | 0  | 0 | 0   | 0              | 17  | 2  | 0 | 19  | 0              | 27   | 0 | 0 | 27   | 48   |
| 4:00AM             | 0                | 0 | 1  | 0 | 1   | 0                | 0 | 0  | 0 | 0   | 0              | 6   | 0  | 0 | 6   | 0              | 6    | 0 | 0 | 6    | 13   |
| 4:15AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 9   | 0  | 0 | 9   | 0              | 12   | 0 | 0 | 12   | 21   |
| 4:30AM             | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 10  | 0  | 0 | 10  | 0              | 21   | 0 | 0 | 21   | 31   |
| 4:45AM             | 3                | 0 | 0  | 0 | 3   | 0                | 0 | 1  | 0 | 1   | 0              | 6   | 0  | 0 | 6   | 0              | 25   | 1 | 0 | 26   | 36   |
| Hourly Total       | 3                | 0 | 1  | 0 | 4   | 0                | 0 | 1  | 0 | 1   | 0              | 31  | 0  | 0 | 31  | 0              | 64   | 1 | 0 | 65   | 101  |
| 5:00AM             | 1                | 0 | 0  | 0 | 1   | 0                | 0 | 0  | 0 | 0   | 0              | 10  | 0  | 0 | 10  | 0              | 41   | 0 | 0 | 41   | 52   |
| 5:15AM             | 1                | 0 | 0  | 0 | 1   | 0                | 0 | 0  | 0 | 0   | 0              | 12  | 0  | 0 | 12  | 0              | 46   | 0 | 0 | 46   | 59   |
| 5:30AM             | 2                | 0 | 0  | 0 | 2   | 0                | 0 | 0  | 0 | 0   | 0              | 20  | 0  | 0 | 20  | 0              | 52   | 0 | 0 | 52   | 74   |
| 5:45AM             | 3                | 0 | 0  | 0 | 3   | 0                | 0 | 0  | 0 | 0   | 0              | 32  | 3  | 0 | 35  | 0              | 70   | 0 | 0 | 70   | 108  |
| Hourly Total       | 7                | 0 | 0  | 0 | 7   | 0                | 0 | 0  | 0 | 0   | 0              | 74  | 3  | 0 | 77  | 0              | 209  | 0 | 0 | 209  | 293  |
| 6:00AM             | 8                | 0 | 0  | 0 | 8   | 0                | 0 | 1  | 0 | 1   | 0              | 33  | 1  | 0 | 34  | 0              | 102  | 0 | 0 | 102  | 145  |
| 6:15AM             | 3                | 0 | 0  | 0 | 3   | 0                | 0 | 2  | 0 | 2   | 0              | 46  | 2  | 0 | 48  | 0              | 126  | 0 | 0 | 126  | 179  |
| 6:30AM             | 5                | 0 | 4  | 0 | 9   | 0                | 0 | 1  | 0 | 1   | 0              | 66  | 1  | 0 | 67  | 2              | 165  | 1 | 0 | 168  | 245  |
| 6:45AM             | 6                | 0 | 5  | 0 | 11  | 0                | 0 | 2  | 0 | 2   | 0              | 63  | 0  | 0 | 63  | 0              | 217  | 0 | 0 | 217  | 293  |
| Hourly Total       | 22               | 0 | 9  | 0 | 31  | 0                | 0 | 6  | 0 | 6   | 0              | 208 | 4  | 0 | 212 | 2              | 610  | 1 | 0 | 613  | 862  |
| 7:00AM             | 9                | 0 | 2  | 0 | 11  | 0                | 0 | 2  | 0 | 2   | 0              | 95  | 3  | 0 | 98  | 1              | 249  | 1 | 0 | 251  | 362  |
| 7:15AM             | 5                | 0 | 5  | 0 | 10  | 0                | 0 | 5  | 0 | 5   | 0              | 106 | 4  | 0 | 110 | 0              | 333  | 2 | 0 | 335  | 460  |
| 7:30AM             | 9                | 0 | 5  | 0 | 14  | 0                | 0 | 4  | 0 | 4   | 1              | 113 | 7  | 0 | 121 | 3              | 374  | 4 | 0 | 381  | 520  |
| 7:45AM             | 8                | 0 | 8  | 0 | 16  | 2                | 0 | 4  | 0 | 6   | 0              | 183 | 8  | 0 | 191 | 1              | 343  | 0 | 0 | 344  | 557  |
| Hourly Total       | 31               | 0 | 20 | 0 | 51  | 2                | 0 | 15 | 0 | 17  | 1              | 497 | 22 | 0 | 520 | 5              | 1299 | 7 | 0 | 1311 | 1899 |
| 8:00AM             | 7                | 0 | 11 | 1 | 19  | 1                | 0 | 6  | 0 | 7   | 0              | 165 | 6  | 0 | 171 | 1              | 352  | 0 | 0 | 353  | 550  |
| 8:15AM             | 11               | 0 | 4  | 0 | 15  | 0                | 0 | 4  | 0 | 4   | 1              | 170 | 6  | 0 | 177 | 2              | 384  | 1 | 0 | 387  | 583  |
| 8:30AM             | 7                | 0 | 4  | 0 | 11  | 0                | 0 | 5  | 0 | 5   | 0              | 173 | 7  | 0 | 180 | 2              | 302  | 3 | 0 | 307  | 503  |
| 8:45AM             | 8                | 0 | 1  | 0 | 9   | 1                | 0 | 5  | 0 | 6   | 1              | 180 | 1  | 0 | 182 | 1              | 313  | 1 | 0 | 315  | 512  |
| Hourly Total       | 33               | 0 | 20 | 1 | 54  | 2                | 0 | 20 | 0 | 22  | 2              | 688 | 20 | 0 | 710 | 6              | 1351 | 5 | 0 | 1362 | 2148 |
| 9:00AM             | 6                | 0 | 3  | 0 | 9   | 0                | 0 | 2  | 0 | 2   | 0              | 165 | 3  | 0 | 168 | 3              | 274  | 0 | 0 | 277  | 456  |
| 9:15AM             | 5                | 0 | 6  | 0 | 11  | 0                | 0 | 1  | 0 | 1   | 0              | 173 | 6  | 0 | 179 | 2              | 304  | 0 | 0 | 306  | 497  |
| 9:30AM             | 5                | 0 | 2  | 0 | 7   | 0                | 0 | 3  | 0 | 3   | 0              | 162 | 7  | 0 | 169 | 1              | 225  | 1 | 0 | 227  | 406  |
| 9:45AM             | 6                | 0 | 0  | 0 | 6   | 0                | 0 | 3  | 0 | 3   | 1              | 178 | 2  | 0 | 181 | 0              | 228  | 0 | 0 | 228  | 418  |
| Hourly Total       | 22               | 0 | 11 | 0 | 33  | 0                | 0 | 9  | 0 | 9   | 1              | 678 | 18 | 0 | 697 | 6              | 1031 | 1 | 0 | 1038 | 1777 |
| 10:00AM            | 5                | 2 | 1  | 0 | 8   | 1                | 0 | 2  | 0 | 3   | 1              | 158 | 5  | 0 | 164 | 5              | 199  | 1 | 0 | 205  | 380  |
| 10:15AM            | 6                | 0 | 2  | 1 | 9   | 0                | 0 | 4  | 0 | 4   | 1              | 173 | 4  | 0 | 178 | 0              | 209  | 2 | 0 | 211  | 402  |
| 10:30AM            | 5                | 0 | 2  | 0 | 7   | 0                | 0 | 3  | 0 | 3   | 0              | 205 | 5  | 0 | 210 | 2              | 218  | 0 | 0 | 220  | 440  |
| 10:45AM            | 7                | 0 | 4  | 0 | 11  | 0                | 0 | 1  | 0 | 1   | 2              | 200 | 2  | 0 | 204 | 4              | 232  | 1 | 0 | 237  | 453  |

| Leg Direction | South Northbound |   |    |   |     | North Southbound |   |    |   |     | West Eastbound |      |    |   |      | East Westbound |      |   |   |      |      |
|---------------|------------------|---|----|---|-----|------------------|---|----|---|-----|----------------|------|----|---|------|----------------|------|---|---|------|------|
| Time          | L                | T | R  | U | App | L                | T | R  | U | App | L              | T    | R  | U | App  | L              | T    | R | U | App  | Int  |
| Hourly Total  | 23               | 2 | 9  | 1 | 35  | 1                | 0 | 10 | 0 | 11  | 4              | 736  | 16 | 0 | 756  | 11             | 858  | 4 | 0 | 873  | 1675 |
| 11:00AM       | 7                | 0 | 2  | 0 | 9   | 0                | 0 | 2  | 0 | 2   | 2              | 167  | 6  | 0 | 175  | 1              | 212  | 0 | 0 | 213  | 399  |
| 11:15AM       | 4                | 0 | 5  | 0 | 9   | 0                | 0 | 6  | 0 | 6   | 2              | 188  | 11 | 0 | 201  | 3              | 256  | 1 | 0 | 260  | 476  |
| 11:30AM       | 5                | 0 | 3  | 0 | 8   | 2                | 0 | 3  | 0 | 5   | 2              | 237  | 6  | 0 | 245  | 0              | 211  | 1 | 0 | 212  | 470  |
| 11:45AM       | 4                | 0 | 4  | 0 | 8   | 1                | 0 | 2  | 0 | 3   | 0              | 224  | 7  | 0 | 231  | 1              | 229  | 1 | 0 | 231  | 473  |
| Hourly Total  | 20               | 0 | 14 | 0 | 34  | 3                | 0 | 13 | 0 | 16  | 6              | 816  | 30 | 0 | 852  | 5              | 908  | 3 | 0 | 916  | 1818 |
| 12:00PM       | 5                | 0 | 2  | 0 | 7   | 0                | 0 | 1  | 0 | 1   | 0              | 232  | 6  | 0 | 238  | 1              | 230  | 1 | 0 | 232  | 478  |
| 12:15PM       | 10               | 0 | 4  | 1 | 15  | 0                | 0 | 1  | 0 | 1   | 1              | 207  | 10 | 0 | 218  | 2              | 264  | 0 | 0 | 266  | 500  |
| 12:30PM       | 2                | 0 | 1  | 0 | 3   | 0                | 0 | 2  | 0 | 2   | 1              | 220  | 8  | 1 | 230  | 1              | 201  | 0 | 0 | 202  | 437  |
| 12:45PM       | 3                | 0 | 2  | 0 | 5   | 0                | 0 | 1  | 0 | 1   | 0              | 217  | 6  | 0 | 223  | 2              | 221  | 0 | 0 | 223  | 452  |
| Hourly Total  | 20               | 0 | 9  | 1 | 30  | 0                | 0 | 5  | 0 | 5   | 2              | 876  | 30 | 1 | 909  | 6              | 916  | 1 | 0 | 923  | 1867 |
| 1:00PM        | 4                | 0 | 2  | 0 | 6   | 1                | 0 | 3  | 0 | 4   | 0              | 229  | 4  | 0 | 233  | 4              | 182  | 1 | 0 | 187  | 430  |
| 1:15PM        | 7                | 0 | 2  | 0 | 9   | 0                | 0 | 1  | 0 | 1   | 0              | 232  | 3  | 0 | 235  | 0              | 224  | 0 | 0 | 224  | 469  |
| 1:30PM        | 2                | 0 | 2  | 0 | 4   | 0                | 0 | 2  | 0 | 2   | 1              | 251  | 7  | 0 | 259  | 5              | 202  | 1 | 0 | 208  | 473  |
| 1:45PM        | 2                | 0 | 1  | 0 | 3   | 0                | 0 | 2  | 0 | 2   | 1              | 266  | 8  | 0 | 275  | 4              | 205  | 4 | 0 | 213  | 493  |
| Hourly Total  | 15               | 0 | 7  | 0 | 22  | 1                | 0 | 8  | 0 | 9   | 2              | 978  | 22 | 0 | 1002 | 13             | 813  | 6 | 0 | 832  | 1865 |
| 2:00PM        | 5                | 0 | 7  | 0 | 12  | 0                | 0 | 2  | 0 | 2   | 1              | 246  | 7  | 0 | 254  | 2              | 174  | 0 | 0 | 176  | 444  |
| 2:15PM        | 5                | 0 | 6  | 0 | 11  | 0                | 0 | 0  | 0 | 0   | 1              | 298  | 6  | 0 | 305  | 2              | 213  | 1 | 0 | 216  | 532  |
| 2:30PM        | 4                | 0 | 3  | 0 | 7   | 1                | 0 | 6  | 0 | 7   | 0              | 244  | 3  | 0 | 247  | 5              | 202  | 1 | 0 | 208  | 469  |
| 2:45PM        | 1                | 0 | 1  | 0 | 2   | 0                | 0 | 1  | 0 | 1   | 1              | 269  | 6  | 0 | 276  | 2              | 248  | 1 | 0 | 251  | 530  |
| Hourly Total  | 15               | 0 | 17 | 0 | 32  | 1                | 0 | 9  | 0 | 10  | 3              | 1057 | 22 | 0 | 1082 | 11             | 837  | 3 | 0 | 851  | 1975 |
| 3:00PM        | 2                | 0 | 2  | 0 | 4   | 0                | 0 | 1  | 0 | 1   | 3              | 278  | 7  | 0 | 288  | 4              | 216  | 1 | 1 | 222  | 515  |
| 3:15PM        | 2                | 0 | 1  | 0 | 3   | 0                | 0 | 1  | 0 | 1   | 1              | 323  | 11 | 0 | 335  | 2              | 217  | 1 | 0 | 220  | 559  |
| 3:30PM        | 6                | 0 | 4  | 0 | 10  | 0                | 0 | 1  | 0 | 1   | 1              | 331  | 14 | 0 | 346  | 3              | 229  | 0 | 0 | 232  | 589  |
| 3:45PM        | 5                | 0 | 4  | 0 | 9   | 0                | 0 | 1  | 0 | 1   | 3              | 350  | 16 | 0 | 369  | 2              | 220  | 0 | 0 | 222  | 601  |
| Hourly Total  | 15               | 0 | 11 | 0 | 26  | 0                | 0 | 4  | 0 | 4   | 8              | 1282 | 48 | 0 | 1338 | 11             | 882  | 2 | 1 | 896  | 2264 |
| 4:00PM        | 5                | 0 | 5  | 0 | 10  | 1                | 0 | 2  | 0 | 3   | 2              | 370  | 7  | 0 | 379  | 3              | 219  | 0 | 0 | 222  | 614  |
| 4:15PM        | 11               | 0 | 6  | 0 | 17  | 0                | 0 | 4  | 0 | 4   | 3              | 434  | 10 | 0 | 447  | 3              | 248  | 0 | 0 | 251  | 719  |
| 4:30PM        | 6                | 0 | 4  | 0 | 10  | 0                | 0 | 2  | 0 | 2   | 2              | 395  | 8  | 0 | 405  | 5              | 258  | 2 | 0 | 265  | 682  |
| 4:45PM        | 4                | 0 | 4  | 0 | 8   | 0                | 1 | 2  | 0 | 3   | 1              | 413  | 13 | 0 | 427  | 7              | 276  | 1 | 0 | 284  | 722  |
| Hourly Total  | 26               | 0 | 19 | 0 | 45  | 1                | 1 | 10 | 0 | 12  | 8              | 1612 | 38 | 0 | 1658 | 18             | 1001 | 3 | 0 | 1022 | 2737 |
| 5:00PM        | 3                | 0 | 5  | 0 | 8   | 0                | 0 | 5  | 0 | 5   | 1              | 436  | 14 | 0 | 451  | 3              | 238  | 0 | 0 | 241  | 705  |
| 5:15PM        | 3                | 0 | 3  | 1 | 7   | 0                | 0 | 2  | 0 | 2   | 1              | 430  | 16 | 0 | 447  | 9              | 250  | 0 | 0 | 259  | 715  |
| 5:30PM        | 2                | 0 | 7  | 0 | 9   | 1                | 0 | 3  | 0 | 4   | 2              | 406  | 10 | 0 | 418  | 3              | 254  | 1 | 0 | 258  | 689  |
| 5:45PM        | 6                | 0 | 10 | 0 | 16  | 0                | 0 | 2  | 0 | 2   | 2              | 399  | 8  | 0 | 409  | 5              | 261  | 0 | 0 | 266  | 693  |
| Hourly Total  | 14               | 0 | 25 | 1 | 40  | 1                | 0 | 12 | 0 | 13  | 6              | 1671 | 48 | 0 | 1725 | 20             | 1003 | 1 | 0 | 1024 | 2802 |
| 6:00PM        | 6                | 0 | 2  | 0 | 8   | 0                | 0 | 4  | 0 | 4   | 2              | 368  | 9  | 1 | 380  | 5              | 302  | 3 | 0 | 310  | 702  |
| 6:15PM        | 2                | 0 | 11 | 0 | 13  | 0                | 0 | 2  | 0 | 2   | 1              | 376  | 7  | 0 | 384  | 4              | 233  | 1 | 0 | 238  | 637  |
| 6:30PM        | 2                | 0 | 1  | 0 | 3   | 0                | 0 | 0  | 0 | 0   | 1              | 343  | 11 | 0 | 355  | 5              | 251  | 3 | 0 | 259  | 617  |
| 6:45PM        | 7                | 0 | 7  | 0 | 14  | 0                | 0 | 5  | 0 | 5   | 1              | 325  | 9  | 0 | 335  | 6              | 229  | 0 | 0 | 235  | 589  |
| Hourly Total  | 17               | 0 | 21 | 0 | 38  | 0                | 0 | 11 | 0 | 11  | 5              | 1412 | 36 | 1 | 1454 | 20             | 1015 | 7 | 0 | 1042 | 2545 |
| 7:00PM        | 4                | 0 | 0  | 0 | 4   | 0                | 0 | 0  | 0 | 0   | 0              | 283  | 16 | 0 | 299  | 3              | 177  | 0 | 0 | 180  | 483  |
| 7:15PM        | 3                | 0 | 2  | 0 | 5   | 0                | 1 | 2  | 0 | 3   | 2              | 250  | 10 | 0 | 262  | 0              | 127  | 1 | 0 | 128  | 398  |
| 7:30PM        | 4                | 0 | 2  | 0 | 6   | 0                | 0 | 3  | 0 | 3   | 2              | 223  | 7  | 0 | 232  | 5              | 182  | 1 | 0 | 188  | 429  |
| 7:45PM        | 4                | 0 | 4  | 0 | 8   | 0                | 0 | 0  | 0 | 0   | 0              | 246  | 7  | 1 | 254  | 4              | 139  | 1 | 0 | 144  | 406  |
| Hourly Total  | 15               | 0 | 8  | 0 | 23  | 0                | 1 | 5  | 0 | 6   | 4              | 1002 | 40 | 1 | 1047 | 12             | 625  | 3 | 0 | 640  | 1716 |
| 8:00PM        | 2                | 0 | 1  | 0 | 3   | 0                | 0 | 1  | 0 | 1   | 1              | 237  | 4  | 0 | 242  | 1              | 127  | 0 | 0 | 128  | 374  |
| 8:15PM        | 2                | 0 | 1  | 0 | 3   | 0                | 0 | 0  | 0 | 0   | 0              | 248  | 12 | 0 | 260  | 4              | 140  | 1 | 0 | 145  | 408  |
| 8:30PM        | 4                | 0 | 2  | 0 | 6   | 1                | 0 | 0  | 0 | 1   | 1              | 225  | 9  | 0 | 235  | 5              | 140  | 1 | 0 | 146  | 388  |
| 8:45PM        | 4                | 0 | 0  | 0 | 4   | 0                | 0 | 0  | 0 | 0   | 0              | 191  | 7  | 0 | 198  | 5              | 113  | 0 | 0 | 118  | 320  |
| Hourly Total  | 12               | 0 | 4  | 0 | 16  | 1                | 0 | 1  | 0 | 2   | 2              | 901  | 32 | 0 | 935  | 15             | 520  | 2 | 0 | 537  | 1490 |
| 9:00PM        | 3                | 0 | 0  | 0 | 3   | 2                | 0 | 0  | 0 | 2   | 1              | 184  | 5  | 0 | 190  | 3              | 125  | 0 | 0 | 128  | 323  |
| 9:15PM        | 0                | 0 | 1  | 0 | 1   | 0                | 0 | 0  | 0 | 0   | 0              | 192  | 6  | 0 | 198  | 0              | 97   | 1 | 0 | 98   | 297  |
| 9:30PM        | 1                | 0 | 1  | 0 | 2   | 0                | 0 | 0  | 0 | 0   | 0              | 144  | 2  | 0 | 146  | 1              | 62   | 0 | 0 | 63   | 211  |
| 9:45PM        | 1                | 0 | 2  | 0 | 3   | 0                | 0 | 0  | 0 | 0   | 0              | 178  | 8  | 0 | 186  | 4              | 53   | 0 | 0 | 57   | 246  |
| Hourly Total  | 5                | 0 | 4  | 0 | 9   | 2                | 0 | 0  | 0 | 2   | 1              | 698  | 21 | 0 | 720  | 8              | 337  | 1 | 0 | 346  | 1077 |
| 10:00PM       | 2                | 0 | 1  | 0 | 3   | 0                | 0 | 0  | 0 | 0   | 0              | 120  | 4  | 0 | 124  | 2              | 49   | 0 | 0 | 51   | 178  |
| 10:15PM       | 0                | 0 | 1  | 0 | 1   | 0                | 0 | 1  | 0 | 1   | 0              | 85   | 1  | 0 | 86   | 1              | 46   | 0 | 0 | 47   | 135  |
| 10:30PM       | 2                | 0 | 0  | 0 | 2   | 0                | 0 | 0  | 0 | 0   | 0              | 66   | 7  | 0 | 73   | 0              | 43   | 0 | 0 | 43   | 118  |
| 10:45PM       | 0                | 0 | 0  | 0 | 0   | 0                | 0 | 0  | 0 | 0   | 0              | 56   | 0  | 0 | 56   | 0              | 26   | 0 | 0 | 26   | 82   |

| Leg Direction            | South Northbound |      |       |      |       | North Southbound |      |       |    |       | West Eastbound |       |       |      |       | East Westbound |       |       |      |       |       |
|--------------------------|------------------|------|-------|------|-------|------------------|------|-------|----|-------|----------------|-------|-------|------|-------|----------------|-------|-------|------|-------|-------|
| Time                     | L                | T    | R     | U    | App   | L                | T    | R     | U  | App   | L              | T     | R     | U    | App   | L              | T     | R     | U    | App   | Int   |
| Hourly Total             | 4                | 0    | 2     | 0    | 6     | 0                | 0    | 1     | 0  | 1     | 0              | 327   | 12    | 0    | 339   | 3              | 164   | 0     | 0    | 167   | 513   |
| 11:00PM                  | 0                | 0    | 0     | 0    | 0     | 0                | 0    | 0     | 0  | 0     | 0              | 38    | 0     | 0    | 38    | 0              | 15    | 0     | 0    | 15    | 53    |
| 11:15PM                  | 0                | 0    | 0     | 0    | 0     | 0                | 0    | 0     | 0  | 0     | 0              | 31    | 0     | 0    | 31    | 0              | 19    | 0     | 0    | 19    | 50    |
| 11:30PM                  | 1                | 0    | 1     | 0    | 2     | 0                | 0    | 3     | 0  | 3     | 0              | 39    | 0     | 0    | 39    | 0              | 10    | 0     | 0    | 10    | 54    |
| 11:45PM                  | 0                | 0    | 0     | 0    | 0     | 0                | 0    | 0     | 0  | 0     | 0              | 31    | 0     | 0    | 31    | 0              | 12    | 0     | 0    | 12    | 43    |
| Hourly Total             | 1                | 0    | 1     | 0    | 2     | 0                | 0    | 3     | 0  | 3     | 0              | 139   | 0     | 0    | 139   | 0              | 56    | 0     | 0    | 56    | 200   |
| Total                    | 323              | 2    | 213   | 4    | 542   | 15               | 2    | 143   | 0  | 160   | 56             | 15821 | 468   | 3    | 16348 | 172            | 14595 | 51    | 1    | 14819 | 31869 |
| % Approach               | 59.6%            | 0.4% | 39.3% | 0.7% | -     | 9.4%             | 1.3% | 89.4% | 0% | -     | 0.3%           | 96.8% | 2.9%  | 0%   | -     | 1.2%           | 98.5% | 0.3%  | 0%   | -     | -     |
| % Total                  | 1.0%             | 0%   | 0.7%  | 0%   | 1.7%  | 0%               | 0%   | 0.4%  | 0% | 0.5%  | 0.2%           | 49.6% | 1.5%  | 0%   | 51.3% | 0.5%           | 45.8% | 0.2%  | 0%   | 46.5% | -     |
| Lights and Motorcycles   | 317              | 2    | 206   | 4    | 529   | 15               | 2    | 136   | 0  | 153   | 56             | 15554 | 456   | 3    | 16069 | 164            | 14381 | 44    | 1    | 14590 | 31341 |
| % Lights and Motorcycles | 98.1%            | 100% | 96.7% | 100% | 97.6% | 100%             | 100% | 95.1% | 0% | 95.6% | 100%           | 98.3% | 97.4% | 100% | 98.3% | 95.3%          | 98.5% | 86.3% | 100% | 98.5% | 98.3% |
| Heavy                    | 6                | 0    | 7     | 0    | 13    | 0                | 0    | 7     | 0  | 7     | 0              | 267   | 12    | 0    | 279   | 8              | 214   | 7     | 0    | 229   | 528   |
| % Heavy                  | 1.9%             | 0%   | 3.3%  | 0%   | 2.4%  | 0%               | 0%   | 4.9%  | 0% | 4.4%  | 0%             | 1.7%  | 2.6%  | 0%   | 1.7%  | 4.7%           | 1.5%  | 13.7% | 0%   | 1.5%  | 1.7%  |

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

# 116TH ST & SPYGLASS RIDGE DR - TMC

Thu Apr 17, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289006, Location: 39.95715, -85.984197



Provided by: A&F Engineering

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

[N] North

Total: 269

In: 160 Out: 109

143  
2  
15

[W] West  
Total: 31412  
In: 16348 Out: 15064

563  
15821  
468

51  
14595  
172  
In: 14819  
Total: 30869  
Out: 16050  
[E] East

Out: 646 In: 542  
Total: 1188  
[S] South

4  
323  
213

# 116TH ST & SPYGLASS RIDGE DR - TMC

Thu Apr 17, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289006, Location: 39.95715, -85.984197



Provided by: A&F Engineering

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

| Leg<br>Direction                | South<br>Northbound |    |       |       |       | North<br>Southbound |    |       |    |       | West<br>Eastbound |       |       |    |       | East<br>Westbound |       |       |    |       |       |
|---------------------------------|---------------------|----|-------|-------|-------|---------------------|----|-------|----|-------|-------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| Time                            | L                   | T  | R     | U     | App   | L                   | T  | R     | U  | App   | L                 | T     | R     | U  | App   | L                 | T     | R     | U  | App   | Int   |
| 2025-04-17 7:30AM               | 9                   | 0  | 5     | 0     | 14    | 0                   | 0  | 4     | 0  | 4     | 1                 | 113   | 7     | 0  | 121   | 3                 | 374   | 4     | 0  | 381   | 520   |
| 7:45AM                          | 8                   | 0  | 8     | 0     | 16    | 2                   | 0  | 4     | 0  | 6     | 0                 | 183   | 8     | 0  | 191   | 1                 | 343   | 0     | 0  | 344   | 557   |
| 8:00AM                          | 7                   | 0  | 11    | 1     | 19    | 1                   | 0  | 6     | 0  | 7     | 0                 | 165   | 6     | 0  | 171   | 1                 | 352   | 0     | 0  | 353   | 550   |
| 8:15AM                          | 11                  | 0  | 4     | 0     | 15    | 0                   | 0  | 4     | 0  | 4     | 1                 | 170   | 6     | 0  | 177   | 2                 | 384   | 1     | 0  | 387   | 583   |
| <b>Total</b>                    | 35                  | 0  | 28    | 1     | 64    | 3                   | 0  | 18    | 0  | 21    | 2                 | 631   | 27    | 0  | 660   | 7                 | 1453  | 5     | 0  | 1465  | 2210  |
| <b>% Approach</b>               | 54.7%               | 0% | 43.8% | 1.6%  | -     | 14.3%               | 0% | 85.7% | 0% | -     | 0.3%              | 95.6% | 4.1%  | 0% | -     | 0.5%              | 99.2% | 0.3%  | 0% | -     | -     |
| <b>% Total</b>                  | 1.6%                | 0% | 1.3%  | 0%    | 2.9%  | 0.1%                | 0% | 0.8%  | 0% | 1.0%  | 0.1%              | 28.6% | 1.2%  | 0% | 29.9% | 0.3%              | 65.7% | 0.2%  | 0% | 66.3% | -     |
| <b>PHF</b>                      | 0.795               | -  | 0.636 | 0.250 | 0.842 | 0.375               | -  | 0.750 | -  | 0.750 | 0.500             | 0.862 | 0.844 | -  | 0.864 | 0.583             | 0.946 | 0.313 | -  | 0.946 | 0.948 |
| <b>Lights and Motorcycles</b>   | 35                  | 0  | 26    | 1     | 62    | 3                   | 0  | 18    | 0  | 21    | 2                 | 606   | 24    | 0  | 632   | 6                 | 1436  | 5     | 0  | 1447  | 2162  |
| <b>% Lights and Motorcycles</b> | 100%                | 0% | 92.9% | 100%  | 96.9% | 100%                | 0% | 100%  | 0% | 100%  | 100%              | 96.0% | 88.9% | 0% | 95.8% | 85.7%             | 98.8% | 100%  | 0% | 98.8% | 97.8% |
| <b>Heavy</b>                    | 0                   | 0  | 2     | 0     | 2     | 0                   | 0  | 0     | 0  | 0     | 0                 | 25    | 3     | 0  | 28    | 1                 | 17    | 0     | 0  | 18    | 48    |
| <b>% Heavy</b>                  | 0%                  | 0% | 7.1%  | 0%    | 3.1%  | 0%                  | 0% | 0%    | 0% | 0%    | 0%                | 4.0%  | 11.1% | 0% | 4.2%  | 14.3%             | 1.2%  | 0%    | 0% | 1.2%  | 2.2%  |

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

# 116TH ST & SPYGLASS RIDGE DR - TMC

Thu Apr 17, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289006, Location: 39.95715, -85.984197



Provided by: A&F Engineering

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

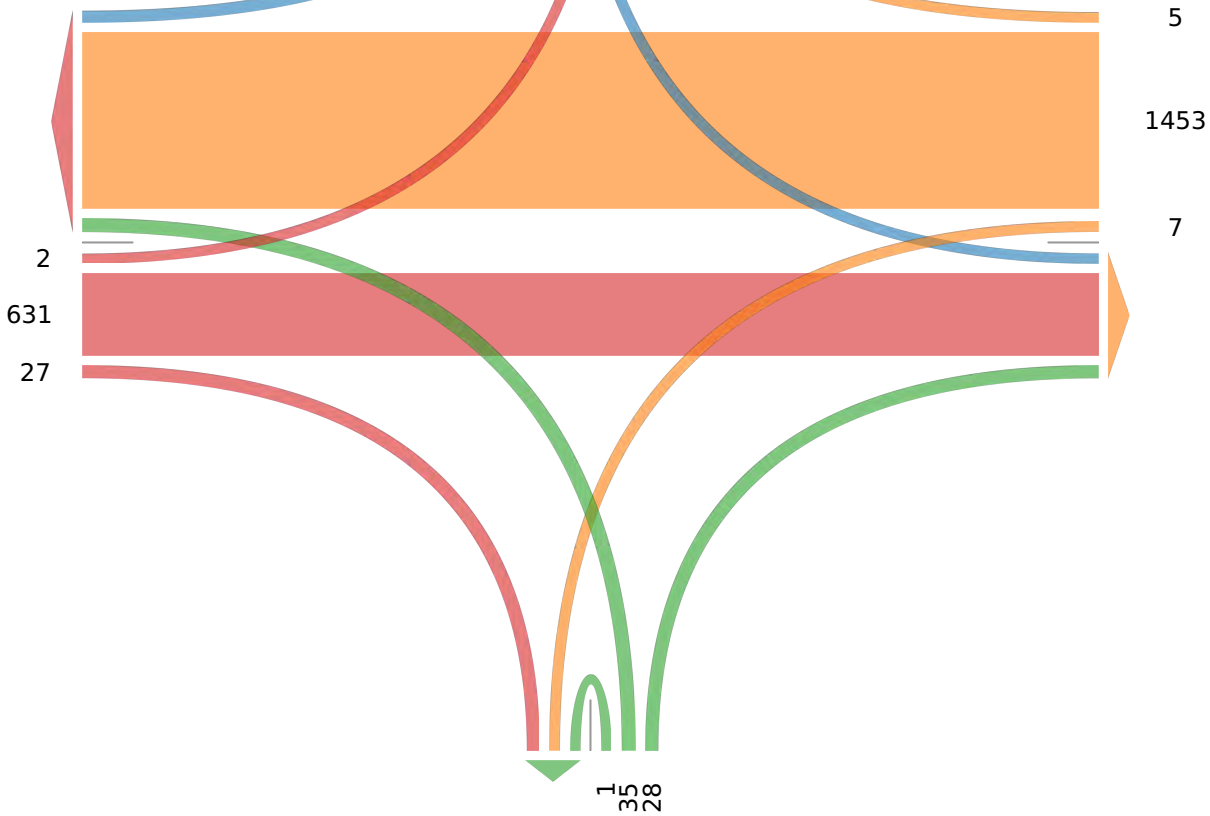
[N] North

Total: 28

In: 21 Out: 7

18  
3

[W] West  
Total: 2166  
In: 660 Out: 1506



Out: 35 In: 64  
Total: 99  
[S] South

Out: 662 In: 1465  
Total: 2127  
[E] East



# 116TH ST & SPYGLASS RIDGE DR - TMC

Thu Apr 17, 2025

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289006, Location: 39.95715, -85.984197



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

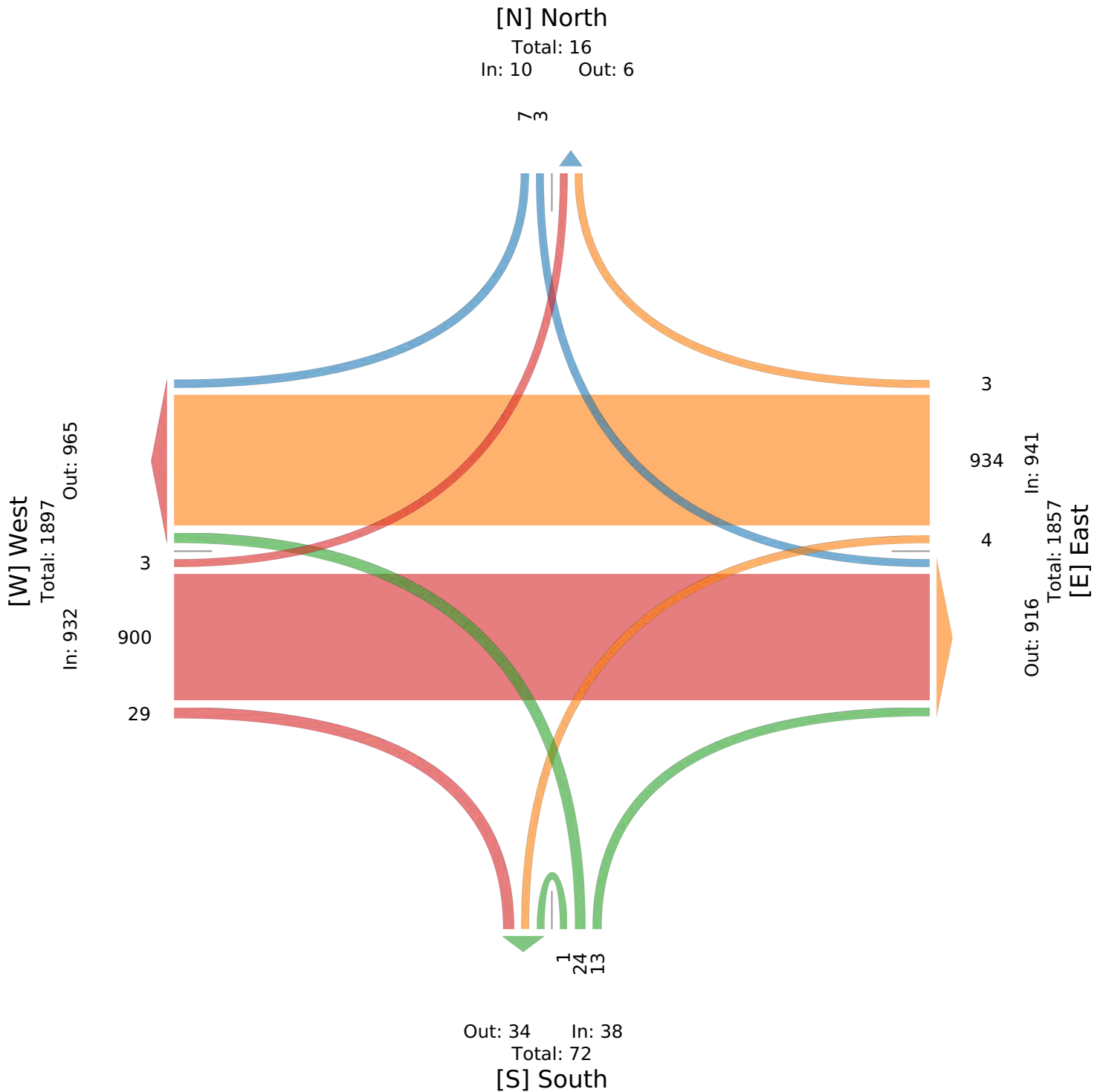
| Leg<br>Direction                | South<br>Northbound |    |       |       |       | North<br>Southbound |    |       |    |       | West<br>Eastbound |       |       |    |       | East<br>Westbound |       |       |    |       |       |
|---------------------------------|---------------------|----|-------|-------|-------|---------------------|----|-------|----|-------|-------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| Time                            | L                   | T  | R     | U     | App   | L                   | T  | R     | U  | App   | L                 | T     | R     | U  | App   | L                 | T     | R     | U  | App   | Int   |
| 2025-04-17 11:30AM              | 5                   | 0  | 3     | 0     | 8     | 2                   | 0  | 3     | 0  | 5     | 2                 | 237   | 6     | 0  | 245   | 0                 | 211   | 1     | 0  | 212   | 470   |
| 11:45AM                         | 4                   | 0  | 4     | 0     | 8     | 1                   | 0  | 2     | 0  | 3     | 0                 | 224   | 7     | 0  | 231   | 1                 | 229   | 1     | 0  | 231   | 473   |
| 12:00PM                         | 5                   | 0  | 2     | 0     | 7     | 0                   | 0  | 1     | 0  | 1     | 0                 | 232   | 6     | 0  | 238   | 1                 | 230   | 1     | 0  | 232   | 478   |
| 12:15PM                         | 10                  | 0  | 4     | 1     | 15    | 0                   | 0  | 1     | 0  | 1     | 1                 | 207   | 10    | 0  | 218   | 2                 | 264   | 0     | 0  | 266   | 500   |
| <b>Total</b>                    | 24                  | 0  | 13    | 1     | 38    | 3                   | 0  | 7     | 0  | 10    | 3                 | 900   | 29    | 0  | 932   | 4                 | 934   | 3     | 0  | 941   | 1921  |
| <b>% Approach</b>               | 63.2%               | 0% | 34.2% | 2.6%  | -     | 30.0%               | 0% | 70.0% | 0% | -     | 0.3%              | 96.6% | 3.1%  | 0% | -     | 0.4%              | 99.3% | 0.3%  | 0% | -     | -     |
| <b>% Total</b>                  | 1.2%                | 0% | 0.7%  | 0.1%  | 2.0%  | 0.2%                | 0% | 0.4%  | 0% | 0.5%  | 0.2%              | 46.9% | 1.5%  | 0% | 48.5% | 0.2%              | 48.6% | 0.2%  | 0% | 49.0% | -     |
| <b>PHF</b>                      | 0.600               | -  | 0.813 | 0.250 | 0.633 | 0.375               | -  | 0.583 | -  | 0.500 | 0.375             | 0.949 | 0.725 | -  | 0.951 | 0.500             | 0.884 | 0.750 | -  | 0.884 | 0.961 |
| <b>Lights and Motorcycles</b>   | 24                  | 0  | 12    | 1     | 37    | 3                   | 0  | 6     | 0  | 9     | 3                 | 876   | 29    | 0  | 908   | 4                 | 918   | 2     | 0  | 924   | 1878  |
| <b>% Lights and Motorcycles</b> | 100%                | 0% | 92.3% | 100%  | 97.4% | 100%                | 0% | 85.7% | 0% | 90.0% | 100%              | 97.3% | 100%  | 0% | 97.4% | 100%              | 98.3% | 66.7% | 0% | 98.2% | 97.8% |
| <b>Heavy</b>                    | 0                   | 0  | 1     | 0     | 1     | 0                   | 0  | 1     | 0  | 1     | 0                 | 24    | 0     | 0  | 24    | 0                 | 16    | 1     | 0  | 17    | 43    |
| <b>% Heavy</b>                  | 0%                  | 0% | 7.7%  | 0%    | 2.6%  | 0%                  | 0% | 14.3% | 0% | 10.0% | 0%                | 2.7%  | 0%    | 0% | 2.6%  | 0%                | 1.7%  | 33.3% | 0% | 1.8%  | 2.2%  |

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

116TH ST & SPYGLASS RIDGE DR - TMC  
 Thu Apr 17, 2025  
 Midday Peak (11:30 AM - 12:30 PM)  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1289006, Location: 39.95715, -85.984197



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



# 116TH ST & SPYGLASS RIDGE DR - TMC

Thu Apr 17, 2025

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289006, Location: 39.95715, -85.984197



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

| Leg<br>Direction                | South<br>Northbound |    |       |       |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |       |    |       | East<br>Westbound |       |       |    |       |       |
|---------------------------------|---------------------|----|-------|-------|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| Time                            | L                   | T  | R     | U     | App   | L                   | T     | R     | U  | App   | L                 | T     | R     | U  | App   | L                 | T     | R     | U  | App   | Int   |
| 2025-04-17 4:45PM               | 4                   | 0  | 4     | 0     | 8     | 0                   | 1     | 2     | 0  | 3     | 1                 | 413   | 13    | 0  | 427   | 7                 | 276   | 1     | 0  | 284   | 722   |
| 5:00PM                          | 3                   | 0  | 5     | 0     | 8     | 0                   | 0     | 5     | 0  | 5     | 1                 | 436   | 14    | 0  | 451   | 3                 | 238   | 0     | 0  | 241   | 705   |
| 5:15PM                          | 3                   | 0  | 3     | 1     | 7     | 0                   | 0     | 2     | 0  | 2     | 1                 | 430   | 16    | 0  | 447   | 9                 | 250   | 0     | 0  | 259   | 715   |
| 5:30PM                          | 2                   | 0  | 7     | 0     | 9     | 1                   | 0     | 3     | 0  | 4     | 2                 | 406   | 10    | 0  | 418   | 3                 | 254   | 1     | 0  | 258   | 689   |
| <b>Total</b>                    | 12                  | 0  | 19    | 1     | 32    | 1                   | 1     | 12    | 0  | 14    | 5                 | 1685  | 53    | 0  | 1743  | 22                | 1018  | 2     | 0  | 1042  | 2831  |
| <b>% Approach</b>               | 37.5%               | 0% | 59.4% | 3.1%  | -     | 7.1%                | 7.1%  | 85.7% | 0% | -     | 0.3%              | 96.7% | 3.0%  | 0% | -     | 2.1%              | 97.7% | 0.2%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.4%                | 0% | 0.7%  | 0%    | 1.1%  | 0%                  | 0%    | 0.4%  | 0% | 0.5%  | 0.2%              | 59.5% | 1.9%  | 0% | 61.6% | 0.8%              | 36.0% | 0.1%  | 0% | 36.8% | -     |
| <b>PHF</b>                      | 0.750               | -  | 0.679 | 0.250 | 0.889 | 0.250               | 0.250 | 0.600 | -  | 0.700 | 0.625             | 0.966 | 0.828 | -  | 0.966 | 0.611             | 0.922 | 0.500 | -  | 0.917 | 0.980 |
| <b>Lights and Motorcycles</b>   | 12                  | 0  | 19    | 1     | 32    | 1                   | 1     | 12    | 0  | 14    | 5                 | 1674  | 52    | 0  | 1731  | 21                | 1002  | 2     | 0  | 1025  | 2802  |
| <b>% Lights and Motorcycles</b> | 100%                | 0% | 100%  | 100%  | 100%  | 100%                | 100%  | 100%  | 0% | 100%  | 100%              | 99.3% | 98.1% | 0% | 99.3% | 95.5%             | 98.4% | 100%  | 0% | 98.4% | 99.0% |
| <b>Heavy</b>                    | 0                   | 0  | 0     | 0     | 0     | 0                   | 0     | 0     | 0  | 0     | 0                 | 11    | 1     | 0  | 12    | 1                 | 16    | 0     | 0  | 17    | 29    |
| <b>% Heavy</b>                  | 0%                  | 0% | 0%    | 0%    | 0%    | 0%                  | 0%    | 0%    | 0% | 0%    | 0%                | 0.7%  | 1.9%  | 0% | 0.7%  | 4.5%              | 1.6%  | 0%    | 0% | 1.6%  | 1.0%  |

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

# 116TH ST & SPYGLASS RIDGE DR - TMC

Thu Apr 17, 2025

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289006, Location: 39.95715, -85.984197



Provided by: A&F Engineering

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

[N] North

Total: 21

In: 14 Out: 7

12  
1 1

[W] West  
Total: 2785  
In: 1743 Out: 1042

5  
1685  
53

2  
1018  
22  
Out: 1705 In: 1042  
Total: 2747  
[E] East

Out: 77 In: 32  
Total: 109  
[S] South

1  
12  
19

HCM 7th TWSC  
4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 AM Peak  
Scenario A

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.1                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR                                                                               | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |  |  |      |      |  |  |      |  |  |
| Traffic Vol, veh/h       | 2                                                                                 | 723                                                                               | 27   | 7                                                                                 | 1524                                                                              | 5    | 35   | 0                                                                                 | 28                                                                                | 3    | 0                                                                                   | 18                                                                                  |
| Future Vol, veh/h        | 2                                                                                 | 723                                                                               | 27   | 7                                                                                 | 1524                                                                              | 5    | 35   | 0                                                                                 | 28                                                                                | 3    | 0                                                                                   | 18                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop | Stop                                                                              | Stop                                                                              | Stop | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None                                                                              | -    | -                                                                                   | None                                                                                |
| Storage Length           | 70                                                                                | -                                                                                 | -    | 45                                                                                | -                                                                                 | -    | -    | -                                                                                 | 100                                                                               | -    | -                                                                                   | 100                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -                                                                                 | -    | 0                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -                                                                                 | -    | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 95                                                                                | 95                                                                                | 95   | 95                                                                                | 95                                                                                | 95   | 95   | 95                                                                                | 95                                                                                | 95   | 95                                                                                  | 95                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 4                                                                                 | 11   | 14                                                                                | 2                                                                                 | 0    | 0    | 0                                                                                 | 7                                                                                 | 0    | 0                                                                                   | 0                                                                                   |
| Mvmt Flow                | 2                                                                                 | 761                                                                               | 28   | 7                                                                                 | 1604                                                                              | 5    | 37   | 0                                                                                 | 29                                                                                | 3    | 0                                                                                   | 19                                                                                  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 1609   | 0 | 0 | 789    | 0 | 0 | 1596   | 2404 | 395  | 2006   | 2415 | 805 |
| Stage 1              | -      | - | - | -      | - | - | 779    | 779  | -    | 1622   | 1622 | -   |
| Stage 2              | -      | - | - | -      | - | - | 817    | 1624 | -    | 385    | 794  | -   |
| Critical Hdwy        | 4.1    | - | - | 4.38   | - | - | 7.5    | 6.5  | 7.04 | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.34   | - | - | 3.5    | 4    | 3.37 | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 411    | - | - | 753    | - | - | 73     | 34   | 590  | 36     | 33   | 330 |
| Stage 1              | -      | - | - | -      | - | - | 359    | 409  | -    | 109    | 163  | -   |
| Stage 2              | -      | - | - | -      | - | - | 341    | 163  | -    | 616    | 403  | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |      |      |        |      |     |
| Mov Cap-1 Maneuver   | 411    | - | - | 753    | - | - | 68     | 33   | 590  | 33     | 33   | 330 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 68     | 33   | -    | 33     | 33   | -   |
| Stage 1              | -      | - | - | -      | - | - | 357    | 407  | -    | 108    | 161  | -   |
| Stage 2              | -      | - | - | -      | - | - | 318    | 161  | -    | 582    | 401  | -   |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.04 |  |  | 0.04 |  |  | 65.79 |  |  | 31.83 |  |  |
| HCM LOS           |      |  |  |      |  |  | F     |  |  | D     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-------|-----|-----|------|-----|-----|-------|-------|
| Capacity (veh/h)      | 68    | 590   | 411   | -   | -   | 753  | -   | -   | 33    | 330   |
| HCM Lane V/C Ratio    | 0.545 | 0.05  | 0.005 | -   | -   | 0.01 | -   | -   | 0.094 | 0.057 |
| HCM Ctrl Dly (s/v)    | 109.3 | 11.4  | 13.8  | -   | -   | 9.8  | -   | -   | 123.4 | 16.6  |
| HCM Lane LOS          | F     | B     | B     | -   | -   | A    | -   | -   | F     | C     |
| HCM 95th %tile Q(veh) | 2.3   | 0.2   | 0     | -   | -   | 0    | -   | -   | 0.3   | 0.2   |

HCM 7th TWSC  
4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 PM Peak  
Scenario A

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↰    | ↰↱   |      | ↰    | ↰↱   |      |      | ↱    | ↱    |      | ↱    | ↱    |
| Traffic Vol, veh/h       | 5    | 1926 | 53   | 22   | 1091 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |
| Future Vol, veh/h        | 5    | 1926 | 53   | 22   | 1091 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 70   | -    | -    | 45   | -    | -    | -    | -    | 100  | -    | -    | 100  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 0    | 2    | 2    | 5    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 5    | 1965 | 54   | 22   | 1113 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 1115   | 0 | 0 | 2019   | 0 | 0 | 2605   | 3163 | 1010 | 2152   | 3189 | 558 |
| Stage 1              | -      | - | - | -      | - | - | 2003   | 2003 | -    | 1159   | 1159 | -   |
| Stage 2              | -      | - | - | -      | - | - | 602    | 1160 | -    | 993    | 2030 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.2    | - | - | 7.5    | 6.5  | 6.9  | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.25   | - | - | 3.5    | 4    | 3.3  | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 634    | - | - | 267    | - | - | 12     | 11   | 241  | 28     | 10   | 479 |
| Stage 1              | -      | - | - | -      | - | - | 63     | 105  | -    | 211    | 272  | -   |
| Stage 2              | -      | - | - | -      | - | - | 458    | 272  | -    | 267    | 102  | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -   |
| Mov Cap-1 Maneuver   | 634    | - | - | 267    | - | - | ~ 10   | 10   | 241  | 23     | 9    | 479 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | ~ 10   | 10   | -    | 23     | 9    | -   |
| Stage 1              | -      | - | - | -      | - | - | 62     | 104  | -    | 194    | 249  | -   |
| Stage 2              | -      | - | - | -      | - | - | 407    | 249  | -    | 244    | 101  | -   |

| Approach          | EB   | WB   | NB        | SB    |
|-------------------|------|------|-----------|-------|
| HCM Ctrl Dly, s/v | 0.03 | 0.39 | \$ 350.56 | 56.19 |
| HCM LOS           |      |      | F         | F     |

| Minor Lane/Major Mvmt | NBLn1  | NBLn2 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1  | SBLn2 |
|-----------------------|--------|-------|-------|-----|-----|-------|-----|-----|--------|-------|
| Capacity (veh/h)      | 10     | 241   | 634   | -   | -   | 267   | -   | -   | 13     | 479   |
| HCM Lane V/C Ratio    | 1.234  | 0.08  | 0.008 | -   | -   | 0.084 | -   | -   | 0.152  | 0.026 |
| HCM Ctrl Dly (s/v)    | \$ 872 | 21.2  | 10.7  | -   | -   | 19.7  | -   | -   | \$ 317 | 12.7  |
| HCM Lane LOS          | F      | C     | B     | -   | -   | C     | -   | -   | F      | B     |
| HCM 95th %tile Q(veh) | 2.3    | 0.3   | 0     | -   | -   | 0.3   | -   | -   | 0.4    | 0.1   |

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

07/28/2025

Synchro 12 Report  
Page 4

HCM 7th TWSC  
4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 AM Peak  
Scenario B - Klotz Farm Blvd Signal

| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.1                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR                                                                               | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |      |  |  |      |      |  |  |      |  |  |
| Traffic Vol, veh/h       | 2                                                                                 | 723                                                                               | 27   | 7                                                                                 | 1524                                                                              | 5    | 35   | 0                                                                                 | 28                                                                                | 3    | 0                                                                                   | 18                                                                                  |
| Future Vol, veh/h        | 2                                                                                 | 723                                                                               | 27   | 7                                                                                 | 1524                                                                              | 5    | 35   | 0                                                                                 | 28                                                                                | 3    | 0                                                                                   | 18                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop | Stop                                                                              | Stop                                                                              | Stop | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None                                                                              | -    | -                                                                                   | None                                                                                |
| Storage Length           | 70                                                                                | -                                                                                 | -    | 45                                                                                | -                                                                                 | -    | -    | -                                                                                 | 100                                                                               | -    | -                                                                                   | 100                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -                                                                                 | -    | 0                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -                                                                                 | -    | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 95                                                                                | 95                                                                                | 95   | 95                                                                                | 95                                                                                | 95   | 95   | 95                                                                                | 95                                                                                | 95   | 95                                                                                  | 95                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 4                                                                                 | 11   | 14                                                                                | 2                                                                                 | 0    | 0    | 0                                                                                 | 7                                                                                 | 0    | 0                                                                                   | 0                                                                                   |
| Mvmt Flow                | 2                                                                                 | 761                                                                               | 28   | 7                                                                                 | 1604                                                                              | 5    | 37   | 0                                                                                 | 29                                                                                | 3    | 0                                                                                   | 19                                                                                  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 1609   | 0 | 0 | 789    | 0 | 0 | 1596   | 2404 | 395  | 2006   | 2415 | 805 |
| Stage 1              | -      | - | - | -      | - | - | 779    | 779  | -    | 1622   | 1622 | -   |
| Stage 2              | -      | - | - | -      | - | - | 817    | 1624 | -    | 385    | 794  | -   |
| Critical Hdwy        | 4.1    | - | - | 4.38   | - | - | 7.5    | 6.5  | 7.04 | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.34   | - | - | 3.5    | 4    | 3.37 | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 411    | - | - | 753    | - | - | 73     | 34   | 590  | 36     | 33   | 330 |
| Stage 1              | -      | - | - | -      | - | - | 359    | 409  | -    | 109    | 163  | -   |
| Stage 2              | -      | - | - | -      | - | - | 341    | 163  | -    | 616    | 403  | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -   |
| Mov Cap-1 Maneuver   | 411    | - | - | 753    | - | - | 68     | 33   | 590  | 33     | 33   | 330 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 68     | 33   | -    | 33     | 33   | -   |
| Stage 1              | -      | - | - | -      | - | - | 357    | 407  | -    | 108    | 161  | -   |
| Stage 2              | -      | - | - | -      | - | - | 318    | 161  | -    | 582    | 401  | -   |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 0.04 |  |  | 0.04 |  |  | 65.79 |  |  | 31.83 |  |  |
| HCM LOS           |      |  |  |      |  |  | F     |  |  | D     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-------|-----|-----|------|-----|-----|-------|-------|
| Capacity (veh/h)      | 68    | 590   | 411   | -   | -   | 753  | -   | -   | 33    | 330   |
| HCM Lane V/C Ratio    | 0.545 | 0.05  | 0.005 | -   | -   | 0.01 | -   | -   | 0.094 | 0.057 |
| HCM Ctrl Dly (s/v)    | 109.3 | 11.4  | 13.8  | -   | -   | 9.8  | -   | -   | 123.4 | 16.6  |
| HCM Lane LOS          | F     | B     | B     | -   | -   | A    | -   | -   | F     | C     |
| HCM 95th %tile Q(veh) | 2.3   | 0.2   | 0     | -   | -   | 0    | -   | -   | 0.3   | 0.2   |

HCM 7th TWSC  
4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 PM Peak  
Scenario B - Klotz Farm Blvd Signal

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↰    | ↰↱   |      | ↰    | ↰↱   |      |      | ↱    | ↱    |      | ↱    | ↱    |
| Traffic Vol, veh/h       | 5    | 1926 | 53   | 22   | 1091 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |
| Future Vol, veh/h        | 5    | 1926 | 53   | 22   | 1091 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 70   | -    | -    | 45   | -    | -    | -    | -    | 100  | -    | -    | 100  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 0    | 2    | 2    | 5    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 5    | 1965 | 54   | 22   | 1113 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 1115   | 0 | 0 | 2019   | 0 | 0 | 2605   | 3163 | 1010 | 2152   | 3189 | 558 |
| Stage 1              | -      | - | - | -      | - | - | 2003   | 2003 | -    | 1159   | 1159 | -   |
| Stage 2              | -      | - | - | -      | - | - | 602    | 1160 | -    | 993    | 2030 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.2    | - | - | 7.5    | 6.5  | 6.9  | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.25   | - | - | 3.5    | 4    | 3.3  | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 634    | - | - | 267    | - | - | 12     | 11   | 241  | 28     | 10   | 479 |
| Stage 1              | -      | - | - | -      | - | - | 63     | 105  | -    | 211    | 272  | -   |
| Stage 2              | -      | - | - | -      | - | - | 458    | 272  | -    | 267    | 102  | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -   |
| Mov Cap-1 Maneuver   | 634    | - | - | 267    | - | - | ~ 10   | 10   | 241  | 23     | 9    | 479 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | ~ 10   | 10   | -    | 23     | 9    | -   |
| Stage 1              | -      | - | - | -      | - | - | 62     | 104  | -    | 194    | 249  | -   |
| Stage 2              | -      | - | - | -      | - | - | 407    | 249  | -    | 244    | 101  | -   |

| Approach          | EB   | WB   | NB        | SB    |
|-------------------|------|------|-----------|-------|
| HCM Ctrl Dly, s/v | 0.03 | 0.39 | \$ 350.56 | 56.19 |
| HCM LOS           |      |      | F         | F     |

| Minor Lane/Major Mvmt | NBLn1  | NBLn2 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1  | SBLn2 |
|-----------------------|--------|-------|-------|-----|-----|-------|-----|-----|--------|-------|
| Capacity (veh/h)      | 10     | 241   | 634   | -   | -   | 267   | -   | -   | 13     | 479   |
| HCM Lane V/C Ratio    | 1.234  | 0.08  | 0.008 | -   | -   | 0.084 | -   | -   | 0.152  | 0.026 |
| HCM Ctrl Dly (s/v)    | \$ 872 | 21.2  | 10.7  | -   | -   | 19.7  | -   | -   | \$ 317 | 12.7  |
| HCM Lane LOS          | F      | C     | B     | -   | -   | C     | -   | -   | F      | B     |
| HCM 95th %tile Q(veh) | 2.3    | 0.3   | 0     | -   | -   | 0.3   | -   | -   | 0.4    | 0.1   |

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

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Synchro 12 Report  
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HCM 7th TWSC  
4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 AM Peak  
Scenario C - Sand Creek Blvd Signal

| Intersection             |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                     |                                                                                     |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.1                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                     |                                                                                     |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR   | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR                                                                               | SBL    | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |  |  |       |  |  |      |        |  |  |        |  |  |
| Traffic Vol, veh/h       | 2                                                                                 | 723                                                                               | 27    | 7                                                                                 | 1524                                                                              | 5    | 35     | 0                                                                                 | 28                                                                                | 3      | 0                                                                                   | 18                                                                                  |
| Future Vol, veh/h        | 2                                                                                 | 723                                                                               | 27    | 7                                                                                 | 1524                                                                              | 5    | 35     | 0                                                                                 | 28                                                                                | 3      | 0                                                                                   | 18                                                                                  |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                   | 0                                                                                   |
| Sign Control             | Free                                                                              | Free                                                                              | Free  | Free                                                                              | Free                                                                              | Free | Stop   | Stop                                                                              | Stop                                                                              | Stop   | Stop                                                                                | Stop                                                                                |
| RT Channelized           | -                                                                                 | -                                                                                 | None  | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None                                                                              | -      | -                                                                                   | None                                                                                |
| Storage Length           | 70                                                                                | -                                                                                 | -     | 45                                                                                | -                                                                                 | -    | -      | -                                                                                 | 100                                                                               | -      | -                                                                                   | 100                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                   | -                                                                                   |
| Grade, %                 | -                                                                                 | 0                                                                                 | -     | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 95                                                                                | 95                                                                                | 95    | 95                                                                                | 95                                                                                | 95   | 95     | 95                                                                                | 95                                                                                | 95     | 95                                                                                  | 95                                                                                  |
| Heavy Vehicles, %        | 0                                                                                 | 4                                                                                 | 11    | 14                                                                                | 2                                                                                 | 0    | 0      | 0                                                                                 | 7                                                                                 | 0      | 0                                                                                   | 0                                                                                   |
| Mvmt Flow                | 2                                                                                 | 761                                                                               | 28    | 7                                                                                 | 1604                                                                              | 5    | 37     | 0                                                                                 | 29                                                                                | 3      | 0                                                                                   | 19                                                                                  |
| Major/Minor              | Major1                                                                            |                                                                                   |       | Major2                                                                            |                                                                                   |      | Minor1 |                                                                                   |                                                                                   | Minor2 |                                                                                     |                                                                                     |
| Conflicting Flow All     | 1609                                                                              | 0                                                                                 | 0     | 789                                                                               | 0                                                                                 | 0    | 1596   | 2404                                                                              | 395                                                                               | 2006   | 2415                                                                                | 805                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 779    | 779                                                                               | -                                                                                 | 1622   | 1622                                                                                | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 817    | 1624                                                                              | -                                                                                 | 385    | 794                                                                                 | -                                                                                   |
| Critical Hdwy            | 4.1                                                                               | -                                                                                 | -     | 4.38                                                                              | -                                                                                 | -    | 7.5    | 6.5                                                                               | 7.04                                                                              | 7.5    | 6.5                                                                                 | 6.9                                                                                 |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                                                                                 | 6.5    | 5.5                                                                                 | -                                                                                   |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 6.5    | 5.5                                                                               | -                                                                                 | 6.5    | 5.5                                                                                 | -                                                                                   |
| Follow-up Hdwy           | 2.2                                                                               | -                                                                                 | -     | 2.34                                                                              | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.37                                                                              | 3.5    | 4                                                                                   | 3.3                                                                                 |
| Pot Cap-1 Maneuver       | 411                                                                               | -                                                                                 | -     | 753                                                                               | -                                                                                 | -    | 73     | 34                                                                                | 590                                                                               | 36     | 33                                                                                  | 330                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 359    | 409                                                                               | -                                                                                 | 109    | 163                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 341    | 163                                                                               | -                                                                                 | 616    | 403                                                                                 | -                                                                                   |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | -      | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 411                                                                               | -                                                                                 | -     | 753                                                                               | -                                                                                 | -    | 68     | 33                                                                                | 590                                                                               | 33     | 33                                                                                  | 330                                                                                 |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 68     | 33                                                                                | -                                                                                 | 33     | 33                                                                                  | -                                                                                   |
| Stage 1                  | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 357    | 407                                                                               | -                                                                                 | 108    | 161                                                                                 | -                                                                                   |
| Stage 2                  | -                                                                                 | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    | 318    | 161                                                                               | -                                                                                 | 582    | 401                                                                                 | -                                                                                   |
| Approach                 | EB                                                                                |                                                                                   |       | WB                                                                                |                                                                                   |      | NB     |                                                                                   |                                                                                   | SB     |                                                                                     |                                                                                     |
| HCM Ctrl Dly, s/v        | 0.04                                                                              |                                                                                   |       | 0.04                                                                              |                                                                                   |      | 65.79  |                                                                                   |                                                                                   | 31.83  |                                                                                     |                                                                                     |
| HCM LOS                  |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      | F      |                                                                                   |                                                                                   | D      |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NBLn1                                                                             |                                                                                   | NBLn2 | EBL                                                                               | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR                                                                               | SBLn1  | SBLn2                                                                               |                                                                                     |
| Capacity (veh/h)         | 68                                                                                |                                                                                   | 590   | 411                                                                               | -                                                                                 | -    | 753    | -                                                                                 | -                                                                                 | 33     | 330                                                                                 |                                                                                     |
| HCM Lane V/C Ratio       | 0.545                                                                             |                                                                                   | 0.05  | 0.005                                                                             | -                                                                                 | -    | 0.01   | -                                                                                 | -                                                                                 | 0.094  | 0.057                                                                               |                                                                                     |
| HCM Ctrl Dly (s/v)       | 109.3                                                                             |                                                                                   | 11.4  | 13.8                                                                              | -                                                                                 | -    | 9.8    | -                                                                                 | -                                                                                 | 123.4  | 16.6                                                                                |                                                                                     |
| HCM Lane LOS             | F                                                                                 |                                                                                   | B     | B                                                                                 | -                                                                                 | -    | A      | -                                                                                 | -                                                                                 | F      | C                                                                                   |                                                                                     |
| HCM 95th %tile Q(veh)    | 2.3                                                                               |                                                                                   | 0.2   | 0                                                                                 | -                                                                                 | -    | 0      | -                                                                                 | -                                                                                 | 0.3    | 0.2                                                                                 |                                                                                     |

HCM 7th TWSC  
4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 PM Peak  
Scenario C - Sand Creek Blvd Signal

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↰    | ↰↱   |      | ↰    | ↰↱   |      |      | ↱    | ↱    |      | ↱    | ↱    |
| Traffic Vol, veh/h       | 5    | 1926 | 53   | 22   | 1091 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |
| Future Vol, veh/h        | 5    | 1926 | 53   | 22   | 1091 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | 70   | -    | -    | 45   | -    | -    | -    | -    | 100  | -    | -    | 100  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 0    | 2    | 2    | 5    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 5    | 1965 | 54   | 22   | 1113 | 2    | 12   | 0    | 19   | 1    | 1    | 12   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |     |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|-----|
| Conflicting Flow All | 1115   | 0 | 0 | 2019   | 0 | 0 | 2605   | 3163 | 1010 | 2152   | 3189 | 558 |
| Stage 1              | -      | - | - | -      | - | - | 2003   | 2003 | -    | 1159   | 1159 | -   |
| Stage 2              | -      | - | - | -      | - | - | 602    | 1160 | -    | 993    | 2030 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.2    | - | - | 7.5    | 6.5  | 6.9  | 7.5    | 6.5  | 6.9 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.5    | 5.5  | -    | 6.5    | 5.5  | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.25   | - | - | 3.5    | 4    | 3.3  | 3.5    | 4    | 3.3 |
| Pot Cap-1 Maneuver   | 634    | - | - | 267    | - | - | 12     | 11   | 241  | 28     | 10   | 479 |
| Stage 1              | -      | - | - | -      | - | - | 63     | 105  | -    | 211    | 272  | -   |
| Stage 2              | -      | - | - | -      | - | - | 458    | 272  | -    | 267    | 102  | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -   |
| Mov Cap-1 Maneuver   | 634    | - | - | 267    | - | - | ~ 10   | 10   | 241  | 23     | 9    | 479 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | ~ 10   | 10   | -    | 23     | 9    | -   |
| Stage 1              | -      | - | - | -      | - | - | 62     | 104  | -    | 194    | 249  | -   |
| Stage 2              | -      | - | - | -      | - | - | 407    | 249  | -    | 244    | 101  | -   |

| Approach          | EB   | WB   | NB        | SB    |
|-------------------|------|------|-----------|-------|
| HCM Ctrl Dly, s/v | 0.03 | 0.39 | \$ 350.56 | 56.19 |
| HCM LOS           |      |      | F         | F     |

| Minor Lane/Major Mvmt | NBLn1  | NBLn2 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1  | SBLn2 |
|-----------------------|--------|-------|-------|-----|-----|-------|-----|-----|--------|-------|
| Capacity (veh/h)      | 10     | 241   | 634   | -   | -   | 267   | -   | -   | 13     | 479   |
| HCM Lane V/C Ratio    | 1.234  | 0.08  | 0.008 | -   | -   | 0.084 | -   | -   | 0.152  | 0.026 |
| HCM Ctrl Dly (s/v)    | \$ 872 | 21.2  | 10.7  | -   | -   | 19.7  | -   | -   | \$ 317 | 12.7  |
| HCM Lane LOS          | F      | C     | B     | -   | -   | C     | -   | -   | F      | B     |
| HCM 95th %tile Q(veh) | 2.3    | 0.3   | 0     | -   | -   | 0.3   | -   | -   | 0.4    | 0.1   |

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

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Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary 4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 AM Peak  
Scenario D - Spyglass Ridge Dr Signal

|                                                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations                                                                                |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |
| Traffic Volume (veh/h)                                                                             | 2                                                                                 | 723                                                                               | 27                                                                                | 7                                                                                 | 1524                                                                              | 5                                                                                 | 35                                                                                 | 0                                                                                   | 28                                                                                  | 3                                                                                   | 0                                                                                   | 18                                                                                  |
| Future Volume (veh/h)                                                                              | 2                                                                                 | 723                                                                               | 27                                                                                | 7                                                                                 | 1524                                                                              | 5                                                                                 | 35                                                                                 | 0                                                                                   | 28                                                                                  | 3                                                                                   | 0                                                                                   | 18                                                                                  |
| Initial Q (Qb), veh                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.                                                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach                                                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                             | 1900                                                                              | 1841                                                                              | 1737                                                                              | 1693                                                                              | 1870                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1796                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h                                                                               | 2                                                                                 | 761                                                                               | 28                                                                                | 7                                                                                 | 1604                                                                              | 5                                                                                 | 37                                                                                 | 0                                                                                   | 29                                                                                  | 3                                                                                   | 0                                                                                   | 19                                                                                  |
| Peak Hour Factor                                                                                   | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %                                                                               | 0                                                                                 | 4                                                                                 | 11                                                                                | 14                                                                                | 2                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 7                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                                                                                         | 268                                                                               | 2763                                                                              | 102                                                                               | 507                                                                               | 2918                                                                              | 9                                                                                 | 50                                                                                 | 0                                                                                   | 128                                                                                 | 50                                                                                  | 0                                                                                   | 135                                                                                 |
| Arrive On Green                                                                                    | 0.01                                                                              | 0.80                                                                              | 0.80                                                                              | 0.01                                                                              | 0.80                                                                              | 0.80                                                                              | 0.08                                                                               | 0.00                                                                                | 0.08                                                                                | 0.08                                                                                | 0.00                                                                                | 0.08                                                                                |
| Sat Flow, veh/h                                                                                    | 1810                                                                              | 3440                                                                              | 127                                                                               | 1612                                                                              | 3634                                                                              | 11                                                                                | 0                                                                                  | 0                                                                                   | 1522                                                                                | 0                                                                                   | 0                                                                                   | 1610                                                                                |
| Grp Volume(v), veh/h                                                                               | 2                                                                                 | 387                                                                               | 402                                                                               | 7                                                                                 | 784                                                                               | 825                                                                               | 37                                                                                 | 0                                                                                   | 29                                                                                  | 3                                                                                   | 0                                                                                   | 19                                                                                  |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1810                                                                              | 1749                                                                              | 1818                                                                              | 1612                                                                              | 1777                                                                              | 1868                                                                              | 0                                                                                  | 0                                                                                   | 1522                                                                                | 0                                                                                   | 0                                                                                   | 1610                                                                                |
| Q Serve(g_s), s                                                                                    | 0.0                                                                               | 8.0                                                                               | 8.0                                                                               | 0.1                                                                               | 22.3                                                                              | 22.3                                                                              | 0.0                                                                                | 0.0                                                                                 | 2.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.6                                                                                 |
| Cycle Q Clear(g_c), s                                                                              | 0.0                                                                               | 8.0                                                                               | 8.0                                                                               | 0.1                                                                               | 22.3                                                                              | 22.3                                                                              | 12.0                                                                               | 0.0                                                                                 | 2.5                                                                                 | 12.0                                                                                | 0.0                                                                                 | 1.6                                                                                 |
| Prop In Lane                                                                                       | 1.00                                                                              |                                                                                   | 0.07                                                                              | 1.00                                                                              |                                                                                   | 0.01                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h                                                                             | 268                                                                               | 1404                                                                              | 1460                                                                              | 507                                                                               | 1427                                                                              | 1500                                                                              | 50                                                                                 | 0                                                                                   | 128                                                                                 | 50                                                                                  | 0                                                                                   | 135                                                                                 |
| V/C Ratio(X)                                                                                       | 0.01                                                                              | 0.28                                                                              | 0.28                                                                              | 0.01                                                                              | 0.55                                                                              | 0.55                                                                              | 0.74                                                                               | 0.00                                                                                | 0.23                                                                                | 0.06                                                                                | 0.00                                                                                | 0.14                                                                                |
| Avail Cap(c_a), veh/h                                                                              | 360                                                                               | 1404                                                                              | 1460                                                                              | 583                                                                               | 1427                                                                              | 1500                                                                              | 50                                                                                 | 0                                                                                   | 128                                                                                 | 50                                                                                  | 0                                                                                   | 135                                                                                 |
| HCM Platoon Ratio                                                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                                                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh                                                                           | 9.2                                                                               | 3.6                                                                               | 3.6                                                                               | 3.7                                                                               | 5.0                                                                               | 5.0                                                                               | 71.6                                                                               | 0.0                                                                                 | 61.3                                                                                | 71.6                                                                                | 0.0                                                                                 | 60.8                                                                                |
| Incr Delay (d2), s/veh                                                                             | 0.0                                                                               | 0.5                                                                               | 0.5                                                                               | 0.0                                                                               | 1.5                                                                               | 1.5                                                                               | 42.9                                                                               | 0.0                                                                                 | 0.9                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.5                                                                                 |
| Initial Q Delay(d3), s/veh                                                                         | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                                                           | 0.0                                                                               | 2.4                                                                               | 2.5                                                                               | 0.0                                                                               | 6.9                                                                               | 7.3                                                                               | 2.0                                                                                | 0.0                                                                                 | 1.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Unsig. Movement Delay, s/veh                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                              | 9.3                                                                               | 4.1                                                                               | 4.0                                                                               | 3.7                                                                               | 6.5                                                                               | 6.4                                                                               | 114.5                                                                              | 0.0                                                                                 | 62.2                                                                                | 72.1                                                                                | 0.0                                                                                 | 61.3                                                                                |
| LnGrp LOS                                                                                          | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | F                                                                                  |                                                                                     | E                                                                                   | E                                                                                   |                                                                                     | E                                                                                   |
| Approach Vol, veh/h                                                                                | 791                                                                               |                                                                                   |                                                                                   |                                                                                   | 1616                                                                              |                                                                                   | 66                                                                                 |                                                                                     |                                                                                     |                                                                                     | 22                                                                                  |                                                                                     |
| Approach Delay, s/veh                                                                              | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   | 6.4                                                                               |                                                                                   | 91.5                                                                               |                                                                                     |                                                                                     |                                                                                     | 62.8                                                                                |                                                                                     |
| Approach LOS                                                                                       | A                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   | F                                                                                  |                                                                                     |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |
| Timer - Assigned Phs                                                                               | 2                                                                                 |                                                                                   | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                           | 17.0                                                                              |                                                                                   | 6.2                                                                               | 120.0                                                                             |                                                                                   | 17.0                                                                              | 6.2                                                                                | 120.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                            | 5.0                                                                               |                                                                                   | 4.5                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                                | * 5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                        | 12.0                                                                              |                                                                                   | 8.5                                                                               | 115.0                                                                             |                                                                                   | 12.0                                                                              | 8.5                                                                                | 1.2E+02                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                                                       | 14.0                                                                              |                                                                                   | 2.1                                                                               | 10.0                                                                              |                                                                                   | 14.0                                                                              | 2.0                                                                                | 24.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                            | 0.0                                                                               |                                                                                   | 0.0                                                                               | 5.3                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 18.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                       |                                                                                   |                                                                                   | 8.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                        |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

07/28/2025

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary 4: Spyglass Ridge Dr/Archer Ln & E 116 St

Year 2035 PM Peak  
Scenario D - Spyglass Ridge Dr Signal

|                                                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|
| Movement                                                                                           | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Configurations                                                                                |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)                                                                             | 5                                                                                 | 1926                                                                              | 53                                                                                | 22                                                                                | 1091                                                                              | 2                                                                                 | 12                                                                                 | 0                                                                                   | 19                                                                                  | 1                                                                                   | 1                                                                                   | 12                                                                                  |  |  |  |  |  |  |  |  |  |  |  |  |
| Future Volume (veh/h)                                                                              | 5                                                                                 | 1926                                                                              | 53                                                                                | 22                                                                                | 1091                                                                              | 2                                                                                 | 12                                                                                 | 0                                                                                   | 19                                                                                  | 1                                                                                   | 1                                                                                   | 12                                                                                  |  |  |  |  |  |  |  |  |  |  |  |  |
| Initial Q (Qb), veh                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width Adj.                                                                                    | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped-Bike Adj(A_pbT)                                                                                | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Parking Bus, Adj                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Work Zone On Approach                                                                              | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Adj Sat Flow, veh/h/ln                                                                             | 1900                                                                              | 1870                                                                              | 1870                                                                              | 1826                                                                              | 1870                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Adj Flow Rate, veh/h                                                                               | 5                                                                                 | 1965                                                                              | 54                                                                                | 22                                                                                | 1113                                                                              | 2                                                                                 | 12                                                                                 | 0                                                                                   | 19                                                                                  | 1                                                                                   | 1                                                                                   | 12                                                                                  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Factor                                                                                   | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Heavy Veh, %                                                                               | 0                                                                                 | 2                                                                                 | 2                                                                                 | 5                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Cap, veh/h                                                                                         | 455                                                                               | 2834                                                                              | 78                                                                                | 201                                                                               | 2919                                                                              | 5                                                                                 | 147                                                                                | 0                                                                                   | 112                                                                                 | 83                                                                                  | 71                                                                                  | 112                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| Arrive On Green                                                                                    | 0.02                                                                              | 0.80                                                                              | 0.80                                                                              | 0.03                                                                              | 0.80                                                                              | 0.80                                                                              | 0.07                                                                               | 0.00                                                                                | 0.07                                                                                | 0.07                                                                                | 0.07                                                                                | 0.07                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Sat Flow, veh/h                                                                                    | 1810                                                                              | 3533                                                                              | 97                                                                                | 1739                                                                              | 3639                                                                              | 7                                                                                 | 1403                                                                               | 0                                                                                   | 1610                                                                                | 654                                                                                 | 1022                                                                                | 1610                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Grp Volume(v), veh/h                                                                               | 5                                                                                 | 984                                                                               | 1035                                                                              | 22                                                                                | 543                                                                               | 572                                                                               | 12                                                                                 | 0                                                                                   | 19                                                                                  | 2                                                                                   | 0                                                                                   | 12                                                                                  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grp Sat Flow(s),veh/h/ln                                                                           | 1810                                                                              | 1777                                                                              | 1853                                                                              | 1739                                                                              | 1777                                                                              | 1869                                                                              | 1403                                                                               | 0                                                                                   | 1610                                                                                | 1676                                                                                | 0                                                                                   | 1610                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Q Serve(g_s), s                                                                                    | 0.0                                                                               | 35.5                                                                              | 36.3                                                                              | 0.4                                                                               | 12.6                                                                              | 12.6                                                                              | 1.1                                                                                | 0.0                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| Cycle Q Clear(g_c), s                                                                              | 0.0                                                                               | 35.5                                                                              | 36.3                                                                              | 0.4                                                                               | 12.6                                                                              | 12.6                                                                              | 1.3                                                                                | 0.0                                                                                 | 1.6                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 1.0                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| Prop In Lane                                                                                       | 1.00                                                                              |                                                                                   | 0.05                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 0.50                                                                                |                                                                                     | 1.00                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Grp Cap(c), veh/h                                                                             | 455                                                                               | 1425                                                                              | 1486                                                                              | 201                                                                               | 1425                                                                              | 1499                                                                              | 147                                                                                | 0                                                                                   | 112                                                                                 | 154                                                                                 | 0                                                                                   | 112                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| V/C Ratio(X)                                                                                       | 0.01                                                                              | 0.69                                                                              | 0.70                                                                              | 0.11                                                                              | 0.38                                                                              | 0.38                                                                              | 0.08                                                                               | 0.00                                                                                | 0.17                                                                                | 0.01                                                                                | 0.00                                                                                | 0.11                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Avail Cap(c_a), veh/h                                                                              | 503                                                                               | 1425                                                                              | 1486                                                                              | 241                                                                               | 1425                                                                              | 1499                                                                              | 166                                                                                | 0                                                                                   | 134                                                                                 | 176                                                                                 | 0                                                                                   | 134                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM Platoon Ratio                                                                                  | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream Filter(I)                                                                                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Uniform Delay (d), s/veh                                                                           | 5.5                                                                               | 6.4                                                                               | 6.4                                                                               | 9.1                                                                               | 4.1                                                                               | 4.1                                                                               | 63.3                                                                               | 0.0                                                                                 | 63.4                                                                                | 62.7                                                                                | 0.0                                                                                 | 63.1                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Incr Delay (d2), s/veh                                                                             | 0.0                                                                               | 2.8                                                                               | 2.7                                                                               | 0.2                                                                               | 0.8                                                                               | 0.7                                                                               | 0.2                                                                                | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| Initial Q Delay(d3), s/veh                                                                         | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| %ile BackOfQ(50%),veh/ln                                                                           | 0.0                                                                               | 11.3                                                                              | 12.0                                                                              | 0.2                                                                               | 3.9                                                                               | 4.1                                                                               | 0.4                                                                                | 0.0                                                                                 | 0.7                                                                                 | 0.1                                                                                 | 0.0                                                                                 | 0.4                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |
| Unsig. Movement Delay, s/veh                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| LnGrp Delay(d), s/veh                                                                              | 5.5                                                                               | 9.1                                                                               | 9.2                                                                               | 9.3                                                                               | 4.9                                                                               | 4.8                                                                               | 63.5                                                                               | 0.0                                                                                 | 64.1                                                                                | 62.7                                                                                | 0.0                                                                                 | 63.5                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |
| LnGrp LOS                                                                                          | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | E                                                                                  |                                                                                     | E                                                                                   | E                                                                                   |                                                                                     | E                                                                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach Vol, veh/h                                                                                | 2024                                                                              |                                                                                   |                                                                                   | 1137                                                                              |                                                                                   |                                                                                   | 31                                                                                 |                                                                                     |                                                                                     | 14                                                                                  |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach Delay, s/veh                                                                              | 9.1                                                                               |                                                                                   |                                                                                   | 4.9                                                                               |                                                                                   |                                                                                   | 63.9                                                                               |                                                                                     |                                                                                     | 63.4                                                                                |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach LOS                                                                                       | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | E                                                                                  |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Timer - Assigned Phs                                                                               | 2                                                                                 |                                                                                   | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Phs Duration (G+Y+Rc), s                                                                           | 15.0                                                                              |                                                                                   | 8.6                                                                               | 121.0                                                                             |                                                                                   | 15.0                                                                              | 8.6                                                                                | 121.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Change Period (Y+Rc), s                                                                            | 5.0                                                                               |                                                                                   | 4.5                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                                | * 5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Green Setting (Gmax), s                                                                        | 12.0                                                                              |                                                                                   | 7.5                                                                               | 116.0                                                                             |                                                                                   | 12.0                                                                              | 7.5                                                                                | 1.2E+02                                                                             |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Q Clear Time (g_c+I1), s                                                                       | 3.6                                                                               |                                                                                   | 2.4                                                                               | 38.3                                                                              |                                                                                   | 3.0                                                                               | 2.0                                                                                | 14.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Green Ext Time (p_c), s                                                                            | 0.0                                                                               |                                                                                   | 0.0                                                                               | 32.4                                                                              |                                                                                   | 0.0                                                                               | 0.0                                                                                | 8.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM 7th Control Delay, s/veh                                                                       |                                                                                   |                                                                                   |                                                                                   | 8.4                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| HCM 7th LOS                                                                                        |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Notes                                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |

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# HCM 7th Signalized Intersection Summary

Year 2035 AM Peak

## 4: Spyglass Ridge Dr/Archer Ln & E 116th Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

|                                                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                           | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                                                |                                                                                   |  |  |                                                                                   |  |  |                                                                                    |                                                                                     |  |  |                                                                                     |  |
| Traffic Volume (veh/h)                                                                             | 54                                                                                | 2                                                                                 | 723                                                                               | 27                                                                                | 7                                                                                 | 1524                                                                              | 5                                                                                  | 35                                                                                  | 0                                                                                   | 28                                                                                  | 3                                                                                   | 0                                                                                   |
| Future Volume (veh/h)                                                                              | 54                                                                                | 2                                                                                 | 723                                                                               | 27                                                                                | 7                                                                                 | 1524                                                                              | 5                                                                                  | 35                                                                                  | 0                                                                                   | 28                                                                                  | 3                                                                                   | 0                                                                                   |
| Initial Q (Qb), veh                                                                                |                                                                                   | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                |                                                                                   | 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                                                                                |
| Work Zone On Approach                                                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                             |                                                                                   | 1900                                                                              | 1841                                                                              | 1737                                                                              | 1693                                                                              | 1870                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1796                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h                                                                               |                                                                                   | 2                                                                                 | 761                                                                               | 28                                                                                | 7                                                                                 | 1604                                                                              | 5                                                                                  | 37                                                                                  | 0                                                                                   | 29                                                                                  | 3                                                                                   | 0                                                                                   |
| Peak Hour Factor                                                                                   |                                                                                   | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                               | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %                                                                               |                                                                                   | 0                                                                                 | 4                                                                                 | 11                                                                                | 14                                                                                | 2                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 7                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                                                                                         |                                                                                   | 7                                                                                 | 2753                                                                              | 101                                                                               | 523                                                                               | 2950                                                                              | 9                                                                                  | 50                                                                                  | 0                                                                                   | 127                                                                                 | 50                                                                                  | 0                                                                                   |
| Arrive On Green                                                                                    |                                                                                   | 0.00                                                                              | 0.80                                                                              | 0.80                                                                              | 0.01                                                                              | 0.81                                                                              | 0.81                                                                               | 0.08                                                                                | 0.00                                                                                | 0.08                                                                                | 0.08                                                                                | 0.00                                                                                |
| Sat Flow, veh/h                                                                                    |                                                                                   | 1810                                                                              | 3440                                                                              | 127                                                                               | 1612                                                                              | 3634                                                                              | 11                                                                                 | 0                                                                                   | 0                                                                                   | 1522                                                                                | 0                                                                                   | 0                                                                                   |
| Grp Volume(v), veh/h                                                                               |                                                                                   | 2                                                                                 | 387                                                                               | 402                                                                               | 7                                                                                 | 784                                                                               | 825                                                                                | 37                                                                                  | 0                                                                                   | 29                                                                                  | 3                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln                                                                           |                                                                                   | 1810                                                                              | 1749                                                                              | 1818                                                                              | 1612                                                                              | 1777                                                                              | 1868                                                                               | 0                                                                                   | 0                                                                                   | 1522                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s                                                                                    |                                                                                   | 0.2                                                                               | 8.2                                                                               | 8.2                                                                               | 0.0                                                                               | 21.4                                                                              | 21.4                                                                               | 0.0                                                                                 | 0.0                                                                                 | 2.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                                                              |                                                                                   | 0.2                                                                               | 8.2                                                                               | 8.2                                                                               | 0.0                                                                               | 21.4                                                                              | 21.4                                                                               | 12.0                                                                                | 0.0                                                                                 | 2.6                                                                                 | 12.0                                                                                | 0.0                                                                                 |
| Prop In Lane                                                                                       |                                                                                   | 1.00                                                                              |                                                                                   | 0.07                                                                              | 1.00                                                                              |                                                                                   | 0.01                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Lane Grp Cap(c), veh/h                                                                             |                                                                                   | 7                                                                                 | 1399                                                                              | 1455                                                                              | 523                                                                               | 1443                                                                              | 1517                                                                               | 50                                                                                  | 0                                                                                   | 127                                                                                 | 50                                                                                  | 0                                                                                   |
| V/C Ratio(X)                                                                                       |                                                                                   | 0.30                                                                              | 0.28                                                                              | 0.28                                                                              | 0.01                                                                              | 0.54                                                                              | 0.54                                                                               | 0.74                                                                                | 0.00                                                                                | 0.23                                                                                | 0.06                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h                                                                              |                                                                                   | 170                                                                               | 1399                                                                              | 1455                                                                              | 599                                                                               | 1443                                                                              | 1517                                                                               | 50                                                                                  | 0                                                                                   | 127                                                                                 | 50                                                                                  | 0                                                                                   |
| HCM Platoon Ratio                                                                                  |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                                                 |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh                                                                           |                                                                                   | 71.4                                                                              | 3.7                                                                               | 3.7                                                                               | 4.9                                                                               | 4.6                                                                               | 4.6                                                                                | 71.9                                                                                | 0.0                                                                                 | 61.5                                                                                | 71.9                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                                                             |                                                                                   | 22.5                                                                              | 0.5                                                                               | 0.5                                                                               | 0.0                                                                               | 1.5                                                                               | 1.4                                                                                | 43.7                                                                                | 0.0                                                                                 | 0.9                                                                                 | 0.5                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh                                                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                                                           |                                                                                   | 0.1                                                                               | 2.5                                                                               | 2.6                                                                               | 0.1                                                                               | 6.5                                                                               | 6.8                                                                                | 2.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                              |                                                                                   | 93.9                                                                              | 4.2                                                                               | 4.2                                                                               | 4.9                                                                               | 6.0                                                                               | 6.0                                                                                | 115.5                                                                               | 0.0                                                                                 | 62.4                                                                                | 72.3                                                                                | 0.0                                                                                 |
| LnGrp LOS                                                                                          |                                                                                   | F                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                  | F                                                                                   |                                                                                     | E                                                                                   | E                                                                                   |                                                                                     |
| Approach Vol, veh/h                                                                                |                                                                                   |                                                                                   | 791                                                                               |                                                                                   |                                                                                   | 1616                                                                              |                                                                                    |                                                                                     | 66                                                                                  |                                                                                     |                                                                                     | 22                                                                                  |
| Approach Delay, s/veh                                                                              |                                                                                   |                                                                                   | 4.4                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                    |                                                                                     | 92.2                                                                                |                                                                                     |                                                                                     | 63.0                                                                                |
| Approach LOS                                                                                       |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     | F                                                                                   |                                                                                     |                                                                                     | E                                                                                   |
| Timer - Assigned Phs                                                                               |                                                                                   | 2                                                                                 | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                           |                                                                                   | 17.0                                                                              | 6.7                                                                               | 120.0                                                                             |                                                                                   | 17.0                                                                              | 5.0                                                                                | 121.7                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                            |                                                                                   | 5.0                                                                               | 5.0                                                                               | * 5                                                                               |                                                                                   | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                        |                                                                                   | 12.0                                                                              | 8.5                                                                               | 1.2E+02                                                                           |                                                                                   | 12.0                                                                              | 13.5                                                                               | 110.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                                                       |                                                                                   | 14.0                                                                              | 2.0                                                                               | 10.2                                                                              |                                                                                   | 14.0                                                                              | 2.2                                                                                | 23.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                            |                                                                                   | 0.0                                                                               | 0.0                                                                               | 5.3                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                                | 18.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                       |                                                                                   |                                                                                   | 8.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                        |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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| Movement                     | SBR  |
|------------------------------|------|
| Lane Configurations          | 7    |
| Traffic Volume (veh/h)       | 18   |
| Future Volume (veh/h)        | 18   |
| Initial Q (Qb), veh          | 0    |
| Lane Width Adj.              | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |
| Parking Bus, Adj             | 1.00 |
| Work Zone On Approach        |      |
| Adj Sat Flow, veh/h/ln       | 1900 |
| Adj Flow Rate, veh/h         | 19   |
| Peak Hour Factor             | 0.95 |
| Percent Heavy Veh, %         | 0    |
| Cap, veh/h                   | 134  |
| Arrive On Green              | 0.08 |
| Sat Flow, veh/h              | 1610 |
| Grp Volume(v), veh/h         | 19   |
| Grp Sat Flow(s),veh/h/ln     | 1610 |
| Q Serve(g_s), s              | 1.6  |
| Cycle Q Clear(g_c), s        | 1.6  |
| Prop In Lane                 | 1.00 |
| Lane Grp Cap(c), veh/h       | 134  |
| V/C Ratio(X)                 | 0.14 |
| Avail Cap(c_a), veh/h        | 134  |
| HCM Platoon Ratio            | 1.00 |
| Upstream Filter(l)           | 1.00 |
| Uniform Delay (d), s/veh     | 61.1 |
| Incr Delay (d2), s/veh       | 0.5  |
| Initial Q Delay(d3), s/veh   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.7  |
| Unsig. Movement Delay, s/veh |      |
| LnGrp Delay(d), s/veh        | 61.6 |
| LnGrp LOS                    | E    |
| Approach Vol, veh/h          |      |
| Approach Delay, s/veh        |      |
| Approach LOS                 |      |
| Timer - Assigned Phs         |      |

# HCM 7th Signalized Intersection Summary

Year 2035 PM Peak

## 4: Spyglass Ridge Dr/Archer Ln & E 116 St Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

|                                                                                                    |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                                                                                           | EBU                                                                               | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                                | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 |
| Lane Configurations                                                                                |                                                                                   |  |  |                                                                                   |  |  |                                                                                    |                                                                                     |  |  |                                                                                     |  |
| Traffic Volume (veh/h)                                                                             | 56                                                                                | 5                                                                                 | 1926                                                                              | 53                                                                                | 22                                                                                | 1091                                                                              | 2                                                                                  | 12                                                                                  | 0                                                                                   | 19                                                                                  | 1                                                                                   | 1                                                                                   |
| Future Volume (veh/h)                                                                              | 56                                                                                | 5                                                                                 | 1926                                                                              | 53                                                                                | 22                                                                                | 1091                                                                              | 2                                                                                  | 12                                                                                  | 0                                                                                   | 19                                                                                  | 1                                                                                   | 1                                                                                   |
| Initial Q (Qb), veh                                                                                |                                                                                   | 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                                                                                |
| Ped-Bike Adj(A_pbT)                                                                                |                                                                                   | 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                                                                                |
| Work Zone On Approach                                                                              |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln                                                                             |                                                                                   | 1900                                                                              | 1870                                                                              | 1870                                                                              | 1826                                                                              | 1870                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h                                                                               |                                                                                   | 5                                                                                 | 1965                                                                              | 54                                                                                | 22                                                                                | 1113                                                                              | 2                                                                                  | 12                                                                                  | 0                                                                                   | 19                                                                                  | 1                                                                                   | 1                                                                                   |
| Peak Hour Factor                                                                                   |                                                                                   | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                               | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %                                                                               |                                                                                   | 0                                                                                 | 2                                                                                 | 2                                                                                 | 5                                                                                 | 2                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                                                                                         |                                                                                   | 16                                                                                | 2823                                                                              | 77                                                                                | 208                                                                               | 2992                                                                              | 5                                                                                  | 147                                                                                 | 0                                                                                   | 111                                                                                 | 82                                                                                  | 71                                                                                  |
| Arrive On Green                                                                                    |                                                                                   | 0.01                                                                              | 0.80                                                                              | 0.80                                                                              | 0.03                                                                              | 0.82                                                                              | 0.82                                                                               | 0.07                                                                                | 0.00                                                                                | 0.07                                                                                | 0.07                                                                                | 0.07                                                                                |
| Sat Flow, veh/h                                                                                    |                                                                                   | 1810                                                                              | 3533                                                                              | 97                                                                                | 1739                                                                              | 3639                                                                              | 7                                                                                  | 1403                                                                                | 0                                                                                   | 1610                                                                                | 655                                                                                 | 1021                                                                                |
| Grp Volume(v), veh/h                                                                               |                                                                                   | 5                                                                                 | 984                                                                               | 1035                                                                              | 22                                                                                | 543                                                                               | 572                                                                                | 12                                                                                  | 0                                                                                   | 19                                                                                  | 2                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln                                                                           |                                                                                   | 1810                                                                              | 1777                                                                              | 1853                                                                              | 1739                                                                              | 1777                                                                              | 1869                                                                               | 1403                                                                                | 0                                                                                   | 1610                                                                                | 1676                                                                                | 0                                                                                   |
| Q Serve(g_s), s                                                                                    |                                                                                   | 0.4                                                                               | 36.2                                                                              | 36.9                                                                              | 0.0                                                                               | 11.4                                                                              | 11.4                                                                               | 1.2                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s                                                                              |                                                                                   | 0.4                                                                               | 36.2                                                                              | 36.9                                                                              | 0.0                                                                               | 11.4                                                                              | 11.4                                                                               | 1.3                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Prop In Lane                                                                                       |                                                                                   | 1.00                                                                              |                                                                                   | 0.05                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 0.50                                                                                |                                                                                     |
| Lane Grp Cap(c), veh/h                                                                             |                                                                                   | 16                                                                                | 1420                                                                              | 1481                                                                              | 208                                                                               | 1461                                                                              | 1537                                                                               | 147                                                                                 | 0                                                                                   | 111                                                                                 | 153                                                                                 | 0                                                                                   |
| V/C Ratio(X)                                                                                       |                                                                                   | 0.31                                                                              | 0.69                                                                              | 0.70                                                                              | 0.11                                                                              | 0.37                                                                              | 0.37                                                                               | 0.08                                                                                | 0.00                                                                                | 0.17                                                                                | 0.01                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h                                                                              |                                                                                   | 156                                                                               | 1420                                                                              | 1481                                                                              | 249                                                                               | 1461                                                                              | 1537                                                                               | 166                                                                                 | 0                                                                                   | 133                                                                                 | 175                                                                                 | 0                                                                                   |
| HCM Platoon Ratio                                                                                  |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)                                                                                 |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh                                                                           |                                                                                   | 71.5                                                                              | 6.6                                                                               | 6.6                                                                               | 15.8                                                                              | 3.3                                                                               | 3.3                                                                                | 63.6                                                                                | 0.0                                                                                 | 63.6                                                                                | 63.0                                                                                | 0.0                                                                                 |
| Incr Delay (d2), s/veh                                                                             |                                                                                   | 10.8                                                                              | 2.8                                                                               | 2.8                                                                               | 0.2                                                                               | 0.7                                                                               | 0.7                                                                                | 0.2                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3), s/veh                                                                         |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln                                                                           |                                                                                   | 0.2                                                                               | 11.6                                                                              | 12.3                                                                              | 0.4                                                                               | 3.3                                                                               | 3.5                                                                                | 0.4                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 0.1                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh                                                                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh                                                                              |                                                                                   | 82.3                                                                              | 9.4                                                                               | 9.4                                                                               | 16.0                                                                              | 4.0                                                                               | 4.0                                                                                | 63.8                                                                                | 0.0                                                                                 | 64.4                                                                                | 63.0                                                                                | 0.0                                                                                 |
| LnGrp LOS                                                                                          |                                                                                   | F                                                                                 | A                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 | A                                                                                  | E                                                                                   |                                                                                     | E                                                                                   | E                                                                                   |                                                                                     |
| Approach Vol, veh/h                                                                                |                                                                                   |                                                                                   | 2024                                                                              |                                                                                   |                                                                                   | 1137                                                                              |                                                                                    |                                                                                     | 31                                                                                  |                                                                                     |                                                                                     | 14                                                                                  |
| Approach Delay, s/veh                                                                              |                                                                                   |                                                                                   | 9.6                                                                               |                                                                                   |                                                                                   | 4.3                                                                               |                                                                                    |                                                                                     | 64.1                                                                                |                                                                                     |                                                                                     | 63.7                                                                                |
| Approach LOS                                                                                       |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |
| Timer - Assigned Phs                                                                               |                                                                                   | 2                                                                                 | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s                                                                           |                                                                                   | 15.0                                                                              | 9.1                                                                               | 121.0                                                                             |                                                                                   | 15.0                                                                              | 5.8                                                                                | 124.3                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s                                                                            |                                                                                   | 5.0                                                                               | 5.0                                                                               | * 5                                                                               |                                                                                   | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s                                                                        |                                                                                   | 12.0                                                                              | 7.5                                                                               | 1.2E+02                                                                           |                                                                                   | 12.0                                                                              | 12.5                                                                               | 111.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s                                                                       |                                                                                   | 3.6                                                                               | 2.0                                                                               | 38.9                                                                              |                                                                                   | 3.0                                                                               | 2.4                                                                                | 13.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s                                                                            |                                                                                   | 0.0                                                                               | 0.0                                                                               | 32.3                                                                              |                                                                                   | 0.0                                                                               | 0.0                                                                                | 8.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh                                                                       |                                                                                   |                                                                                   | 8.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                                                                                        |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Notes                                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| User approved ignoring U-Turning movement.                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

07/28/2025

Synchro 12 Report  
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|                              |      |
|------------------------------|------|
| Movement                     | SBR  |
| Lane Configurations          | 7    |
| Traffic Volume (veh/h)       | 12   |
| Future Volume (veh/h)        | 12   |
| Initial Q (Qb), veh          | 0    |
| Lane Width Adj.              | 1.00 |
| Ped-Bike Adj(A_pbT)          | 1.00 |
| Parking Bus, Adj             | 1.00 |
| Work Zone On Approach        |      |
| Adj Sat Flow, veh/h/ln       | 1900 |
| Adj Flow Rate, veh/h         | 12   |
| Peak Hour Factor             | 0.98 |
| Percent Heavy Veh, %         | 0    |
| Cap, veh/h                   | 111  |
| Arrive On Green              | 0.07 |
| Sat Flow, veh/h              | 1610 |
| Grp Volume(v), veh/h         | 12   |
| Grp Sat Flow(s),veh/h/ln     | 1610 |
| Q Serve(g_s), s              | 1.0  |
| Cycle Q Clear(g_c), s        | 1.0  |
| Prop In Lane                 | 1.00 |
| Lane Grp Cap(c), veh/h       | 111  |
| V/C Ratio(X)                 | 0.11 |
| Avail Cap(c_a), veh/h        | 133  |
| HCM Platoon Ratio            | 1.00 |
| Upstream Filter(I)           | 1.00 |
| Uniform Delay (d), s/veh     | 63.4 |
| Incr Delay (d2), s/veh       | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.4  |
| Unsig. Movement Delay, s/veh |      |
| LnGrp Delay(d), s/veh        | 63.8 |
| LnGrp LOS                    | E    |
| Approach Vol, veh/h          |      |
| Approach Delay, s/veh        |      |
| Approach LOS                 |      |
| Timer - Assigned Phs         |      |



# ***116<sup>TH</sup> STREET & THE LEGENDS BOULEVARD***

## ***TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS***

# 116TH ST & THE LEGENDS BLVD - TMC

Thu May 1, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1293473, Location: 39.957277, -85.973728



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

| Leg Direction      | South Northbound |    |   |     | West Eastbound |    |   |     | East Westbound |      |   |      |      |
|--------------------|------------------|----|---|-----|----------------|----|---|-----|----------------|------|---|------|------|
| Time               | L                | R  | U | App | T              | R  | U | App | L              | T    | U | App  | Int  |
| 2025-05-01 12:00AM | 0                | 0  | 0 | 0   | 20             | 0  | 0 | 20  | 1              | 11   | 0 | 12   | 32   |
| 12:15AM            | 0                | 0  | 0 | 0   | 17             | 0  | 0 | 17  | 0              | 9    | 0 | 9    | 26   |
| 12:30AM            | 0                | 0  | 0 | 0   | 8              | 0  | 0 | 8   | 0              | 10   | 0 | 10   | 18   |
| 12:45AM            | 0                | 0  | 0 | 0   | 4              | 0  | 0 | 4   | 0              | 7    | 0 | 7    | 11   |
| Hourly Total       | 0                | 0  | 0 | 0   | 49             | 0  | 0 | 49  | 1              | 37   | 0 | 38   | 87   |
| 1:00AM             | 0                | 0  | 0 | 0   | 3              | 0  | 0 | 3   | 0              | 4    | 0 | 4    | 7    |
| 1:15AM             | 0                | 0  | 0 | 0   | 8              | 0  | 0 | 8   | 0              | 8    | 0 | 8    | 16   |
| 1:30AM             | 0                | 0  | 0 | 0   | 11             | 0  | 0 | 11  | 0              | 4    | 0 | 4    | 15   |
| 1:45AM             | 0                | 0  | 0 | 0   | 5              | 0  | 0 | 5   | 0              | 9    | 0 | 9    | 14   |
| Hourly Total       | 0                | 0  | 0 | 0   | 27             | 0  | 0 | 27  | 0              | 25   | 0 | 25   | 52   |
| 2:00AM             | 0                | 0  | 0 | 0   | 2              | 1  | 0 | 3   | 0              | 4    | 0 | 4    | 7    |
| 2:15AM             | 0                | 0  | 0 | 0   | 4              | 0  | 0 | 4   | 0              | 3    | 0 | 3    | 7    |
| 2:30AM             | 0                | 0  | 0 | 0   | 2              | 0  | 0 | 2   | 0              | 2    | 0 | 2    | 4    |
| 2:45AM             | 0                | 0  | 0 | 0   | 3              | 0  | 0 | 3   | 0              | 3    | 0 | 3    | 6    |
| Hourly Total       | 0                | 0  | 0 | 0   | 11             | 1  | 0 | 12  | 0              | 12   | 0 | 12   | 24   |
| 3:00AM             | 0                | 0  | 0 | 0   | 3              | 0  | 0 | 3   | 0              | 2    | 0 | 2    | 5    |
| 3:15AM             | 0                | 0  | 0 | 0   | 4              | 0  | 0 | 4   | 0              | 4    | 0 | 4    | 8    |
| 3:30AM             | 0                | 0  | 0 | 0   | 5              | 0  | 0 | 5   | 0              | 6    | 0 | 6    | 11   |
| 3:45AM             | 0                | 0  | 0 | 0   | 3              | 0  | 0 | 3   | 0              | 13   | 0 | 13   | 16   |
| Hourly Total       | 0                | 0  | 0 | 0   | 15             | 0  | 0 | 15  | 0              | 25   | 0 | 25   | 40   |
| 4:00AM             | 0                | 0  | 0 | 0   | 5              | 0  | 0 | 5   | 0              | 7    | 0 | 7    | 12   |
| 4:15AM             | 1                | 0  | 0 | 1   | 9              | 1  | 0 | 10  | 0              | 16   | 0 | 16   | 27   |
| 4:30AM             | 1                | 0  | 0 | 1   | 0              | 0  | 0 | 0   | 0              | 18   | 0 | 18   | 19   |
| 4:45AM             | 0                | 0  | 0 | 0   | 3              | 0  | 0 | 3   | 0              | 26   | 0 | 26   | 29   |
| Hourly Total       | 2                | 0  | 0 | 2   | 17             | 1  | 0 | 18  | 0              | 67   | 0 | 67   | 87   |
| 5:00AM             | 1                | 0  | 0 | 1   | 8              | 0  | 0 | 8   | 0              | 43   | 0 | 43   | 52   |
| 5:15AM             | 0                | 1  | 0 | 1   | 14             | 0  | 0 | 14  | 0              | 56   | 0 | 56   | 71   |
| 5:30AM             | 2                | 0  | 0 | 2   | 12             | 0  | 0 | 12  | 0              | 59   | 0 | 59   | 73   |
| 5:45AM             | 1                | 0  | 0 | 1   | 27             | 0  | 0 | 27  | 0              | 58   | 0 | 58   | 86   |
| Hourly Total       | 4                | 1  | 0 | 5   | 61             | 0  | 0 | 61  | 0              | 216  | 0 | 216  | 282  |
| 6:00AM             | 0                | 0  | 0 | 0   | 28             | 0  | 0 | 28  | 0              | 91   | 0 | 91   | 119  |
| 6:15AM             | 0                | 2  | 0 | 2   | 47             | 1  | 0 | 48  | 0              | 120  | 0 | 120  | 170  |
| 6:30AM             | 3                | 0  | 0 | 3   | 79             | 1  | 0 | 80  | 1              | 175  | 0 | 176  | 259  |
| 6:45AM             | 1                | 2  | 0 | 3   | 74             | 1  | 0 | 75  | 2              | 198  | 0 | 200  | 278  |
| Hourly Total       | 4                | 4  | 0 | 8   | 228            | 3  | 0 | 231 | 3              | 584  | 0 | 587  | 826  |
| 7:00AM             | 4                | 1  | 0 | 5   | 66             | 0  | 0 | 66  | 0              | 256  | 0 | 256  | 327  |
| 7:15AM             | 1                | 3  | 0 | 4   | 113            | 1  | 0 | 114 | 0              | 336  | 0 | 336  | 454  |
| 7:30AM             | 3                | 2  | 0 | 5   | 128            | 0  | 0 | 128 | 2              | 325  | 0 | 327  | 460  |
| 7:45AM             | 2                | 6  | 0 | 8   | 159            | 2  | 0 | 161 | 0              | 325  | 0 | 325  | 494  |
| Hourly Total       | 10               | 12 | 0 | 22  | 466            | 3  | 0 | 469 | 2              | 1242 | 0 | 1244 | 1735 |
| 8:00AM             | 3                | 6  | 0 | 9   | 173            | 7  | 0 | 180 | 1              | 354  | 0 | 355  | 544  |
| 8:15AM             | 4                | 4  | 0 | 8   | 156            | 1  | 0 | 157 | 2              | 323  | 0 | 325  | 490  |
| 8:30AM             | 1                | 1  | 0 | 2   | 130            | 2  | 0 | 132 | 4              | 319  | 0 | 323  | 457  |
| 8:45AM             | 3                | 4  | 0 | 7   | 149            | 3  | 0 | 152 | 2              | 302  | 0 | 304  | 463  |
| Hourly Total       | 11               | 15 | 0 | 26  | 608            | 13 | 0 | 621 | 9              | 1298 | 0 | 1307 | 1954 |
| 9:00AM             | 3                | 5  | 0 | 8   | 151            | 2  | 0 | 153 | 2              | 254  | 0 | 256  | 417  |
| 9:15AM             | 0                | 2  | 0 | 2   | 136            | 0  | 0 | 136 | 2              | 307  | 0 | 309  | 447  |
| 9:30AM             | 4                | 1  | 0 | 5   | 174            | 1  | 0 | 175 | 1              | 251  | 0 | 252  | 432  |
| 9:45AM             | 5                | 2  | 0 | 7   | 162            | 3  | 0 | 165 | 2              | 232  | 0 | 234  | 406  |
| Hourly Total       | 12               | 10 | 0 | 22  | 623            | 6  | 0 | 629 | 7              | 1044 | 0 | 1051 | 1702 |
| 10:00AM            | 3                | 4  | 0 | 7   | 135            | 1  | 0 | 136 | 3              | 203  | 0 | 206  | 349  |
| 10:15AM            | 3                | 2  | 0 | 5   | 163            | 0  | 0 | 163 | 2              | 196  | 0 | 198  | 366  |
| 10:30AM            | 2                | 3  | 0 | 5   | 188            | 2  | 0 | 190 | 6              | 198  | 0 | 204  | 399  |
| 10:45AM            | 2                | 3  | 0 | 5   | 195            | 2  | 0 | 197 | 4              | 225  | 0 | 229  | 431  |

| Leg Direction | South Northbound |    |   |     | West Eastbound |    |   |      | East Westbound |      |   |      |      |
|---------------|------------------|----|---|-----|----------------|----|---|------|----------------|------|---|------|------|
| Time          | L                | R  | U | App | T              | R  | U | App  | L              | T    | U | App  | Int  |
| Hourly Total  | 10               | 12 | 0 | 22  | 681            | 5  | 0 | 686  | 15             | 822  | 0 | 837  | 1545 |
| 11:00AM       | 3                | 3  | 0 | 6   | 190            | 2  | 0 | 192  | 4              | 202  | 0 | 206  | 404  |
| 11:15AM       | 6                | 5  | 0 | 11  | 213            | 2  | 0 | 215  | 2              | 233  | 0 | 235  | 461  |
| 11:30AM       | 4                | 2  | 0 | 6   | 240            | 1  | 0 | 241  | 4              | 222  | 0 | 226  | 473  |
| 11:45AM       | 2                | 6  | 0 | 8   | 198            | 4  | 0 | 202  | 3              | 217  | 0 | 220  | 430  |
| Hourly Total  | 15               | 16 | 0 | 31  | 841            | 9  | 0 | 850  | 13             | 874  | 0 | 887  | 1768 |
| 12:00PM       | 3                | 1  | 0 | 4   | 221            | 7  | 0 | 228  | 2              | 207  | 0 | 209  | 441  |
| 12:15PM       | 7                | 3  | 0 | 10  | 210            | 3  | 0 | 213  | 4              | 209  | 0 | 213  | 436  |
| 12:30PM       | 0                | 2  | 0 | 2   | 226            | 7  | 0 | 233  | 3              | 179  | 0 | 182  | 417  |
| 12:45PM       | 2                | 2  | 0 | 4   | 239            | 5  | 0 | 244  | 4              | 210  | 0 | 214  | 462  |
| Hourly Total  | 12               | 8  | 0 | 20  | 896            | 22 | 0 | 918  | 13             | 805  | 0 | 818  | 1756 |
| 1:00PM        | 3                | 2  | 0 | 5   | 256            | 4  | 0 | 260  | 2              | 162  | 0 | 164  | 429  |
| 1:15PM        | 8                | 2  | 0 | 10  | 211            | 5  | 0 | 216  | 1              | 171  | 0 | 172  | 398  |
| 1:30PM        | 1                | 3  | 0 | 4   | 247            | 5  | 0 | 252  | 5              | 189  | 0 | 194  | 450  |
| 1:45PM        | 1                | 1  | 0 | 2   | 236            | 1  | 0 | 237  | 1              | 174  | 0 | 175  | 414  |
| Hourly Total  | 13               | 8  | 0 | 21  | 950            | 15 | 0 | 965  | 9              | 696  | 0 | 705  | 1691 |
| 2:00PM        | 4                | 2  | 0 | 6   | 274            | 8  | 0 | 282  | 1              | 183  | 0 | 184  | 472  |
| 2:15PM        | 0                | 1  | 0 | 1   | 228            | 2  | 0 | 230  | 1              | 191  | 0 | 192  | 423  |
| 2:30PM        | 1                | 3  | 0 | 4   | 270            | 5  | 0 | 275  | 3              | 184  | 0 | 187  | 466  |
| 2:45PM        | 4                | 1  | 0 | 5   | 272            | 6  | 0 | 278  | 2              | 196  | 0 | 198  | 481  |
| Hourly Total  | 9                | 7  | 0 | 16  | 1044           | 21 | 0 | 1065 | 7              | 754  | 0 | 761  | 1842 |
| 3:00PM        | 3                | 3  | 0 | 6   | 252            | 4  | 0 | 256  | 6              | 193  | 0 | 199  | 461  |
| 3:15PM        | 2                | 1  | 1 | 4   | 315            | 3  | 0 | 318  | 7              | 245  | 0 | 252  | 574  |
| 3:30PM        | 1                | 2  | 0 | 3   | 310            | 8  | 0 | 318  | 1              | 212  | 0 | 213  | 534  |
| 3:45PM        | 3                | 2  | 0 | 5   | 323            | 3  | 0 | 326  | 7              | 232  | 0 | 239  | 570  |
| Hourly Total  | 9                | 8  | 1 | 18  | 1200           | 18 | 0 | 1218 | 21             | 882  | 0 | 903  | 2139 |
| 4:00PM        | 2                | 1  | 0 | 3   | 344            | 2  | 0 | 346  | 2              | 232  | 0 | 234  | 583  |
| 4:15PM        | 1                | 3  | 0 | 4   | 360            | 3  | 0 | 363  | 1              | 257  | 0 | 258  | 625  |
| 4:30PM        | 5                | 7  | 0 | 12  | 358            | 0  | 0 | 358  | 5              | 243  | 0 | 248  | 618  |
| 4:45PM        | 2                | 3  | 0 | 5   | 372            | 3  | 0 | 375  | 2              | 234  | 0 | 236  | 616  |
| Hourly Total  | 10               | 14 | 0 | 24  | 1434           | 8  | 0 | 1442 | 10             | 966  | 0 | 976  | 2442 |
| 5:00PM        | 1                | 5  | 0 | 6   | 470            | 7  | 0 | 477  | 0              | 247  | 0 | 247  | 730  |
| 5:15PM        | 1                | 4  | 0 | 5   | 510            | 2  | 0 | 512  | 6              | 250  | 1 | 257  | 774  |
| 5:30PM        | 2                | 8  | 0 | 10  | 439            | 4  | 0 | 443  | 4              | 257  | 0 | 261  | 714  |
| 5:45PM        | 3                | 4  | 0 | 7   | 413            | 3  | 0 | 416  | 6              | 256  | 0 | 262  | 685  |
| Hourly Total  | 7                | 21 | 0 | 28  | 1832           | 16 | 0 | 1848 | 16             | 1010 | 1 | 1027 | 2903 |
| 6:00PM        | 4                | 0  | 0 | 4   | 344            | 4  | 0 | 348  | 6              | 236  | 0 | 242  | 594  |
| 6:15PM        | 3                | 3  | 0 | 6   | 328            | 1  | 0 | 329  | 2              | 207  | 0 | 209  | 544  |
| 6:30PM        | 3                | 4  | 0 | 7   | 308            | 2  | 0 | 310  | 2              | 216  | 0 | 218  | 535  |
| 6:45PM        | 1                | 7  | 0 | 8   | 295            | 4  | 0 | 299  | 7              | 189  | 0 | 196  | 503  |
| Hourly Total  | 11               | 14 | 0 | 25  | 1275           | 11 | 0 | 1286 | 17             | 848  | 0 | 865  | 2176 |
| 7:00PM        | 0                | 2  | 0 | 2   | 277            | 5  | 0 | 282  | 6              | 202  | 0 | 208  | 492  |
| 7:15PM        | 4                | 1  | 0 | 5   | 265            | 5  | 0 | 270  | 4              | 156  | 0 | 160  | 435  |
| 7:30PM        | 1                | 5  | 0 | 6   | 245            | 4  | 0 | 249  | 5              | 159  | 0 | 164  | 419  |
| 7:45PM        | 1                | 5  | 0 | 6   | 253            | 6  | 0 | 259  | 7              | 147  | 0 | 154  | 419  |
| Hourly Total  | 6                | 13 | 0 | 19  | 1040           | 20 | 0 | 1060 | 22             | 664  | 0 | 686  | 1765 |
| 8:00PM        | 1                | 4  | 0 | 5   | 232            | 1  | 0 | 233  | 2              | 126  | 0 | 128  | 366  |
| 8:15PM        | 0                | 0  | 0 | 0   | 231            | 2  | 0 | 233  | 2              | 134  | 0 | 136  | 369  |
| 8:30PM        | 0                | 1  | 0 | 1   | 190            | 1  | 0 | 191  | 2              | 124  | 0 | 126  | 318  |
| 8:45PM        | 1                | 1  | 0 | 2   | 175            | 2  | 0 | 177  | 1              | 103  | 0 | 104  | 283  |
| Hourly Total  | 2                | 6  | 0 | 8   | 828            | 6  | 0 | 834  | 7              | 487  | 0 | 494  | 1336 |
| 9:00PM        | 0                | 2  | 0 | 2   | 186            | 1  | 0 | 187  | 2              | 93   | 0 | 95   | 284  |
| 9:15PM        | 1                | 0  | 0 | 1   | 155            | 0  | 0 | 155  | 4              | 84   | 0 | 88   | 244  |
| 9:30PM        | 0                | 0  | 0 | 0   | 137            | 0  | 0 | 137  | 0              | 59   | 0 | 59   | 196  |
| 9:45PM        | 0                | 0  | 0 | 0   | 148            | 0  | 0 | 148  | 0              | 61   | 0 | 61   | 209  |
| Hourly Total  | 1                | 2  | 0 | 3   | 626            | 1  | 0 | 627  | 6              | 297  | 0 | 303  | 933  |
| 10:00PM       | 0                | 1  | 0 | 1   | 114            | 1  | 0 | 115  | 1              | 56   | 0 | 57   | 173  |
| 10:15PM       | 0                | 0  | 0 | 0   | 82             | 0  | 0 | 82   | 0              | 24   | 0 | 24   | 106  |
| 10:30PM       | 0                | 0  | 0 | 0   | 91             | 0  | 0 | 91   | 0              | 29   | 0 | 29   | 120  |
| 10:45PM       | 0                | 0  | 0 | 0   | 44             | 0  | 0 | 44   | 0              | 26   | 0 | 26   | 70   |

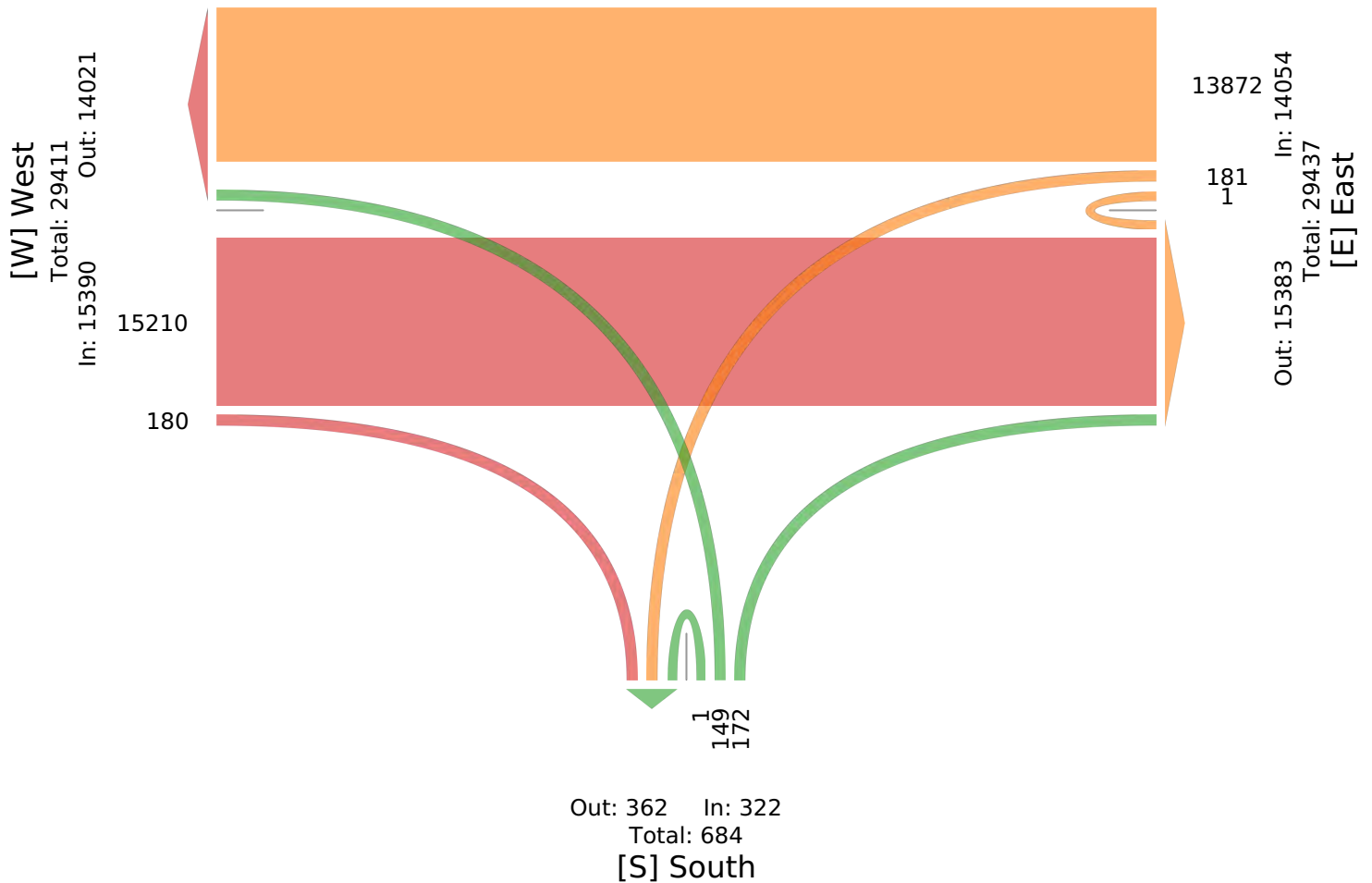
| Leg Direction                   | South Northbound |       |      |       | West Eastbound |       |    |       | East Westbound |       |      |       |       |
|---------------------------------|------------------|-------|------|-------|----------------|-------|----|-------|----------------|-------|------|-------|-------|
| Time                            | L                | R     | U    | App   | T              | R     | U  | App   | L              | T     | U    | App   | Int   |
| Hourly Total                    | 0                | 1     | 0    | 1     | 331            | 1     | 0  | 332   | 1              | 135   | 0    | 136   | 469   |
| 11:00PM                         | 1                | 0     | 0    | 1     | 39             | 0     | 0  | 39    | 1              | 30    | 0    | 31    | 71    |
| 11:15PM                         | 0                | 0     | 0    | 0     | 23             | 0     | 0  | 23    | 1              | 21    | 0    | 22    | 45    |
| 11:30PM                         | 0                | 0     | 0    | 0     | 33             | 0     | 0  | 33    | 0              | 15    | 0    | 15    | 48    |
| 11:45PM                         | 0                | 0     | 0    | 0     | 32             | 0     | 0  | 32    | 0              | 16    | 0    | 16    | 48    |
| Hourly Total                    | 1                | 0     | 0    | 1     | 127            | 0     | 0  | 127   | 2              | 82    | 0    | 84    | 212   |
| <b>Total</b>                    | 149              | 172   | 1    | 322   | 15210          | 180   | 0  | 15390 | 181            | 13872 | 1    | 14054 | 29766 |
| <b>% Approach</b>               | 46.3%            | 53.4% | 0.3% | -     | 98.8%          | 1.2%  | 0% | -     | 1.3%           | 98.7% | 0%   | -     | -     |
| <b>% Total</b>                  | 0.5%             | 0.6%  | 0%   | 1.1%  | 51.1%          | 0.6%  | 0% | 51.7% | 0.6%           | 46.6% | 0%   | 47.2% | -     |
| <b>Lights and Motorcycles</b>   | 145              | 163   | 1    | 309   | 15000          | 177   | 0  | 15177 | 172            | 13684 | 1    | 13857 | 29343 |
| <b>% Lights and Motorcycles</b> | 97.3%            | 94.8% | 100% | 96.0% | 98.6%          | 98.3% | 0% | 98.6% | 95.0%          | 98.6% | 100% | 98.6% | 98.6% |
| <b>Heavy</b>                    | 4                | 9     | 0    | 13    | 210            | 3     | 0  | 213   | 9              | 188   | 0    | 197   | 423   |
| <b>% Heavy</b>                  | 2.7%             | 5.2%  | 0%   | 4.0%  | 1.4%           | 1.7%  | 0% | 1.4%  | 5.0%           | 1.4%  | 0%   | 1.4%  | 1.4%  |

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

116TH ST & THE LEGENDS BLVD - TMC  
 Thu May 1, 2025  
 Full Length (12 AM-12 AM (+1))  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1293473, Location: 39.957277, -85.973728



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



# 116TH ST & THE LEGENDS BLVD - TMC

Thu May 1, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1293473, Location: 39.957277, -85.973728



Provided by: A&F Engineering

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

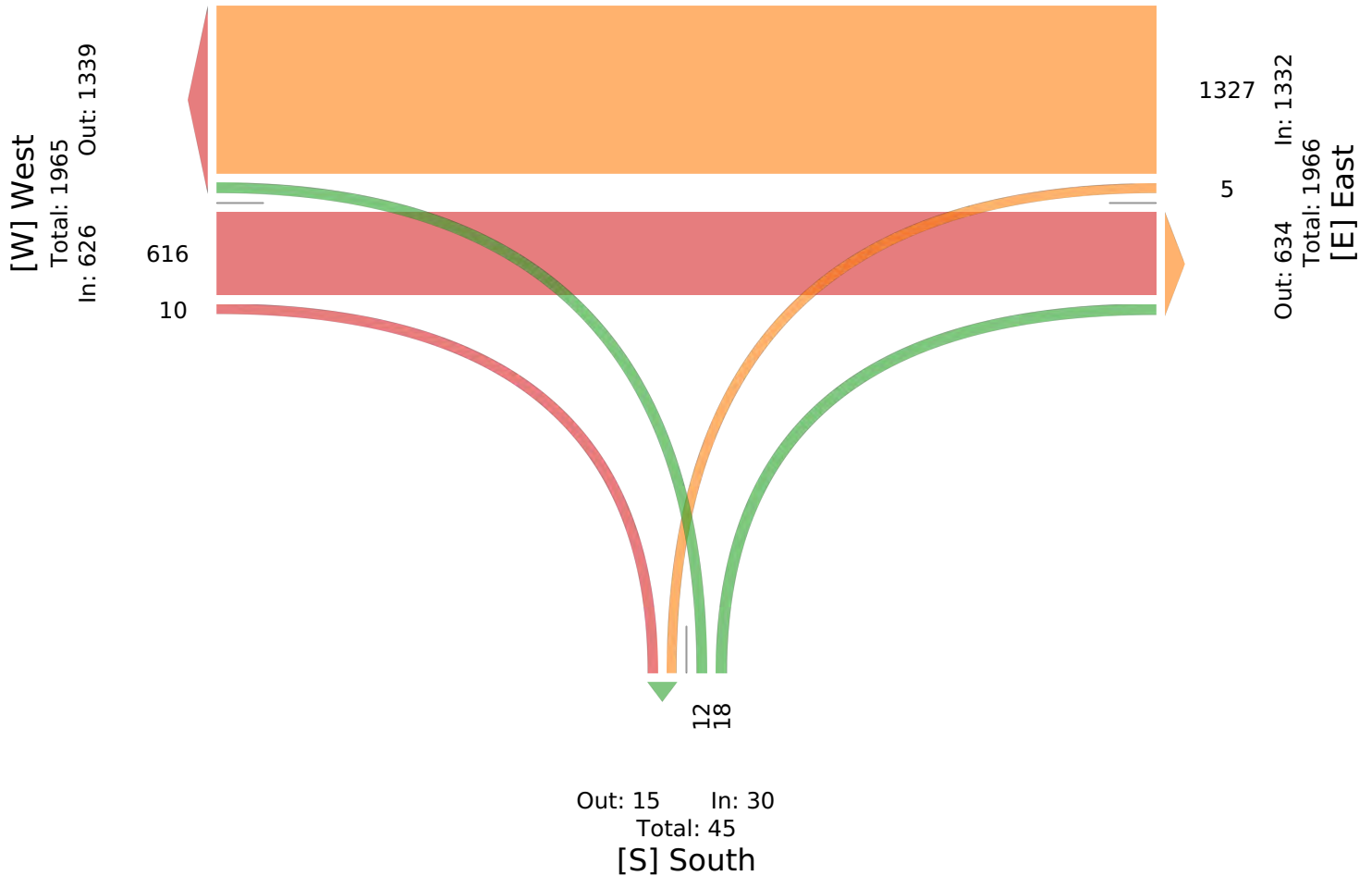
| Leg<br>Direction                | South<br>Northbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | T                 | R     | U  | App   | L                 | T     | U  | App   | Int   |
| 2025-05-01 7:30AM               | 3                   | 2     | 0  | 5     | 128               | 0     | 0  | 128   | 2                 | 325   | 0  | 327   | 460   |
| 7:45AM                          | 2                   | 6     | 0  | 8     | 159               | 2     | 0  | 161   | 0                 | 325   | 0  | 325   | 494   |
| 8:00AM                          | 3                   | 6     | 0  | 9     | 173               | 7     | 0  | 180   | 1                 | 354   | 0  | 355   | 544   |
| 8:15AM                          | 4                   | 4     | 0  | 8     | 156               | 1     | 0  | 157   | 2                 | 323   | 0  | 325   | 490   |
| <b>Total</b>                    | 12                  | 18    | 0  | 30    | 616               | 10    | 0  | 626   | 5                 | 1327  | 0  | 1332  | 1988  |
| <b>% Approach</b>               | 40.0%               | 60.0% | 0% | -     | 98.4%             | 1.6%  | 0% | -     | 0.4%              | 99.6% | 0% | -     | -     |
| <b>% Total</b>                  | 0.6%                | 0.9%  | 0% | 1.5%  | 31.0%             | 0.5%  | 0% | 31.5% | 0.3%              | 66.8% | 0% | 67.0% | -     |
| <b>PHF</b>                      | 0.750               | 0.750 | -  | 0.833 | 0.890             | 0.357 | -  | 0.869 | 0.625             | 0.937 | -  | 0.938 | 0.914 |
| <b>Lights and Motorcycles</b>   | 11                  | 15    | 0  | 26    | 590               | 9     | 0  | 599   | 3                 | 1306  | 0  | 1309  | 1934  |
| <b>% Lights and Motorcycles</b> | 91.7%               | 83.3% | 0% | 86.7% | 95.8%             | 90.0% | 0% | 95.7% | 60.0%             | 98.4% | 0% | 98.3% | 97.3% |
| <b>Heavy</b>                    | 1                   | 3     | 0  | 4     | 26                | 1     | 0  | 27    | 2                 | 21    | 0  | 23    | 54    |
| <b>% Heavy</b>                  | 8.3%                | 16.7% | 0% | 13.3% | 4.2%              | 10.0% | 0% | 4.3%  | 40.0%             | 1.6%  | 0% | 1.7%  | 2.7%  |

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

116TH ST & THE LEGENDS BLVD - TMC  
 Thu May 1, 2025  
 AM Peak (7:30 AM - 8:30 AM)  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1293473, Location: 39.957277, -85.973728



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



# 116TH ST & THE LEGENDS BLVD - TMC

Thu May 1, 2025

Midday Peak (11:15 AM - 12:15 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1293473, Location: 39.957277, -85.973728



Provided by: A&F Engineering

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

| Leg<br>Direction                | South<br>Northbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | T                 | R     | U  | App   | L                 | T     | U  | App   | Int   |
| 2025-05-01 11:15AM              | 6                   | 5     | 0  | 11    | 213               | 2     | 0  | 215   | 2                 | 233   | 0  | 235   | 461   |
| 11:30AM                         | 4                   | 2     | 0  | 6     | 240               | 1     | 0  | 241   | 4                 | 222   | 0  | 226   | 473   |
| 11:45AM                         | 2                   | 6     | 0  | 8     | 198               | 4     | 0  | 202   | 3                 | 217   | 0  | 220   | 430   |
| 12:00PM                         | 3                   | 1     | 0  | 4     | 221               | 7     | 0  | 228   | 2                 | 207   | 0  | 209   | 441   |
| <b>Total</b>                    | 15                  | 14    | 0  | 29    | 872               | 14    | 0  | 886   | 11                | 879   | 0  | 890   | 1805  |
| <b>% Approach</b>               | 51.7%               | 48.3% | 0% | -     | 98.4%             | 1.6%  | 0% | -     | 1.2%              | 98.8% | 0% | -     | -     |
| <b>% Total</b>                  | 0.8%                | 0.8%  | 0% | 1.6%  | 48.3%             | 0.8%  | 0% | 49.1% | 0.6%              | 48.7% | 0% | 49.3% | -     |
| <b>PHF</b>                      | 0.625               | 0.583 | -  | 0.659 | 0.908             | 0.500 | -  | 0.919 | 0.688             | 0.943 | -  | 0.947 | 0.954 |
| <b>Lights and Motorcycles</b>   | 15                  | 12    | 0  | 27    | 862               | 14    | 0  | 876   | 10                | 868   | 0  | 878   | 1781  |
| <b>% Lights and Motorcycles</b> | 100%                | 85.7% | 0% | 93.1% | 98.9%             | 100%  | 0% | 98.9% | 90.9%             | 98.7% | 0% | 98.7% | 98.7% |
| <b>Heavy</b>                    | 0                   | 2     | 0  | 2     | 10                | 0     | 0  | 10    | 1                 | 11    | 0  | 12    | 24    |
| <b>% Heavy</b>                  | 0%                  | 14.3% | 0% | 6.9%  | 1.1%              | 0%    | 0% | 1.1%  | 9.1%              | 1.3%  | 0% | 1.3%  | 1.3%  |

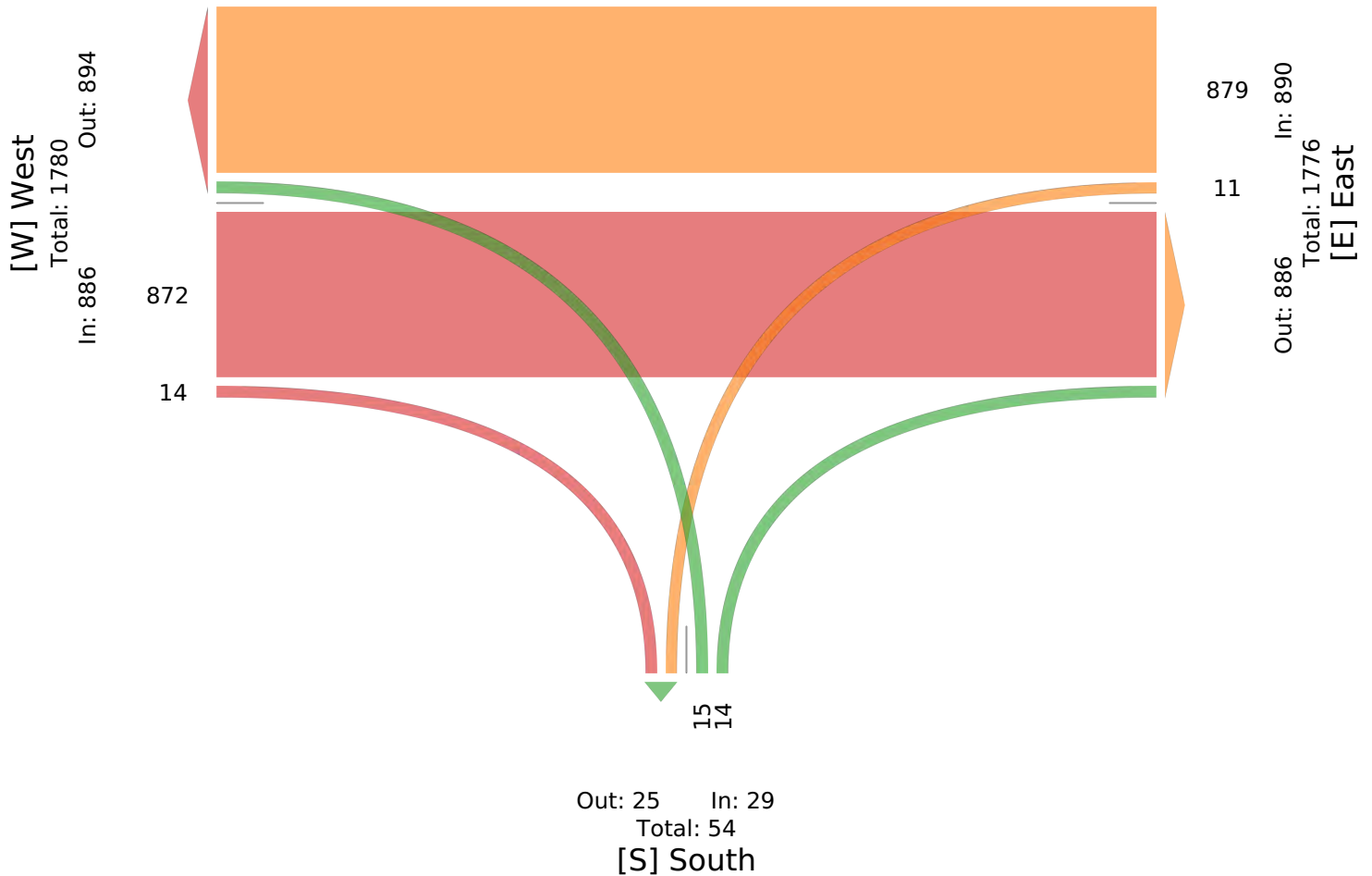
\* L: Left, R: Right, T: Thru, U: U-Turn



116TH ST & THE LEGENDS BLVD - TMC  
 Thu May 1, 2025  
 Midday Peak (11:15 AM - 12:15 PM)  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1293473, Location: 39.957277, -85.973728



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



# 116TH ST & THE LEGENDS BLVD - TMC

Thu May 1, 2025

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1293473, Location: 39.957277, -85.973728



Provided by: A&F Engineering

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

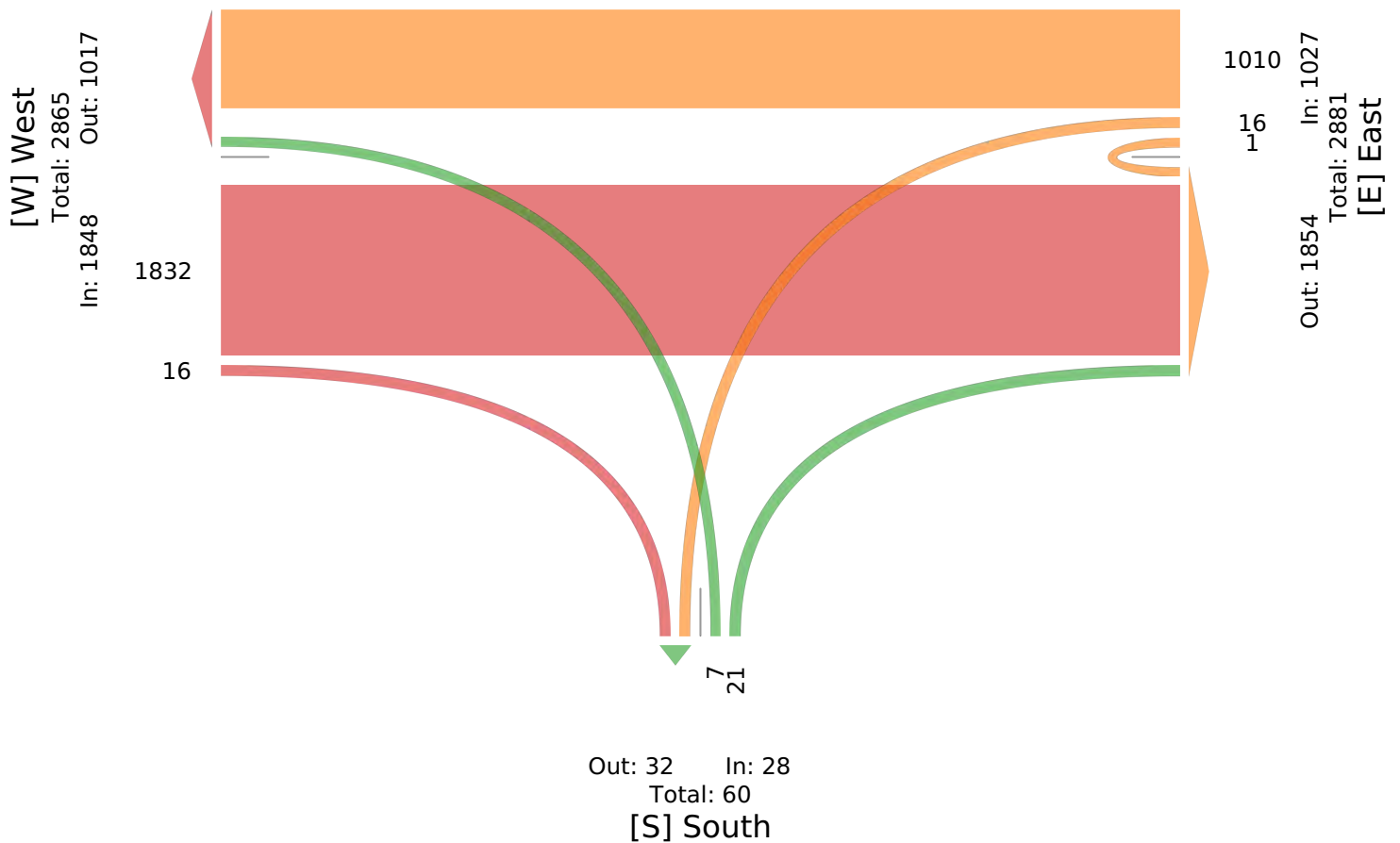
| Leg<br>Direction                | South<br>Northbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |       |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|-------|-------|-------|
| Time                            | L                   | R     | U  | App   | T                 | R     | U  | App   | L                 | T     | U     | App   | Int   |
| 2025-05-01 5:00PM               | 1                   | 5     | 0  | 6     | 470               | 7     | 0  | 477   | 0                 | 247   | 0     | 247   | 730   |
| 5:15PM                          | 1                   | 4     | 0  | 5     | 510               | 2     | 0  | 512   | 6                 | 250   | 1     | 257   | 774   |
| 5:30PM                          | 2                   | 8     | 0  | 10    | 439               | 4     | 0  | 443   | 4                 | 257   | 0     | 261   | 714   |
| 5:45PM                          | 3                   | 4     | 0  | 7     | 413               | 3     | 0  | 416   | 6                 | 256   | 0     | 262   | 685   |
| <b>Total</b>                    | 7                   | 21    | 0  | 28    | 1832              | 16    | 0  | 1848  | 16                | 1010  | 1     | 1027  | 2903  |
| <b>% Approach</b>               | 25.0%               | 75.0% | 0% | -     | 99.1%             | 0.9%  | 0% | -     | 1.6%              | 98.3% | 0.1%  | -     | -     |
| <b>% Total</b>                  | 0.2%                | 0.7%  | 0% | 1.0%  | 63.1%             | 0.6%  | 0% | 63.7% | 0.6%              | 34.8% | 0%    | 35.4% | -     |
| <b>PHF</b>                      | 0.583               | 0.656 | -  | 0.700 | 0.898             | 0.571 | -  | 0.902 | 0.667             | 0.982 | 0.250 | 0.980 | 0.938 |
| <b>Lights and Motorcycles</b>   | 7                   | 21    | 0  | 28    | 1826              | 16    | 0  | 1842  | 16                | 1002  | 1     | 1019  | 2889  |
| <b>% Lights and Motorcycles</b> | 100%                | 100%  | 0% | 100%  | 99.7%             | 100%  | 0% | 99.7% | 100%              | 99.2% | 100%  | 99.2% | 99.5% |
| <b>Heavy</b>                    | 0                   | 0     | 0  | 0     | 6                 | 0     | 0  | 6     | 0                 | 8     | 0     | 8     | 14    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0% | 0%    | 0.3%              | 0%    | 0% | 0.3%  | 0%                | 0.8%  | 0%    | 0.8%  | 0.5%  |

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

116TH ST & THE LEGENDS BLVD - TMC  
 Thu May 1, 2025  
 PM Peak (5 PM - 6 PM) - Overall Peak Hour  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1293473, Location: 39.957277, -85.973728



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



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 744  | 10   | 5    | 1524 | 12   | 18   |
| Future Vol, veh/h        | 744  | 10   | 5    | 1524 | 12   | 18   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 4    | 10   | 40   | 2    | 8    | 17   |
| Mvmt Flow                | 809  | 11   | 5    | 1657 | 13   | 20   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |      |      |
|----------------------|--------|--------|--------|---|------|------|
| Conflicting Flow All | 0      | 0      | 820    | 0 | 1653 | 410  |
| Stage 1              | -      | -      | -      | - | 814  | -    |
| Stage 2              | -      | -      | -      | - | 839  | -    |
| Critical Hdwy        | -      | -      | 4.9    | - | 6.96 | 7.24 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.96 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.96 | -    |
| Follow-up Hdwy       | -      | -      | 2.6    | - | 3.58 | 3.47 |
| Pot Cap-1 Maneuver   | -      | -      | 601    | - | 84   | 551  |
| Stage 1              | -      | -      | -      | - | 381  | -    |
| Stage 2              | -      | -      | -      | - | 370  | -    |
| Platoon blocked, %   | -      | -      |        | - |      |      |
| Mov Cap-1 Maneuver   | -      | -      | 601    | - | 83   | 551  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 208  | -    |
| Stage 1              | -      | -      | -      | - | 381  | -    |
| Stage 2              | -      | -      | -      | - | 366  | -    |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.04 | 16.44 |
| HCM LOS           |    |      | C     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 208   | 551   | -   | -   | 601   | -   |
| HCM Lane V/C Ratio    | 0.063 | 0.036 | -   | -   | 0.009 | -   |
| HCM Ctrl Dly (s/v)    | 23.4  | 11.8  | -   | -   | 11    | -   |
| HCM Lane LOS          | C     | B     | -   | -   | B     | -   |
| HCM 95th %tile Q(veh) | 0.2   | 0.1   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Future Vol, veh/h        | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 0    | 0    | 2    | 0    | 0    |
| Mvmt Flow                | 2053 | 17   | 18   | 1179 | 7    | 22   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2687   |
| Stage 1              | -      | -      | 2062   |
| Stage 2              | -      | -      | 626    |
| Critical Hdwy        | -      | 4.1    | 6.8    |
| Critical Hdwy Stg 1  | -      | -      | 5.8    |
| Critical Hdwy Stg 2  | -      | -      | 5.8    |
| Follow-up Hdwy       | -      | 2.2    | 3.5    |
| Pot Cap-1 Maneuver   | -      | 273    | 18     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 501    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 273    | 17     |
| Mov Cap-2 Maneuver   | -      | -      | 70     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 468    |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.29 | 32.19 |
| HCM LOS           |    |      | D     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 70    | 232   | -   | -   | 273   | -   |
| HCM Lane V/C Ratio    | 0.106 | 0.096 | -   | -   | 0.066 | -   |
| HCM Ctrl Dly (s/v)    | 62.3  | 22.1  | -   | -   | 19.1  | -   |
| HCM Lane LOS          | F     | C     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 0.3   | 0.3   | -   | -   | 0.2   | -   |

| Intersection             |        |       |        |      |        |      |
|--------------------------|--------|-------|--------|------|--------|------|
| Int Delay, s/veh         | 0.2    |       |        |      |        |      |
| Movement                 | EBT    | EBR   | WBL    | WBT  | NBL    | NBR  |
| Lane Configurations      | ↑↑↱    |       | ↱      | ↑↑   | ↱      | ↱    |
| Traffic Vol, veh/h       | 744    | 10    | 5      | 1524 | 12     | 18   |
| Future Vol, veh/h        | 744    | 10    | 5      | 1524 | 12     | 18   |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0      | 0    |
| Sign Control             | Free   | Free  | Free   | Free | Stop   | Stop |
| RT Channelized           | -      | None  | -      | None | -      | None |
| Storage Length           | -      | -     | 100    | -    | 0      | 100  |
| Veh in Median Storage, # | 0      | -     | -      | 0    | 0      | -    |
| Grade, %                 | 0      | -     | -      | 0    | 0      | -    |
| Peak Hour Factor         | 92     | 92    | 92     | 92   | 92     | 92   |
| Heavy Vehicles, %        | 4      | 10    | 40     | 2    | 8      | 17   |
| Mvmt Flow                | 809    | 11    | 5      | 1657 | 13     | 20   |
|                          |        |       |        |      |        |      |
| Major/Minor              | Major1 |       | Major2 |      | Minor1 |      |
| Conflicting Flow All     | 0      | 0     | 820    | 0    | 1653   | 410  |
| Stage 1                  | -      | -     | -      | -    | 814    | -    |
| Stage 2                  | -      | -     | -      | -    | 839    | -    |
| Critical Hdwy            | -      | -     | 4.9    | -    | 6.96   | 7.24 |
| Critical Hdwy Stg 1      | -      | -     | -      | -    | 5.96   | -    |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | 5.96   | -    |
| Follow-up Hdwy           | -      | -     | 2.6    | -    | 3.58   | 3.47 |
| Pot Cap-1 Maneuver       | -      | -     | 601    | -    | 84     | 551  |
| Stage 1                  | -      | -     | -      | -    | 381    | -    |
| Stage 2                  | -      | -     | -      | -    | 370    | -    |
| Platoon blocked, %       | -      | -     |        | -    |        |      |
| Mov Cap-1 Maneuver       | -      | -     | 601    | -    | 83     | 551  |
| Mov Cap-2 Maneuver       | -      | -     | -      | -    | 208    | -    |
| Stage 1                  | -      | -     | -      | -    | 381    | -    |
| Stage 2                  | -      | -     | -      | -    | 366    | -    |
|                          |        |       |        |      |        |      |
|                          |        |       |        |      |        |      |
| Approach                 | EB     |       | WB     |      | NB     |      |
| HCM Ctrl Dly, s/v        | 0      |       | 0.04   |      | 16.44  |      |
| HCM LOS                  | C      |       |        |      |        |      |
|                          |        |       |        |      |        |      |
|                          |        |       |        |      |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | NBLn2 | EBT    | EBR  | WBL    | WBT  |
| Capacity (veh/h)         | 208    | 551   | -      | -    | 601    | -    |
| HCM Lane V/C Ratio       | 0.063  | 0.036 | -      | -    | 0.009  | -    |
| HCM Ctrl Dly (s/v)       | 23.4   | 11.8  | -      | -    | 11     | -    |
| HCM Lane LOS             | C      | B     | -      | -    | B      | -    |
| HCM 95th %tile Q(veh)    | 0.2    | 0.1   | -      | -    | 0      | -    |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Future Vol, veh/h        | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 0    | 0    | 2    | 0    | 0    |
| Mvmt Flow                | 2053 | 17   | 18   | 1179 | 7    | 22   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2687   |
| Stage 1              | -      | -      | 2062   |
| Stage 2              | -      | -      | 626    |
| Critical Hdwy        | -      | 4.1    | 6.8    |
| Critical Hdwy Stg 1  | -      | -      | 5.8    |
| Critical Hdwy Stg 2  | -      | -      | 5.8    |
| Follow-up Hdwy       | -      | 2.2    | 3.5    |
| Pot Cap-1 Maneuver   | -      | 273    | 18     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 501    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 273    | 17     |
| Mov Cap-2 Maneuver   | -      | -      | 70     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 468    |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.29 | 32.19 |
| HCM LOS           |    |      | D     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 70    | 232   | -   | -   | 273   | -   |
| HCM Lane V/C Ratio    | 0.106 | 0.096 | -   | -   | 0.066 | -   |
| HCM Ctrl Dly (s/v)    | 62.3  | 22.1  | -   | -   | 19.1  | -   |
| HCM Lane LOS          | F     | C     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 0.3   | 0.3   | -   | -   | 0.2   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 744  | 10   | 5    | 1524 | 12   | 18   |
| Future Vol, veh/h        | 744  | 10   | 5    | 1524 | 12   | 18   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 4    | 10   | 40   | 2    | 8    | 17   |
| Mvmt Flow                | 809  | 11   | 5    | 1657 | 13   | 20   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 820    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.9    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.6    |
| Pot Cap-1 Maneuver   | -      | -      | 601    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 601    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.04 | 16.44 |
| HCM LOS           |    |      | C     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 208   | 551   | -   | -   | 601   | -   |
| HCM Lane V/C Ratio    | 0.063 | 0.036 | -   | -   | 0.009 | -   |
| HCM Ctrl Dly (s/v)    | 23.4  | 11.8  | -   | -   | 11    | -   |
| HCM Lane LOS          | C     | B     | -   | -   | B     | -   |
| HCM 95th %tile Q(veh) | 0.2   | 0.1   | -   | -   | 0     | -   |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Future Vol, veh/h        | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 0    | 0    | 2    | 0    | 0    |
| Mvmt Flow                | 2053 | 17   | 18   | 1179 | 7    | 22   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2687   |
| Stage 1              | -      | -      | 2062   |
| Stage 2              | -      | -      | 626    |
| Critical Hdwy        | -      | 4.1    | 6.8    |
| Critical Hdwy Stg 1  | -      | -      | 5.8    |
| Critical Hdwy Stg 2  | -      | -      | 5.8    |
| Follow-up Hdwy       | -      | 2.2    | 3.5    |
| Pot Cap-1 Maneuver   | -      | 273    | 18     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 501    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 273    | 17     |
| Mov Cap-2 Maneuver   | -      | -      | 70     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 468    |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.29 | 32.19 |
| HCM LOS           |    |      | D     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 70    | 232   | -   | -   | 273   | -   |
| HCM Lane V/C Ratio    | 0.106 | 0.096 | -   | -   | 0.066 | -   |
| HCM Ctrl Dly (s/v)    | 62.3  | 22.1  | -   | -   | 19.1  | -   |
| HCM Lane LOS          | F     | C     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 0.3   | 0.3   | -   | -   | 0.2   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 744  | 10   | 5    | 1524 | 12   | 18   |
| Future Vol, veh/h        | 744  | 10   | 5    | 1524 | 12   | 18   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 4    | 10   | 40   | 2    | 8    | 17   |
| Mvmt Flow                | 809  | 11   | 5    | 1657 | 13   | 20   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 820    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.9    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.6    |
| Pot Cap-1 Maneuver   | -      | -      | 601    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 601    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.04 | 16.44 |
| HCM LOS           |    |      | C     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 208   | 551   | -   | -   | 601   | -   |
| HCM Lane V/C Ratio    | 0.063 | 0.036 | -   | -   | 0.009 | -   |
| HCM Ctrl Dly (s/v)    | 23.4  | 11.8  | -   | -   | 11    | -   |
| HCM Lane LOS          | C     | B     | -   | -   | B     | -   |
| HCM 95th %tile Q(veh) | 0.2   | 0.1   | -   | -   | 0     | -   |

| Intersection             |        |      |        |      |        |       |     |
|--------------------------|--------|------|--------|------|--------|-------|-----|
| Int Delay, s/veh         | 0.4    |      |        |      |        |       |     |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR   |     |
| Lane Configurations      | ↑↑↱    |      | ↱      | ↑↑   | ↱      | ↱     |     |
| Traffic Vol, veh/h       | 1930   | 16   | 17     | 1108 | 7      | 21    |     |
| Future Vol, veh/h        | 1930   | 16   | 17     | 1108 | 7      | 21    |     |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0      | 0     |     |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop  |     |
| RT Channelized           | -      | None | -      | None | -      | None  |     |
| Storage Length           | -      | -    | 100    | -    | 0      | 100   |     |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -     |     |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -     |     |
| Peak Hour Factor         | 94     | 94   | 94     | 94   | 94     | 94    |     |
| Heavy Vehicles, %        | 2      | 0    | 0      | 2    | 0      | 0     |     |
| Mvmt Flow                | 2053   | 17   | 18     | 1179 | 7      | 22    |     |
|                          |        |      |        |      |        |       |     |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |       |     |
| Conflicting Flow All     | 0      | 0    | 2070   | 0    | 2687   | 1035  |     |
| Stage 1                  | -      | -    | -      | -    | 2062   | -     |     |
| Stage 2                  | -      | -    | -      | -    | 626    | -     |     |
| Critical Hdwy            | -      | -    | 4.1    | -    | 6.8    | 6.9   |     |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | 5.8    | -     |     |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | 5.8    | -     |     |
| Follow-up Hdwy           | -      | -    | 2.2    | -    | 3.5    | 3.3   |     |
| Pot Cap-1 Maneuver       | -      | -    | 273    | -    | 18     | 232   |     |
| Stage 1                  | -      | -    | -      | -    | 86     | -     |     |
| Stage 2                  | -      | -    | -      | -    | 501    | -     |     |
| Platoon blocked, %       | -      | -    |        | -    |        |       |     |
| Mov Cap-1 Maneuver       | -      | -    | 273    | -    | 17     | 232   |     |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | 70     | -     |     |
| Stage 1                  | -      | -    | -      | -    | 86     | -     |     |
| Stage 2                  | -      | -    | -      | -    | 468    | -     |     |
|                          |        |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
| Approach                 | EB     |      | WB     |      | NB     |       |     |
| HCM Ctrl Dly, s/v        | 0      |      | 0.29   |      | 32.19  |       |     |
| HCM LOS                  | D      |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
|                          |        |      |        |      |        |       |     |
| Minor Lane/Major Mvmt    | NBLn1  |      | NBLn2  | EBT  | EBR    | WBL   | WBT |
| Capacity (veh/h)         | 70     |      | 232    | -    | -      | 273   | -   |
| HCM Lane V/C Ratio       | 0.106  |      | 0.096  | -    | -      | 0.066 | -   |
| HCM Ctrl Dly (s/v)       | 62.3   |      | 22.1   | -    | -      | 19.1  | -   |
| HCM Lane LOS             | F      |      | C      | -    | -      | C     | -   |
| HCM 95th %tile Q(veh)    | 0.3    |      | 0.3    | -    | -      | 0.2   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 744  | 10   | 5    | 1524 | 12   | 18   |
| Future Vol, veh/h        | 744  | 10   | 5    | 1524 | 12   | 18   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 4    | 10   | 40   | 2    | 8    | 17   |
| Mvmt Flow                | 809  | 11   | 5    | 1657 | 13   | 20   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 820    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.9    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.6    |
| Pot Cap-1 Maneuver   | -      | -      | 601    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 601    |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.04 | 16.44 |
| HCM LOS           |    |      | C     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 208   | 551   | -   | -   | 601   | -   |
| HCM Lane V/C Ratio    | 0.063 | 0.036 | -   | -   | 0.009 | -   |
| HCM Ctrl Dly (s/v)    | 23.4  | 11.8  | -   | -   | 11    | -   |
| HCM Lane LOS          | C     | B     | -   | -   | B     | -   |
| HCM 95th %tile Q(veh) | 0.2   | 0.1   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      | ↑    | ↑↑   | ↑    | ↑    |
| Traffic Vol, veh/h       | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Future Vol, veh/h        | 1930 | 16   | 17   | 1108 | 7    | 21   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | 100  | -    | 0    | 100  |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 0    | 0    | 2    | 0    | 0    |
| Mvmt Flow                | 2053 | 17   | 18   | 1179 | 7    | 22   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 2687   |
| Stage 1              | -      | -      | 2062   |
| Stage 2              | -      | -      | 626    |
| Critical Hdwy        | -      | 4.1    | 6.8    |
| Critical Hdwy Stg 1  | -      | -      | 5.8    |
| Critical Hdwy Stg 2  | -      | -      | 5.8    |
| Follow-up Hdwy       | -      | 2.2    | 3.5    |
| Pot Cap-1 Maneuver   | -      | 273    | 18     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 501    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 273    | 17     |
| Mov Cap-2 Maneuver   | -      | -      | 70     |
| Stage 1              | -      | -      | 86     |
| Stage 2              | -      | -      | 468    |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.29 | 32.19 |
| HCM LOS           |    |      | D     |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 70    | 232   | -   | -   | 273   | -   |
| HCM Lane V/C Ratio    | 0.106 | 0.096 | -   | -   | 0.066 | -   |
| HCM Ctrl Dly (s/v)    | 62.3  | 22.1  | -   | -   | 19.1  | -   |
| HCM Lane LOS          | F     | C     | -   | -   | C     | -   |
| HCM 95th %tile Q(veh) | 0.3   | 0.3   | -   | -   | 0.2   | -   |

# ***116<sup>TH</sup> STREET & BELLE PLAINE BOULEVARD***

## ***TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS***

# 116TH ST & BELLE PLAINE BLVD - TMC

Thu Apr 17, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289003, Location: 39.957317, -85.969998



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

| Leg<br>Direction   | North<br>Southbound |    |   |     | West<br>Eastbound |     |   |     | East<br>Westbound |   |   |      |      |
|--------------------|---------------------|----|---|-----|-------------------|-----|---|-----|-------------------|---|---|------|------|
| Time               | L                   | R  | U | App | L                 | T   | U | App | T                 | R | U | App  | Int  |
| 2025-04-17 12:00AM | 0                   | 1  | 0 | 1   | 2                 | 27  | 0 | 29  | 8                 | 0 | 0 | 8    | 38   |
| 12:15AM            | 0                   | 0  | 0 | 0   | 1                 | 21  | 0 | 22  | 6                 | 0 | 0 | 6    | 28   |
| 12:30AM            | 0                   | 0  | 0 | 0   | 0                 | 16  | 0 | 16  | 6                 | 0 | 0 | 6    | 22   |
| 12:45AM            | 0                   | 0  | 0 | 0   | 0                 | 5   | 0 | 5   | 4                 | 0 | 0 | 4    | 9    |
| Hourly Total       | 0                   | 1  | 0 | 1   | 3                 | 69  | 0 | 72  | 24                | 0 | 0 | 24   | 97   |
| 1:00AM             | 0                   | 0  | 0 | 0   | 0                 | 11  | 0 | 11  | 4                 | 0 | 0 | 4    | 15   |
| 1:15AM             | 0                   | 0  | 0 | 0   | 0                 | 7   | 0 | 7   | 5                 | 0 | 0 | 5    | 12   |
| 1:30AM             | 0                   | 0  | 0 | 0   | 0                 | 8   | 0 | 8   | 5                 | 0 | 0 | 5    | 13   |
| 1:45AM             | 0                   | 0  | 0 | 0   | 0                 | 5   | 0 | 5   | 3                 | 0 | 0 | 3    | 8    |
| Hourly Total       | 0                   | 0  | 0 | 0   | 0                 | 31  | 0 | 31  | 17                | 0 | 0 | 17   | 48   |
| 2:00AM             | 0                   | 0  | 0 | 0   | 0                 | 3   | 0 | 3   | 3                 | 0 | 0 | 3    | 6    |
| 2:15AM             | 0                   | 0  | 0 | 0   | 0                 | 5   | 0 | 5   | 4                 | 0 | 0 | 4    | 9    |
| 2:30AM             | 0                   | 1  | 0 | 1   | 0                 | 5   | 0 | 5   | 7                 | 1 | 0 | 8    | 14   |
| 2:45AM             | 0                   | 0  | 0 | 0   | 0                 | 3   | 0 | 3   | 10                | 0 | 0 | 10   | 13   |
| Hourly Total       | 0                   | 1  | 0 | 1   | 0                 | 16  | 0 | 16  | 24                | 1 | 0 | 25   | 42   |
| 3:00AM             | 0                   | 0  | 0 | 0   | 0                 | 2   | 0 | 2   | 1                 | 0 | 0 | 1    | 3    |
| 3:15AM             | 0                   | 0  | 0 | 0   | 0                 | 2   | 0 | 2   | 7                 | 0 | 0 | 7    | 9    |
| 3:30AM             | 0                   | 0  | 0 | 0   | 0                 | 5   | 0 | 5   | 4                 | 0 | 0 | 4    | 9    |
| 3:45AM             | 0                   | 0  | 0 | 0   | 0                 | 6   | 0 | 6   | 16                | 0 | 0 | 16   | 22   |
| Hourly Total       | 0                   | 0  | 0 | 0   | 0                 | 15  | 0 | 15  | 28                | 0 | 0 | 28   | 43   |
| 4:00AM             | 0                   | 0  | 0 | 0   | 0                 | 7   | 0 | 7   | 7                 | 0 | 0 | 7    | 14   |
| 4:15AM             | 0                   | 1  | 0 | 1   | 0                 | 8   | 0 | 8   | 14                | 0 | 0 | 14   | 23   |
| 4:30AM             | 0                   | 1  | 0 | 1   | 1                 | 9   | 0 | 10  | 20                | 0 | 0 | 20   | 31   |
| 4:45AM             | 0                   | 1  | 0 | 1   | 0                 | 7   | 0 | 7   | 25                | 0 | 0 | 25   | 33   |
| Hourly Total       | 0                   | 3  | 0 | 3   | 1                 | 31  | 0 | 32  | 66                | 0 | 0 | 66   | 101  |
| 5:00AM             | 0                   | 1  | 0 | 1   | 0                 | 10  | 0 | 10  | 42                | 0 | 0 | 42   | 53   |
| 5:15AM             | 0                   | 2  | 0 | 2   | 0                 | 13  | 0 | 13  | 41                | 0 | 0 | 41   | 56   |
| 5:30AM             | 1                   | 1  | 0 | 2   | 0                 | 21  | 0 | 21  | 52                | 0 | 0 | 52   | 75   |
| 5:45AM             | 0                   | 2  | 0 | 2   | 0                 | 32  | 0 | 32  | 70                | 0 | 0 | 70   | 104  |
| Hourly Total       | 1                   | 6  | 0 | 7   | 0                 | 76  | 0 | 76  | 205               | 0 | 0 | 205  | 288  |
| 6:00AM             | 0                   | 4  | 0 | 4   | 1                 | 33  | 0 | 34  | 101               | 1 | 0 | 102  | 140  |
| 6:15AM             | 0                   | 5  | 0 | 5   | 2                 | 45  | 0 | 47  | 126               | 0 | 0 | 126  | 178  |
| 6:30AM             | 0                   | 4  | 0 | 4   | 0                 | 71  | 0 | 71  | 169               | 0 | 0 | 169  | 244  |
| 6:45AM             | 1                   | 9  | 0 | 10  | 0                 | 67  | 0 | 67  | 206               | 1 | 0 | 207  | 284  |
| Hourly Total       | 1                   | 22 | 0 | 23  | 3                 | 216 | 0 | 219 | 602               | 2 | 0 | 604  | 846  |
| 7:00AM             | 1                   | 6  | 0 | 7   | 2                 | 96  | 0 | 98  | 271               | 0 | 0 | 271  | 376  |
| 7:15AM             | 0                   | 17 | 0 | 17  | 3                 | 112 | 0 | 115 | 333               | 3 | 0 | 336  | 468  |
| 7:30AM             | 3                   | 13 | 0 | 16  | 3                 | 115 | 0 | 118 | 344               | 1 | 1 | 346  | 480  |
| 7:45AM             | 1                   | 6  | 0 | 7   | 0                 | 208 | 0 | 208 | 358               | 1 | 0 | 359  | 574  |
| Hourly Total       | 5                   | 42 | 0 | 47  | 8                 | 531 | 0 | 539 | 1306              | 5 | 1 | 1312 | 1898 |
| 8:00AM             | 1                   | 10 | 0 | 11  | 3                 | 174 | 0 | 177 | 354               | 3 | 0 | 357  | 545  |
| 8:15AM             | 0                   | 10 | 0 | 10  | 1                 | 170 | 0 | 171 | 350               | 0 | 0 | 350  | 531  |
| 8:30AM             | 0                   | 10 | 0 | 10  | 7                 | 163 | 0 | 170 | 303               | 2 | 0 | 305  | 485  |
| 8:45AM             | 1                   | 8  | 0 | 9   | 5                 | 170 | 0 | 175 | 308               | 3 | 0 | 311  | 495  |
| Hourly Total       | 2                   | 38 | 0 | 40  | 16                | 677 | 0 | 693 | 1315              | 8 | 0 | 1323 | 2056 |
| 9:00AM             | 0                   | 6  | 0 | 6   | 2                 | 150 | 0 | 152 | 262               | 1 | 0 | 263  | 421  |
| 9:15AM             | 1                   | 5  | 0 | 6   | 4                 | 172 | 0 | 176 | 303               | 0 | 0 | 303  | 485  |
| 9:30AM             | 0                   | 1  | 0 | 1   | 5                 | 159 | 0 | 164 | 229               | 0 | 0 | 229  | 394  |
| 9:45AM             | 0                   | 5  | 0 | 5   | 2                 | 174 | 0 | 176 | 187               | 0 | 0 | 187  | 368  |
| Hourly Total       | 1                   | 17 | 0 | 18  | 13                | 655 | 0 | 668 | 981               | 1 | 0 | 982  | 1668 |
| 10:00AM            | 1                   | 4  | 0 | 5   | 7                 | 147 | 0 | 154 | 206               | 3 | 0 | 209  | 368  |
| 10:15AM            | 2                   | 5  | 0 | 7   | 3                 | 173 | 0 | 176 | 197               | 4 | 0 | 201  | 384  |
| 10:30AM            | 1                   | 2  | 0 | 3   | 5                 | 204 | 0 | 209 | 234               | 1 | 0 | 235  | 447  |
| 10:45AM            | 1                   | 7  | 0 | 8   | 1                 | 203 | 0 | 204 | 215               | 3 | 0 | 218  | 430  |

| Leg Direction | North Southbound |    |   |     | West Eastbound |      |   |      | East Westbound |    |   |      |      |
|---------------|------------------|----|---|-----|----------------|------|---|------|----------------|----|---|------|------|
| Time          | L                | R  | U | App | L              | T    | U | App  | T              | R  | U | App  | Int  |
| Hourly Total  | 5                | 18 | 0 | 23  | 16             | 727  | 0 | 743  | 852            | 11 | 0 | 863  | 1629 |
| 11:00AM       | 0                | 6  | 0 | 6   | 4              | 168  | 0 | 172  | 199            | 1  | 1 | 201  | 379  |
| 11:15AM       | 0                | 4  | 0 | 4   | 3              | 192  | 0 | 195  | 231            | 3  | 0 | 234  | 433  |
| 11:30AM       | 0                | 3  | 0 | 3   | 6              | 233  | 0 | 239  | 212            | 1  | 0 | 213  | 455  |
| 11:45AM       | 2                | 3  | 0 | 5   | 1              | 223  | 0 | 224  | 211            | 2  | 0 | 213  | 442  |
| Hourly Total  | 2                | 16 | 0 | 18  | 14             | 816  | 0 | 830  | 853            | 7  | 1 | 861  | 1709 |
| 12:00PM       | 3                | 4  | 0 | 7   | 3              | 233  | 0 | 236  | 234            | 3  | 0 | 237  | 480  |
| 12:15PM       | 1                | 4  | 0 | 5   | 4              | 206  | 0 | 210  | 243            | 4  | 0 | 247  | 462  |
| 12:30PM       | 3                | 3  | 0 | 6   | 6              | 216  | 0 | 222  | 209            | 4  | 0 | 213  | 441  |
| 12:45PM       | 0                | 4  | 0 | 4   | 2              | 210  | 0 | 212  | 207            | 4  | 0 | 211  | 427  |
| Hourly Total  | 7                | 15 | 0 | 22  | 15             | 865  | 0 | 880  | 893            | 15 | 0 | 908  | 1810 |
| 1:00PM        | 2                | 4  | 0 | 6   | 7              | 226  | 0 | 233  | 190            | 5  | 0 | 195  | 434  |
| 1:15PM        | 4                | 3  | 0 | 7   | 2              | 233  | 0 | 235  | 215            | 1  | 0 | 216  | 458  |
| 1:30PM        | 1                | 5  | 0 | 6   | 6              | 244  | 0 | 250  | 215            | 6  | 0 | 221  | 477  |
| 1:45PM        | 2                | 4  | 0 | 6   | 3              | 266  | 0 | 269  | 206            | 2  | 0 | 208  | 483  |
| Hourly Total  | 9                | 16 | 0 | 25  | 18             | 969  | 0 | 987  | 826            | 14 | 0 | 840  | 1852 |
| 2:00PM        | 0                | 3  | 0 | 3   | 1              | 240  | 0 | 241  | 179            | 1  | 0 | 180  | 424  |
| 2:15PM        | 3                | 5  | 0 | 8   | 3              | 287  | 0 | 290  | 210            | 4  | 0 | 214  | 512  |
| 2:30PM        | 0                | 7  | 0 | 7   | 2              | 236  | 0 | 238  | 196            | 1  | 0 | 197  | 442  |
| 2:45PM        | 0                | 4  | 0 | 4   | 5              | 264  | 0 | 269  | 243            | 1  | 0 | 244  | 517  |
| Hourly Total  | 3                | 19 | 0 | 22  | 11             | 1027 | 0 | 1038 | 828            | 7  | 0 | 835  | 1895 |
| 3:00PM        | 0                | 10 | 0 | 10  | 4              | 279  | 0 | 283  | 221            | 1  | 0 | 222  | 515  |
| 3:15PM        | 0                | 9  | 0 | 9   | 9              | 307  | 0 | 316  | 232            | 2  | 0 | 234  | 559  |
| 3:30PM        | 0                | 3  | 0 | 3   | 10             | 321  | 0 | 331  | 238            | 0  | 0 | 238  | 572  |
| 3:45PM        | 0                | 11 | 0 | 11  | 11             | 335  | 0 | 346  | 222            | 5  | 0 | 227  | 584  |
| Hourly Total  | 0                | 33 | 0 | 33  | 34             | 1242 | 0 | 1276 | 913            | 8  | 0 | 921  | 2230 |
| 4:00PM        | 0                | 6  | 0 | 6   | 5              | 362  | 0 | 367  | 242            | 5  | 0 | 247  | 620  |
| 4:15PM        | 4                | 5  | 0 | 9   | 9              | 430  | 0 | 439  | 223            | 2  | 0 | 225  | 673  |
| 4:30PM        | 1                | 5  | 0 | 6   | 8              | 396  | 0 | 404  | 274            | 5  | 0 | 279  | 689  |
| 4:45PM        | 1                | 4  | 0 | 5   | 4              | 407  | 0 | 411  | 289            | 4  | 0 | 293  | 709  |
| Hourly Total  | 6                | 20 | 0 | 26  | 26             | 1595 | 0 | 1621 | 1028           | 16 | 0 | 1044 | 2691 |
| 5:00PM        | 1                | 6  | 0 | 7   | 8              | 439  | 0 | 447  | 235            | 3  | 0 | 238  | 692  |
| 5:15PM        | 2                | 6  | 0 | 8   | 9              | 413  | 0 | 422  | 265            | 6  | 0 | 271  | 701  |
| 5:30PM        | 2                | 1  | 0 | 3   | 15             | 403  | 0 | 418  | 238            | 1  | 0 | 239  | 660  |
| 5:45PM        | 0                | 10 | 0 | 10  | 7              | 398  | 0 | 405  | 294            | 4  | 1 | 299  | 714  |
| Hourly Total  | 5                | 23 | 0 | 28  | 39             | 1653 | 0 | 1692 | 1032           | 14 | 1 | 1047 | 2767 |
| 6:00PM        | 1                | 4  | 0 | 5   | 8              | 347  | 0 | 355  | 291            | 2  | 0 | 293  | 653  |
| 6:15PM        | 2                | 5  | 0 | 7   | 10             | 354  | 0 | 364  | 250            | 2  | 0 | 252  | 623  |
| 6:30PM        | 4                | 10 | 0 | 14  | 6              | 333  | 0 | 339  | 257            | 4  | 0 | 261  | 614  |
| 6:45PM        | 2                | 8  | 0 | 10  | 6              | 319  | 0 | 325  | 218            | 6  | 0 | 224  | 559  |
| Hourly Total  | 9                | 27 | 0 | 36  | 30             | 1353 | 0 | 1383 | 1016           | 14 | 0 | 1030 | 2449 |
| 7:00PM        | 3                | 4  | 0 | 7   | 8              | 267  | 0 | 275  | 171            | 2  | 0 | 173  | 455  |
| 7:15PM        | 1                | 2  | 0 | 3   | 7              | 250  | 0 | 257  | 140            | 0  | 0 | 140  | 400  |
| 7:30PM        | 1                | 2  | 0 | 3   | 6              | 223  | 0 | 229  | 182            | 3  | 0 | 185  | 417  |
| 7:45PM        | 0                | 4  | 0 | 4   | 5              | 249  | 0 | 254  | 136            | 5  | 0 | 141  | 399  |
| Hourly Total  | 5                | 12 | 0 | 17  | 26             | 989  | 0 | 1015 | 629            | 10 | 0 | 639  | 1671 |
| 8:00PM        | 0                | 1  | 0 | 1   | 4              | 234  | 0 | 238  | 139            | 1  | 0 | 140  | 379  |
| 8:15PM        | 0                | 1  | 0 | 1   | 6              | 236  | 0 | 242  | 155            | 1  | 0 | 156  | 399  |
| 8:30PM        | 0                | 2  | 0 | 2   | 7              | 223  | 0 | 230  | 138            | 1  | 0 | 139  | 371  |
| 8:45PM        | 1                | 2  | 0 | 3   | 5              | 183  | 0 | 188  | 102            | 3  | 0 | 105  | 296  |
| Hourly Total  | 1                | 6  | 0 | 7   | 22             | 876  | 0 | 898  | 534            | 6  | 0 | 540  | 1445 |
| 9:00PM        | 1                | 3  | 0 | 4   | 4              | 181  | 0 | 185  | 92             | 5  | 0 | 97   | 286  |
| 9:15PM        | 2                | 1  | 0 | 3   | 7              | 192  | 0 | 199  | 80             | 1  | 0 | 81   | 283  |
| 9:30PM        | 1                | 3  | 0 | 4   | 4              | 141  | 0 | 145  | 58             | 2  | 0 | 60   | 209  |
| 9:45PM        | 0                | 1  | 0 | 1   | 5              | 171  | 0 | 176  | 58             | 0  | 0 | 58   | 235  |
| Hourly Total  | 4                | 8  | 0 | 12  | 20             | 685  | 0 | 705  | 288            | 8  | 0 | 296  | 1013 |
| 10:00PM       | 1                | 1  | 0 | 2   | 6              | 115  | 0 | 121  | 48             | 2  | 0 | 50   | 173  |
| 10:15PM       | 0                | 2  | 0 | 2   | 2              | 83   | 0 | 85   | 42             | 0  | 0 | 42   | 129  |
| 10:30PM       | 1                | 0  | 0 | 1   | 0              | 66   | 0 | 66   | 44             | 0  | 0 | 44   | 111  |
| 10:45PM       | 1                | 0  | 0 | 1   | 0              | 56   | 0 | 56   | 28             | 1  | 0 | 29   | 86   |



| Leg Direction            | North Southbound |       |    |       | West Eastbound |       |    |       | East Westbound |       |      |       |       |
|--------------------------|------------------|-------|----|-------|----------------|-------|----|-------|----------------|-------|------|-------|-------|
| Time                     | L                | R     | U  | App   | L              | T     | U  | App   | T              | R     | U    | App   | Int   |
| Hourly Total             | 3                | 3     | 0  | 6     | 8              | 320   | 0  | 328   | 162            | 3     | 0    | 165   | 499   |
| 11:00PM                  | 0                | 2     | 0  | 2     | 2              | 34    | 0  | 36    | 9              | 1     | 0    | 10    | 48    |
| 11:15PM                  | 0                | 1     | 0  | 1     | 2              | 29    | 0  | 31    | 19             | 0     | 0    | 19    | 51    |
| 11:30PM                  | 0                | 0     | 0  | 0     | 1              | 39    | 0  | 40    | 8              | 1     | 0    | 9     | 49    |
| 11:45PM                  | 1                | 1     | 0  | 2     | 2              | 29    | 0  | 31    | 10             | 0     | 0    | 10    | 43    |
| Hourly Total             | 1                | 4     | 0  | 5     | 7              | 131   | 0  | 138   | 46             | 2     | 0    | 48    | 191   |
| Total                    | 70               | 350   | 0  | 420   | 330            | 15565 | 0  | 15895 | 14468          | 152   | 3    | 14623 | 30938 |
| % Approach               | 16.7%            | 83.3% | 0% | -     | 2.1%           | 97.9% | 0% | -     | 98.9%          | 1.0%  | 0%   | -     | -     |
| % Total                  | 0.2%             | 1.1%  | 0% | 1.4%  | 1.1%           | 50.3% | 0% | 51.4% | 46.8%          | 0.5%  | 0%   | 47.3% | -     |
| Lights and Motorcycles   | 69               | 349   | 0  | 418   | 327            | 15302 | 0  | 15629 | 14232          | 143   | 3    | 14378 | 30425 |
| % Lights and Motorcycles | 98.6%            | 99.7% | 0% | 99.5% | 99.1%          | 98.3% | 0% | 98.3% | 98.4%          | 94.1% | 100% | 98.3% | 98.3% |
| Heavy                    | 1                | 1     | 0  | 2     | 3              | 263   | 0  | 266   | 236            | 9     | 0    | 245   | 513   |
| % Heavy                  | 1.4%             | 0.3%  | 0% | 0.5%  | 0.9%           | 1.7%  | 0% | 1.7%  | 1.6%           | 5.9%  | 0%   | 1.7%  | 1.7%  |

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

116TH ST & BELLE PLAINE BLVD - TMC  
 Thu Apr 17, 2025  
 Full Length (12 AM-12 AM (+1))  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1289003, Location: 39.957317, -85.969998



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

[N] North

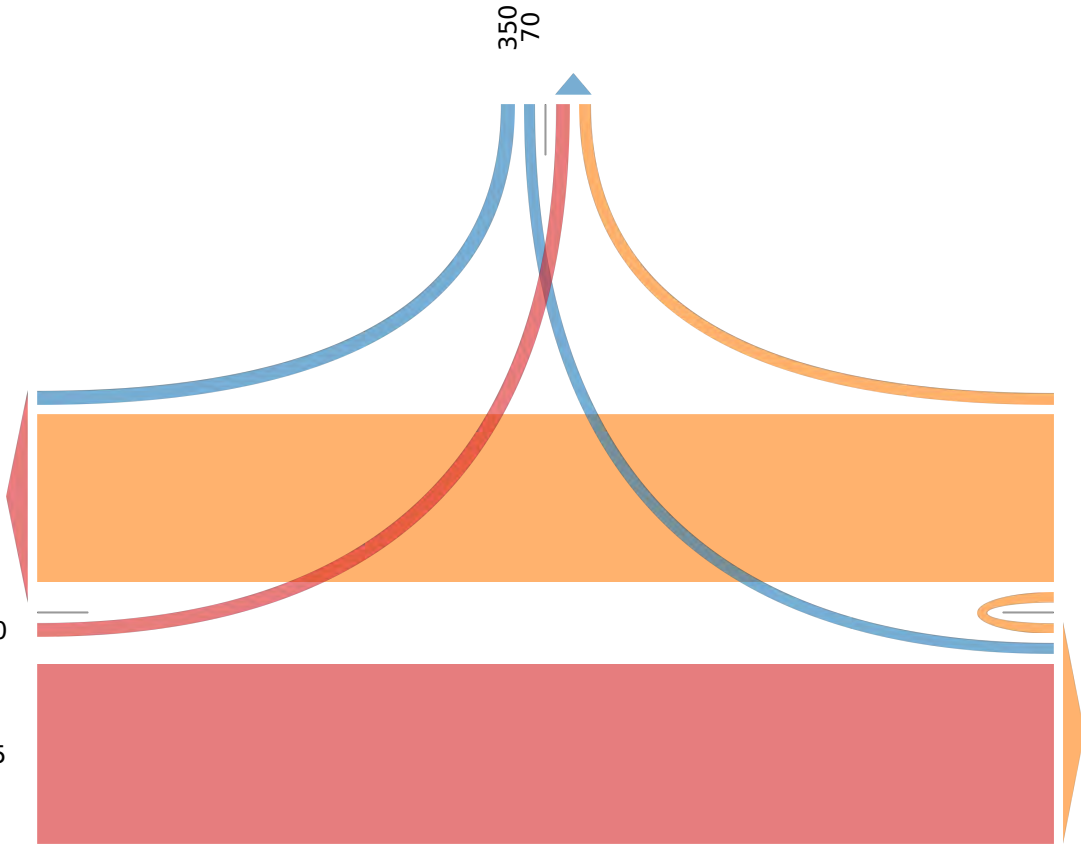
Total: 902  
 In: 420 Out: 482

350  
70

[W] West  
 Total: 30713  
 In: 15895 Out: 14818

330  
15565

152  
14468  
3  
 Out: 15638 In: 14623  
 Total: 30261  
 [E] East



# 116TH ST & BELLE PLAINE BLVD - TMC

Thu Apr 17, 2025

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289003, Location: 39.957317, -85.969998



Provided by: A&F Engineering

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

| Leg<br>Direction                | North<br>Southbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | L                 | T     | U  | App   | T                 | R     | U  | App   | Int   |
| 2025-04-17 7:45AM               | 1                   | 6     | 0  | 7     | 0                 | 208   | 0  | 208   | 358               | 1     | 0  | 359   | 574   |
| 8:00AM                          | 1                   | 10    | 0  | 11    | 3                 | 174   | 0  | 177   | 354               | 3     | 0  | 357   | 545   |
| 8:15AM                          | 0                   | 10    | 0  | 10    | 1                 | 170   | 0  | 171   | 350               | 0     | 0  | 350   | 531   |
| 8:30AM                          | 0                   | 10    | 0  | 10    | 7                 | 163   | 0  | 170   | 303               | 2     | 0  | 305   | 485   |
| <b>Total</b>                    | 2                   | 36    | 0  | 38    | 11                | 715   | 0  | 726   | 1365              | 6     | 0  | 1371  | 2135  |
| <b>% Approach</b>               | 5.3%                | 94.7% | 0% | -     | 1.5%              | 98.5% | 0% | -     | 99.6%             | 0.4%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.1%                | 1.7%  | 0% | 1.8%  | 0.5%              | 33.5% | 0% | 34.0% | 63.9%             | 0.3%  | 0% | 64.2% | -     |
| <b>PHF</b>                      | 0.500               | 0.900 | -  | 0.864 | 0.393             | 0.859 | -  | 0.873 | 0.953             | 0.500 | -  | 0.955 | 0.930 |
| <b>Lights and Motorcycles</b>   | 2                   | 36    | 0  | 38    | 10                | 693   | 0  | 703   | 1346              | 4     | 0  | 1350  | 2091  |
| <b>% Lights and Motorcycles</b> | 100%                | 100%  | 0% | 100%  | 90.9%             | 96.9% | 0% | 96.8% | 98.6%             | 66.7% | 0% | 98.5% | 97.9% |
| <b>Heavy</b>                    | 0                   | 0     | 0  | 0     | 1                 | 22    | 0  | 23    | 19                | 2     | 0  | 21    | 44    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0% | 0%    | 9.1%              | 3.1%  | 0% | 3.2%  | 1.4%              | 33.3% | 0% | 1.5%  | 2.1%  |

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

116TH ST & BELLE PLAINE BLVD - TMC  
 Thu Apr 17, 2025  
 AM Peak (7:45 AM - 8:45 AM)  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1289003, Location: 39.957317, -85.969998

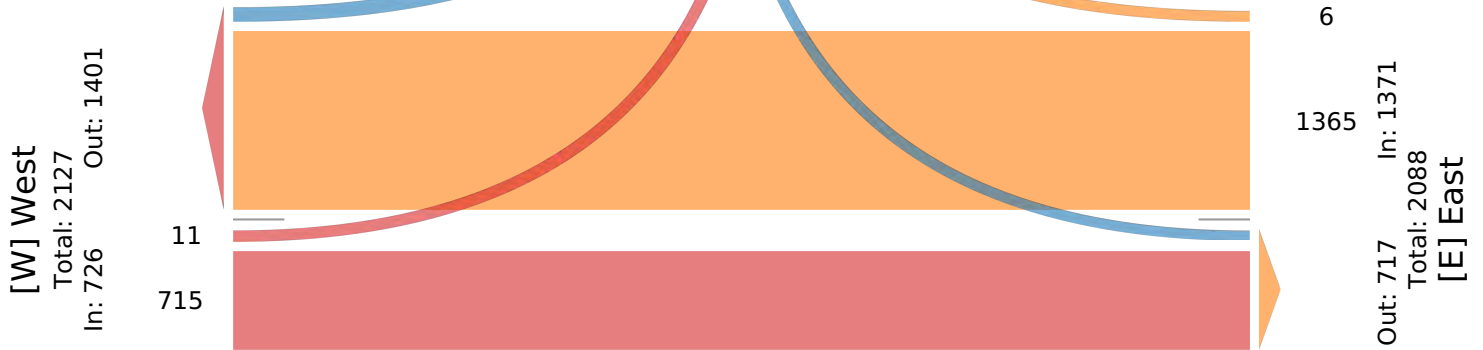


Provided by: A&F Engineering  
 8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

[N] North

Total: 55  
 In: 38 Out: 17

36  
2



# 116TH ST & BELLE PLAINE BLVD - TMC

Thu Apr 17, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289003, Location: 39.957317, -85.969998



Provided by: A&F Engineering

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

| Leg<br>Direction                | North<br>Southbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | L                 | T     | U  | App   | T                 | R     | U  | App   | Int   |
| 2025-04-17 1:00PM               | 2                   | 4     | 0  | 6     | 7                 | 226   | 0  | 233   | 190               | 5     | 0  | 195   | 434   |
| 1:15PM                          | 4                   | 3     | 0  | 7     | 2                 | 233   | 0  | 235   | 215               | 1     | 0  | 216   | 458   |
| 1:30PM                          | 1                   | 5     | 0  | 6     | 6                 | 244   | 0  | 250   | 215               | 6     | 0  | 221   | 477   |
| 1:45PM                          | 2                   | 4     | 0  | 6     | 3                 | 266   | 0  | 269   | 206               | 2     | 0  | 208   | 483   |
| <b>Total</b>                    | 9                   | 16    | 0  | 25    | 18                | 969   | 0  | 987   | 826               | 14    | 0  | 840   | 1852  |
| <b>% Approach</b>               | 36.0%               | 64.0% | 0% | -     | 1.8%              | 98.2% | 0% | -     | 98.3%             | 1.7%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.5%                | 0.9%  | 0% | 1.3%  | 1.0%              | 52.3% | 0% | 53.3% | 44.6%             | 0.8%  | 0% | 45.4% | -     |
| <b>PHF</b>                      | 0.563               | 0.800 | -  | 0.893 | 0.643             | 0.911 | -  | 0.917 | 0.960             | 0.583 | -  | 0.950 | 0.959 |
| <b>Lights and Motorcycles</b>   | 9                   | 16    | 0  | 25    | 18                | 946   | 0  | 964   | 812               | 13    | 0  | 825   | 1814  |
| <b>% Lights and Motorcycles</b> | 100%                | 100%  | 0% | 100%  | 100%              | 97.6% | 0% | 97.7% | 98.3%             | 92.9% | 0% | 98.2% | 97.9% |
| <b>Heavy</b>                    | 0                   | 0     | 0  | 0     | 0                 | 23    | 0  | 23    | 14                | 1     | 0  | 15    | 38    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0% | 0%    | 0%                | 2.4%  | 0% | 2.3%  | 1.7%              | 7.1%  | 0% | 1.8%  | 2.1%  |

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

116TH ST & BELLE PLAINE BLVD - TMC  
 Thu Apr 17, 2025  
 Midday Peak (1 PM - 2 PM)  
 All Classes (Lights and Motorcycles, Heavy)  
 All Movements  
 ID: 1289003, Location: 39.957317, -85.969998



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

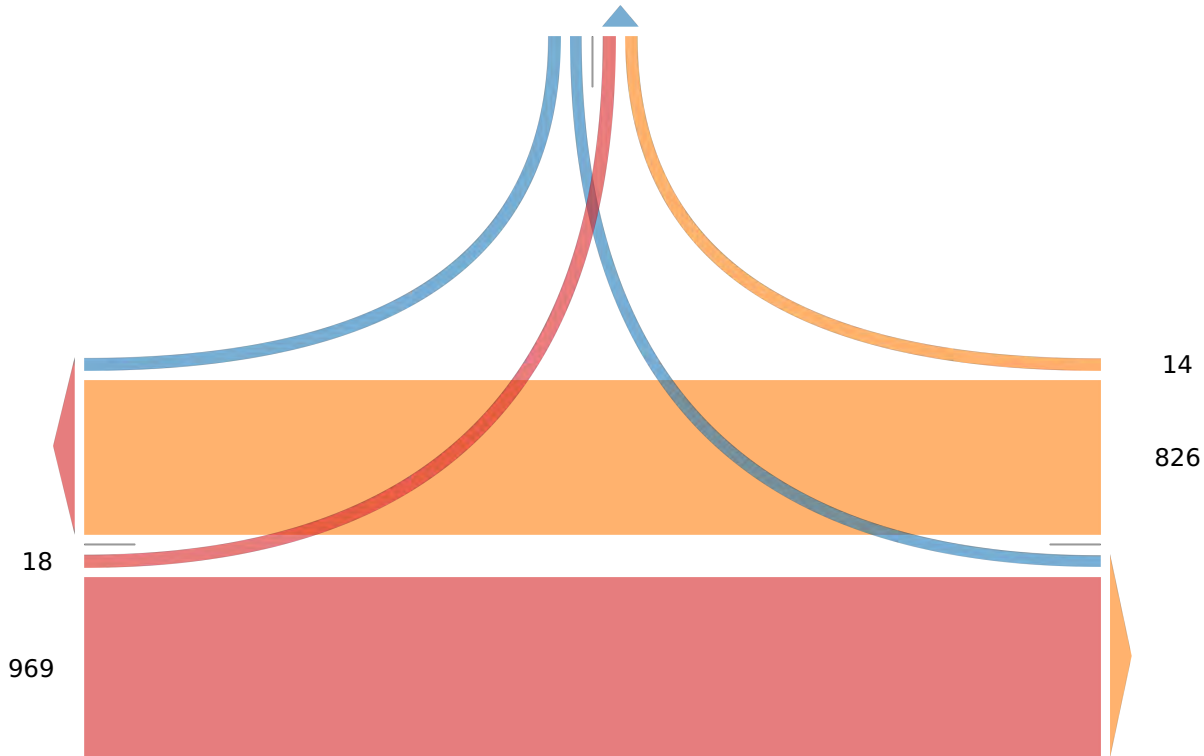
[N] North

Total: 57

In: 25 Out: 32

16

[W] West  
 Total: 1829  
 In: 987 Out: 842



[E] East  
 In: 840  
 Out: 978  
 Total: 1818

# 116TH ST & BELLE PLAINE BLVD - TMC

Thu Apr 17, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289003, Location: 39.957317, -85.969998



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

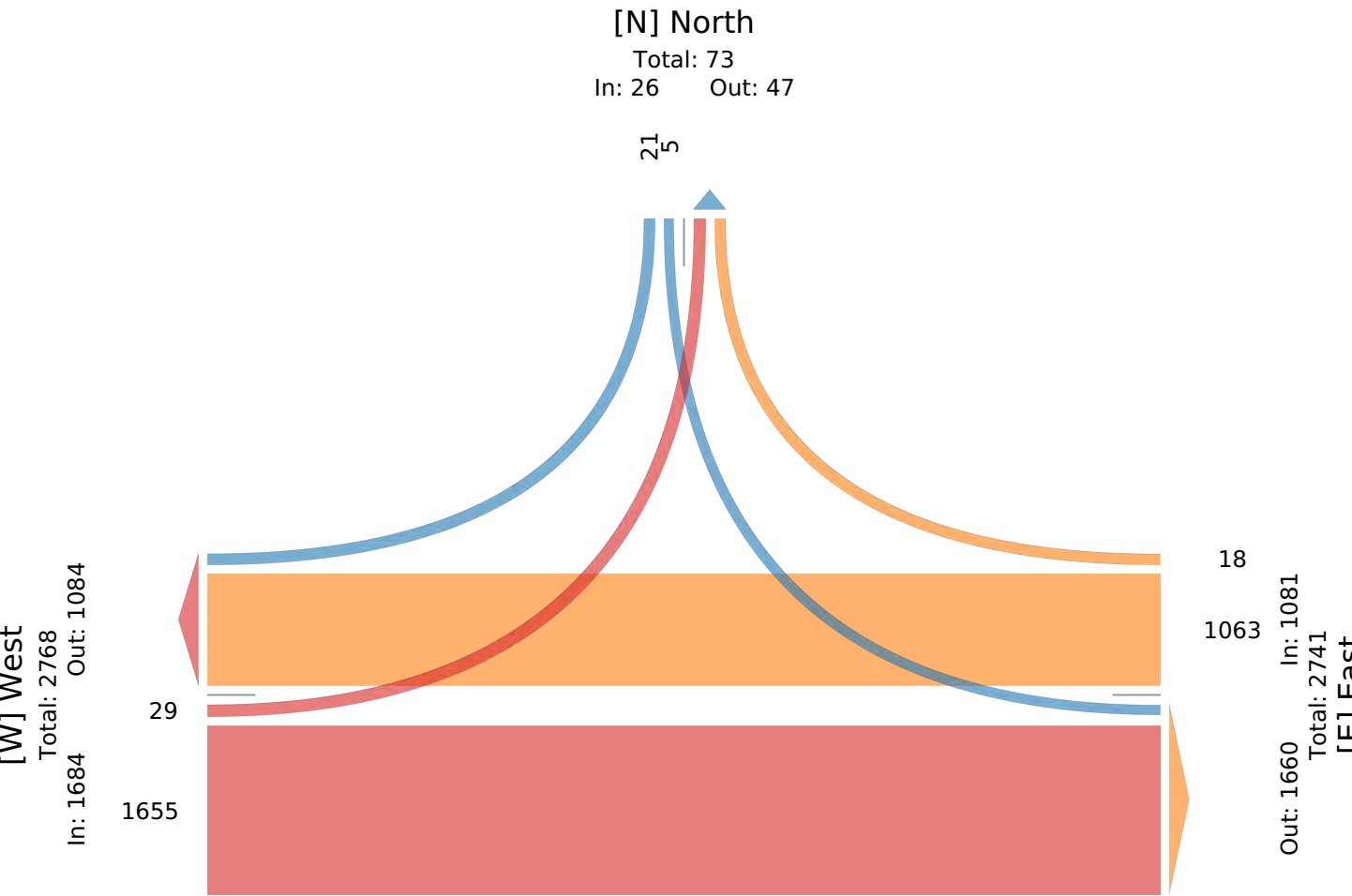
| Leg<br>Direction                | North<br>Southbound |       |    |       | West<br>Eastbound |       |    |       | East<br>Westbound |       |    |       |       |
|---------------------------------|---------------------|-------|----|-------|-------------------|-------|----|-------|-------------------|-------|----|-------|-------|
| Time                            | L                   | R     | U  | App   | L                 | T     | U  | App   | T                 | R     | U  | App   | Int   |
| 2025-04-17 4:30PM               | 1                   | 5     | 0  | 6     | 8                 | 396   | 0  | 404   | 274               | 5     | 0  | 279   | 689   |
| 4:45PM                          | 1                   | 4     | 0  | 5     | 4                 | 407   | 0  | 411   | 289               | 4     | 0  | 293   | 709   |
| 5:00PM                          | 1                   | 6     | 0  | 7     | 8                 | 439   | 0  | 447   | 235               | 3     | 0  | 238   | 692   |
| 5:15PM                          | 2                   | 6     | 0  | 8     | 9                 | 413   | 0  | 422   | 265               | 6     | 0  | 271   | 701   |
| <b>Total</b>                    | 5                   | 21    | 0  | 26    | 29                | 1655  | 0  | 1684  | 1063              | 18    | 0  | 1081  | 2791  |
| <b>% Approach</b>               | 19.2%               | 80.8% | 0% | -     | 1.7%              | 98.3% | 0% | -     | 98.3%             | 1.7%  | 0% | -     | -     |
| <b>% Total</b>                  | 0.2%                | 0.8%  | 0% | 0.9%  | 1.0%              | 59.3% | 0% | 60.3% | 38.1%             | 0.6%  | 0% | 38.7% | -     |
| <b>PHF</b>                      | 0.625               | 0.875 | -  | 0.813 | 0.806             | 0.942 | -  | 0.942 | 0.920             | 0.750 | -  | 0.922 | 0.984 |
| <b>Lights and Motorcycles</b>   | 5                   | 21    | 0  | 26    | 29                | 1643  | 0  | 1672  | 1044              | 17    | 0  | 1061  | 2759  |
| <b>% Lights and Motorcycles</b> | 100%                | 100%  | 0% | 100%  | 100%              | 99.3% | 0% | 99.3% | 98.2%             | 94.4% | 0% | 98.1% | 98.9% |
| <b>Heavy</b>                    | 0                   | 0     | 0  | 0     | 0                 | 12    | 0  | 12    | 19                | 1     | 0  | 20    | 32    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0% | 0%    | 0%                | 0.7%  | 0% | 0.7%  | 1.8%              | 5.6%  | 0% | 1.9%  | 1.1%  |

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

116TH ST & BELLE PLAINE BLVD - TMC  
Thu Apr 17, 2025  
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour  
All Classes (Lights and Motorcycles, Heavy)  
All Movements  
ID: 1289003, Location: 39.957317, -85.969998



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





| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 11                                                                                | 751                                                                               | 1493                                                                              | 6      | 2                                                                                 | 36                                                                                |
| Future Vol, veh/h        | 11                                                                                | 751                                                                               | 1493                                                                              | 6      | 2                                                                                 | 36                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93                                                                                |
| Heavy Vehicles, %        | 9                                                                                 | 3                                                                                 | 2                                                                                 | 33     | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 12                                                                                | 808                                                                               | 1605                                                                              | 6      | 2                                                                                 | 39                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1612                                                                              | 0                                                                                 | -                                                                                 | 0      | 2036                                                                              | 806                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1609                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 427                                                                               | -                                                                                 |
| Critical Hdwy            | 4.28                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.9                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Follow-up Hdwy           | 2.29                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3                                                                               |
| Pot Cap-1 Maneuver       | 370                                                                               | -                                                                                 | -                                                                                 | -      | 50                                                                                | 329                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 152                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 631                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 370                                                                               | -                                                                                 | -                                                                                 | -      | 49                                                                                | 329                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 49                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 148                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 631                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.22                                                                              | 0                                                                                 |                                                                                   | 20.79  |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 370                                                                               | -                                                                                 | -                                                                                 | -      | 49                                                                                | 329                                                                               |
| HCM Lane V/C Ratio       | 0.032                                                                             | -                                                                                 | -                                                                                 | -      | 0.044                                                                             | 0.118                                                                             |
| HCM Ctrl Dly (s/v)       | 15.1                                                                              | -                                                                                 | -                                                                                 | -      | 82                                                                                | 17.4                                                                              |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | -                                                                                 | -      | 0.1                                                                               | 0.4                                                                               |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Future Vol, veh/h        | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98   | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 2                                                                                 | 6    | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 30                                                                                | 1961                                                                              | 1127                                                                              | 18   | 5                                                                                 | 21                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1145   | 0      | -      | 0 | 2176 |
| Stage 1              | -      | -      | -      | - | 1136 |
| Stage 2              | -      | -      | -      | - | 1040 |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.8  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.8  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.8  |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.5  |
| Pot Cap-1 Maneuver   | 618    | -      | -      | - | 41   |
| Stage 1              | -      | -      | -      | - | 273  |
| Stage 2              | -      | -      | -      | - | 306  |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | 618    | -      | -      | - | 39   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 39   |
| Stage 1              | -      | -      | -      | - | 260  |
| Stage 2              | -      | -      | -      | - | 306  |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.17 | 0  | 32.04 |
| HCM LOS           |      |    | D     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 618   | -   | -   | -   | 39    | 468   |
| HCM Lane V/C Ratio    | 0.048 | -   | -   | -   | 0.132 | 0.046 |
| HCM Ctrl Dly (s/v)    | 11.1  | -   | -   | -   | 111.8 | 13.1  |
| HCM Lane LOS          | B     | -   | -   | -   | F     | B     |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | -   | 0.4   | 0.1   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 11                                                                                | 751                                                                               | 1493                                                                              | 6      | 2                                                                                 | 36                                                                                |
| Future Vol, veh/h        | 11                                                                                | 751                                                                               | 1493                                                                              | 6      | 2                                                                                 | 36                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93                                                                                |
| Heavy Vehicles, %        | 9                                                                                 | 3                                                                                 | 2                                                                                 | 33     | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 12                                                                                | 808                                                                               | 1605                                                                              | 6      | 2                                                                                 | 39                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1612                                                                              | 0                                                                                 | -                                                                                 | 0      | 2036                                                                              | 806                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1609                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 427                                                                               | -                                                                                 |
| Critical Hdwy            | 4.28                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.9                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Follow-up Hdwy           | 2.29                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3                                                                               |
| Pot Cap-1 Maneuver       | 370                                                                               | -                                                                                 | -                                                                                 | -      | 50                                                                                | 329                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 152                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 631                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 370                                                                               | -                                                                                 | -                                                                                 | -      | 49                                                                                | 329                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 49                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 148                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 631                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.22                                                                              | 0                                                                                 |                                                                                   | 20.79  |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 370                                                                               | -                                                                                 | -                                                                                 | -      | 49                                                                                | 329                                                                               |
| HCM Lane V/C Ratio       | 0.032                                                                             | -                                                                                 | -                                                                                 | -      | 0.044                                                                             | 0.118                                                                             |
| HCM Ctrl Dly (s/v)       | 15.1                                                                              | -                                                                                 | -                                                                                 | -      | 82                                                                                | 17.4                                                                              |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | -                                                                                 | -      | 0.1                                                                               | 0.4                                                                               |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Future Vol, veh/h        | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98   | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 2                                                                                 | 6    | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 30                                                                                | 1961                                                                              | 1127                                                                              | 18   | 5                                                                                 | 21                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1145   | 0      | -      | 0 | 2176 |
| Stage 1              | -      | -      | -      | - | 1136 |
| Stage 2              | -      | -      | -      | - | 1040 |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.8  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.8  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.8  |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.5  |
| Pot Cap-1 Maneuver   | 618    | -      | -      | - | 41   |
| Stage 1              | -      | -      | -      | - | 273  |
| Stage 2              | -      | -      | -      | - | 306  |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | 618    | -      | -      | - | 39   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 39   |
| Stage 1              | -      | -      | -      | - | 260  |
| Stage 2              | -      | -      | -      | - | 306  |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.17 | 0  | 32.04 |
| HCM LOS           |      |    | D     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 618   | -   | -   | -   | 39    | 468   |
| HCM Lane V/C Ratio    | 0.048 | -   | -   | -   | 0.132 | 0.046 |
| HCM Ctrl Dly (s/v)    | 11.1  | -   | -   | -   | 111.8 | 13.1  |
| HCM Lane LOS          | B     | -   | -   | -   | F     | B     |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | -   | 0.4   | 0.1   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 11                                                                                | 751                                                                               | 1493                                                                              | 6    | 2                                                                                 | 36                                                                                |
| Future Vol, veh/h        | 11                                                                                | 751                                                                               | 1493                                                                              | 6    | 2                                                                                 | 36                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93                                                                                | 93   | 93                                                                                | 93                                                                                |
| Heavy Vehicles, %        | 9                                                                                 | 3                                                                                 | 2                                                                                 | 33   | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 12                                                                                | 808                                                                               | 1605                                                                              | 6    | 2                                                                                 | 39                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |      |     |
|----------------------|--------|--------|--------|------|-----|
| Conflicting Flow All | 1612   | 0      | 0      | 2036 | 806 |
| Stage 1              | -      | -      | -      | 1609 | -   |
| Stage 2              | -      | -      | -      | 427  | -   |
| Critical Hdwy        | 4.28   | -      | -      | 6.8  | 6.9 |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.8  | -   |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.8  | -   |
| Follow-up Hdwy       | 2.29   | -      | -      | 3.5  | 3.3 |
| Pot Cap-1 Maneuver   | 370    | -      | -      | 50   | 329 |
| Stage 1              | -      | -      | -      | 152  | -   |
| Stage 2              | -      | -      | -      | 631  | -   |
| Platoon blocked, %   | -      | -      | -      | -    | -   |
| Mov Cap-1 Maneuver   | 370    | -      | -      | 49   | 329 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 49   | -   |
| Stage 1              | -      | -      | -      | 148  | -   |
| Stage 2              | -      | -      | -      | 631  | -   |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.22 | 0  | 20.79 |
| HCM LOS           |      |    | C     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 370   | -   | -   | -   | 49    | 329   |
| HCM Lane V/C Ratio    | 0.032 | -   | -   | -   | 0.044 | 0.118 |
| HCM Ctrl Dly (s/v)    | 15.1  | -   | -   | -   | 82    | 17.4  |
| HCM Lane LOS          | C     | -   | -   | -   | F     | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   | 0.4   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Future Vol, veh/h        | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98   | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 2                                                                                 | 6    | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 30                                                                                | 1961                                                                              | 1127                                                                              | 18   | 5                                                                                 | 21                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1145   | 0      | -      | 0 | 2176 |
| Stage 1              | -      | -      | -      | - | 1136 |
| Stage 2              | -      | -      | -      | - | 1040 |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.8  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.8  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.8  |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.5  |
| Pot Cap-1 Maneuver   | 618    | -      | -      | - | 41   |
| Stage 1              | -      | -      | -      | - | 273  |
| Stage 2              | -      | -      | -      | - | 306  |
| Platoon blocked, %   |        | -      | -      | - |      |
| Mov Cap-1 Maneuver   | 618    | -      | -      | - | 39   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 39   |
| Stage 1              | -      | -      | -      | - | 260  |
| Stage 2              | -      | -      | -      | - | 306  |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.17 | 0  | 32.04 |
| HCM LOS           |      |    | D     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 618   | -   | -   | -   | 39    | 468   |
| HCM Lane V/C Ratio    | 0.048 | -   | -   | -   | 0.132 | 0.046 |
| HCM Ctrl Dly (s/v)    | 11.1  | -   | -   | -   | 111.8 | 13.1  |
| HCM Lane LOS          | B     | -   | -   | -   | F     | B     |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | -   | 0.4   | 0.1   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |        |  |  |
| Traffic Vol, veh/h       | 11                                                                                | 751                                                                               | 1493                                                                              | 6      | 2                                                                                 | 36                                                                                |
| Future Vol, veh/h        | 11                                                                                | 751                                                                               | 1493                                                                              | 6      | 2                                                                                 | 36                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -      | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93                                                                                | 93     | 93                                                                                | 93                                                                                |
| Heavy Vehicles, %        | 9                                                                                 | 3                                                                                 | 2                                                                                 | 33     | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 12                                                                                | 808                                                                               | 1605                                                                              | 6      | 2                                                                                 | 39                                                                                |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1612                                                                              | 0                                                                                 | -                                                                                 | 0      | 2036                                                                              | 806                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1609                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 427                                                                               | -                                                                                 |
| Critical Hdwy            | 4.28                                                                              | -                                                                                 | -                                                                                 | -      | 6.8                                                                               | 6.9                                                                               |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -      | 5.8                                                                               | -                                                                                 |
| Follow-up Hdwy           | 2.29                                                                              | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3                                                                               |
| Pot Cap-1 Maneuver       | 370                                                                               | -                                                                                 | -                                                                                 | -      | 50                                                                                | 329                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 152                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 631                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 370                                                                               | -                                                                                 | -                                                                                 | -      | 49                                                                                | 329                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -      | 49                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 148                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -      | 631                                                                               | -                                                                                 |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Ctrl Dly, s/v        | 0.22                                                                              | 0                                                                                 |                                                                                   | 20.79  |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 370                                                                               | -                                                                                 | -                                                                                 | -      | 49                                                                                | 329                                                                               |
| HCM Lane V/C Ratio       | 0.032                                                                             | -                                                                                 | -                                                                                 | -      | 0.044                                                                             | 0.118                                                                             |
| HCM Ctrl Dly (s/v)       | 15.1                                                                              | -                                                                                 | -                                                                                 | -      | 82                                                                                | 17.4                                                                              |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | -                                                                                 | -      | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | -                                                                                 | -      | 0.1                                                                               | 0.4                                                                               |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Future Vol, veh/h        | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98   | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 2                                                                                 | 6    | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 30                                                                                | 1961                                                                              | 1127                                                                              | 18   | 5                                                                                 | 21                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1145   | 0      | -      | 0 | 2176 |
| Stage 1              | -      | -      | -      | - | 1136 |
| Stage 2              | -      | -      | -      | - | 1040 |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.8  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.8  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.8  |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.5  |
| Pot Cap-1 Maneuver   | 618    | -      | -      | - | 41   |
| Stage 1              | -      | -      | -      | - | 273  |
| Stage 2              | -      | -      | -      | - | 306  |
| Platoon blocked, %   | -      | -      | -      | - | -    |
| Mov Cap-1 Maneuver   | 618    | -      | -      | - | 39   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 39   |
| Stage 1              | -      | -      | -      | - | 260  |
| Stage 2              | -      | -      | -      | - | 306  |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.17 | 0  | 32.04 |
| HCM LOS           |      |    | D     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 618   | -   | -   | -   | 39    | 468   |
| HCM Lane V/C Ratio    | 0.048 | -   | -   | -   | 0.132 | 0.046 |
| HCM Ctrl Dly (s/v)    | 11.1  | -   | -   | -   | 111.8 | 13.1  |
| HCM Lane LOS          | B     | -   | -   | -   | F     | B     |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | -   | 0.4   | 0.1   |



| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 11                                                                                | 751                                                                               | 1493                                                                              | 6    | 2                                                                                 | 36                                                                                |
| Future Vol, veh/h        | 11                                                                                | 751                                                                               | 1493                                                                              | 6    | 2                                                                                 | 36                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 93                                                                                | 93                                                                                | 93                                                                                | 93   | 93                                                                                | 93                                                                                |
| Heavy Vehicles, %        | 9                                                                                 | 3                                                                                 | 2                                                                                 | 33   | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 12                                                                                | 808                                                                               | 1605                                                                              | 6    | 2                                                                                 | 39                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |      |     |
|----------------------|--------|--------|--------|------|-----|
| Conflicting Flow All | 1612   | 0      | 0      | 2036 | 806 |
| Stage 1              | -      | -      | -      | 1609 | -   |
| Stage 2              | -      | -      | -      | 427  | -   |
| Critical Hdwy        | 4.28   | -      | -      | 6.8  | 6.9 |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.8  | -   |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.8  | -   |
| Follow-up Hdwy       | 2.29   | -      | -      | 3.5  | 3.3 |
| Pot Cap-1 Maneuver   | 370    | -      | -      | 50   | 329 |
| Stage 1              | -      | -      | -      | 152  | -   |
| Stage 2              | -      | -      | -      | 631  | -   |
| Platoon blocked, %   | -      | -      | -      | -    | -   |
| Mov Cap-1 Maneuver   | 370    | -      | -      | 49   | 329 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 49   | -   |
| Stage 1              | -      | -      | -      | 148  | -   |
| Stage 2              | -      | -      | -      | 631  | -   |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.22 | 0  | 20.79 |
| HCM LOS           |      |    | C     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 370   | -   | -   | -   | 49    | 329   |
| HCM Lane V/C Ratio    | 0.032 | -   | -   | -   | 0.044 | 0.118 |
| HCM Ctrl Dly (s/v)    | 15.1  | -   | -   | -   | 82    | 17.4  |
| HCM Lane LOS          | C     | -   | -   | -   | F     | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   | 0.4   |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Future Vol, veh/h        | 29                                                                                | 1922                                                                              | 1104                                                                              | 18   | 5                                                                                 | 21                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 140                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | 100                                                                               |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 98                                                                                | 98                                                                                | 98                                                                                | 98   | 98                                                                                | 98                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 2                                                                                 | 2                                                                                 | 6    | 0                                                                                 | 0                                                                                 |
| Mvmt Flow                | 30                                                                                | 1961                                                                              | 1127                                                                              | 18   | 5                                                                                 | 21                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2     |
|----------------------|--------|--------|------------|
| Conflicting Flow All | 1145   | 0      | 0 2176 572 |
| Stage 1              | -      | -      | - 1136 -   |
| Stage 2              | -      | -      | - 1040 -   |
| Critical Hdwy        | 4.1    | -      | - 6.8 6.9  |
| Critical Hdwy Stg 1  | -      | -      | - 5.8 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.8 -    |
| Follow-up Hdwy       | 2.2    | -      | - 3.5 3.3  |
| Pot Cap-1 Maneuver   | 618    | -      | - 41 468   |
| Stage 1              | -      | -      | - 273 -    |
| Stage 2              | -      | -      | - 306 -    |
| Platoon blocked, %   | -      | -      | -          |
| Mov Cap-1 Maneuver   | 618    | -      | - 39 468   |
| Mov Cap-2 Maneuver   | -      | -      | - 39 -     |
| Stage 1              | -      | -      | - 260 -    |
| Stage 2              | -      | -      | - 306 -    |

| Approach          | EB   | WB | SB    |
|-------------------|------|----|-------|
| HCM Ctrl Dly, s/v | 0.17 | 0  | 32.04 |
| HCM LOS           |      |    | D     |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | 618   | -   | -   | -   | 39    | 468   |
| HCM Lane V/C Ratio    | 0.048 | -   | -   | -   | 0.132 | 0.046 |
| HCM Ctrl Dly (s/v)    | 11.1  | -   | -   | -   | 111.8 | 13.1  |
| HCM Lane LOS          | B     | -   | -   | -   | F     | B     |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | -   | 0.4   | 0.1   |

# ***116<sup>TH</sup> STREET & HOOSIER ROAD***

## ***TRAFFIC VOLUME COUNTS CAPACITY ANALYSIS***

# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



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

| Leg Direction      | South Northbound |     |     |   |     | North Southbound |    |    |   |     | West Eastbound |     |    |   |     | East Westbound |      |    |   |      |      |
|--------------------|------------------|-----|-----|---|-----|------------------|----|----|---|-----|----------------|-----|----|---|-----|----------------|------|----|---|------|------|
| Time               | L                | T   | R   | U | App | L                | T  | R  | U | App | L              | T   | R  | U | App | L              | T    | R  | U | App  | Int  |
| 2025-04-17 12:00AM | 0                | 0   | 0   | 0 | 0   | 0                | 1  | 1  | 0 | 2   | 1              | 23  | 3  | 0 | 27  | 1              | 7    | 0  | 0 | 8    | 37   |
| 12:15AM            | 0                | 0   | 0   | 0 | 0   | 0                | 1  | 0  | 0 | 1   | 2              | 18  | 1  | 0 | 21  | 0              | 6    | 0  | 0 | 6    | 28   |
| 12:30AM            | 0                | 0   | 0   | 0 | 0   | 1                | 0  | 0  | 0 | 1   | 0              | 15  | 1  | 0 | 16  | 0              | 6    | 0  | 0 | 6    | 23   |
| 12:45AM            | 0                | 1   | 0   | 0 | 1   | 0                | 0  | 1  | 0 | 1   | 0              | 7   | 0  | 0 | 7   | 0              | 3    | 0  | 0 | 3    | 12   |
| Hourly Total       | 0                | 1   | 0   | 0 | 1   | 1                | 2  | 2  | 0 | 5   | 3              | 63  | 5  | 0 | 71  | 1              | 22   | 0  | 0 | 23   | 100  |
| 1:00AM             | 0                | 0   | 0   | 0 | 0   | 0                | 0  | 0  | 0 | 0   | 1              | 6   | 3  | 0 | 10  | 2              | 4    | 0  | 0 | 6    | 16   |
| 1:15AM             | 0                | 0   | 0   | 0 | 0   | 0                | 0  | 0  | 0 | 0   | 1              | 6   | 0  | 0 | 7   | 1              | 5    | 0  | 0 | 6    | 13   |
| 1:30AM             | 0                | 0   | 0   | 0 | 0   | 0                | 0  | 0  | 0 | 0   | 1              | 7   | 1  | 0 | 9   | 1              | 5    | 1  | 1 | 8    | 17   |
| 1:45AM             | 0                | 1   | 0   | 0 | 1   | 0                | 0  | 0  | 0 | 0   | 0              | 4   | 1  | 0 | 5   | 0              | 4    | 0  | 0 | 4    | 10   |
| Hourly Total       | 0                | 1   | 0   | 0 | 1   | 0                | 0  | 0  | 0 | 0   | 3              | 23  | 5  | 0 | 31  | 4              | 18   | 1  | 1 | 24   | 56   |
| 2:00AM             | 1                | 0   | 0   | 0 | 1   | 0                | 0  | 0  | 0 | 0   | 0              | 3   | 0  | 0 | 3   | 0              | 2    | 2  | 0 | 4    | 8    |
| 2:15AM             | 0                | 0   | 0   | 0 | 0   | 0                | 0  | 0  | 0 | 0   | 1              | 2   | 2  | 0 | 5   | 0              | 4    | 0  | 0 | 4    | 9    |
| 2:30AM             | 1                | 0   | 0   | 0 | 1   | 0                | 0  | 0  | 0 | 0   | 0              | 5   | 0  | 0 | 5   | 0              | 7    | 0  | 0 | 7    | 13   |
| 2:45AM             | 0                | 1   | 0   | 0 | 1   | 0                | 0  | 1  | 0 | 1   | 0              | 3   | 0  | 0 | 3   | 0              | 9    | 0  | 0 | 9    | 14   |
| Hourly Total       | 2                | 1   | 0   | 0 | 3   | 0                | 0  | 1  | 0 | 1   | 1              | 13  | 2  | 0 | 16  | 0              | 22   | 2  | 0 | 24   | 44   |
| 3:00AM             | 0                | 0   | 0   | 0 | 0   | 0                | 0  | 0  | 0 | 0   | 0              | 1   | 0  | 0 | 1   | 0              | 1    | 1  | 0 | 2    | 3    |
| 3:15AM             | 1                | 0   | 0   | 0 | 1   | 0                | 0  | 0  | 0 | 0   | 0              | 2   | 0  | 0 | 2   | 0              | 5    | 0  | 0 | 5    | 8    |
| 3:30AM             | 1                | 1   | 3   | 0 | 5   | 0                | 0  | 0  | 0 | 0   | 0              | 5   | 0  | 0 | 5   | 0              | 4    | 0  | 0 | 4    | 14   |
| 3:45AM             | 0                | 1   | 0   | 0 | 1   | 0                | 1  | 0  | 0 | 1   | 0              | 7   | 0  | 0 | 7   | 0              | 16   | 0  | 0 | 16   | 25   |
| Hourly Total       | 2                | 2   | 3   | 0 | 7   | 0                | 1  | 0  | 0 | 1   | 0              | 15  | 0  | 0 | 15  | 0              | 26   | 1  | 0 | 27   | 50   |
| 4:00AM             | 0                | 1   | 0   | 0 | 1   | 0                | 0  | 0  | 0 | 0   | 1              | 4   | 1  | 0 | 6   | 0              | 6    | 0  | 0 | 6    | 13   |
| 4:15AM             | 1                | 1   | 2   | 0 | 4   | 0                | 0  | 1  | 0 | 1   | 0              | 8   | 0  | 0 | 8   | 0              | 10   | 0  | 0 | 10   | 23   |
| 4:30AM             | 5                | 0   | 0   | 0 | 5   | 0                | 2  | 3  | 0 | 5   | 0              | 7   | 1  | 0 | 8   | 0              | 14   | 1  | 0 | 15   | 33   |
| 4:45AM             | 0                | 0   | 1   | 0 | 1   | 1                | 2  | 1  | 0 | 4   | 0              | 7   | 0  | 0 | 7   | 0              | 23   | 0  | 1 | 24   | 36   |
| Hourly Total       | 6                | 2   | 3   | 0 | 11  | 1                | 4  | 5  | 0 | 10  | 1              | 26  | 2  | 0 | 29  | 0              | 53   | 1  | 1 | 55   | 105  |
| 5:00AM             | 2                | 3   | 1   | 0 | 6   | 0                | 0  | 5  | 0 | 5   | 0              | 11  | 0  | 0 | 11  | 0              | 34   | 2  | 0 | 36   | 58   |
| 5:15AM             | 6                | 3   | 1   | 0 | 10  | 1                | 2  | 1  | 0 | 4   | 4              | 8   | 2  | 0 | 14  | 1              | 34   | 2  | 0 | 37   | 65   |
| 5:30AM             | 7                | 1   | 2   | 0 | 10  | 0                | 4  | 1  | 0 | 5   | 2              | 20  | 1  | 0 | 23  | 6              | 46   | 6  | 0 | 58   | 96   |
| 5:45AM             | 2                | 2   | 2   | 0 | 6   | 2                | 1  | 2  | 0 | 5   | 9              | 21  | 0  | 0 | 30  | 1              | 66   | 2  | 0 | 69   | 110  |
| Hourly Total       | 17               | 9   | 6   | 0 | 32  | 3                | 7  | 9  | 0 | 19  | 15             | 60  | 3  | 0 | 78  | 8              | 180  | 12 | 0 | 200  | 329  |
| 6:00AM             | 8                | 3   | 1   | 0 | 12  | 2                | 1  | 3  | 0 | 6   | 3              | 30  | 1  | 0 | 34  | 2              | 91   | 4  | 0 | 97   | 149  |
| 6:15AM             | 10               | 3   | 4   | 0 | 17  | 2                | 8  | 7  | 0 | 17  | 6              | 33  | 4  | 1 | 44  | 6              | 108  | 0  | 0 | 114  | 192  |
| 6:30AM             | 13               | 7   | 5   | 0 | 25  | 1                | 3  | 4  | 0 | 8   | 7              | 53  | 6  | 0 | 66  | 7              | 147  | 6  | 0 | 160  | 259  |
| 6:45AM             | 10               | 13  | 10  | 0 | 33  | 3                | 10 | 6  | 0 | 19  | 15             | 52  | 2  | 0 | 69  | 6              | 194  | 17 | 0 | 217  | 338  |
| Hourly Total       | 41               | 26  | 20  | 0 | 87  | 8                | 22 | 20 | 0 | 50  | 31             | 168 | 13 | 1 | 213 | 21             | 540  | 27 | 0 | 588  | 938  |
| 7:00AM             | 19               | 12  | 9   | 0 | 40  | 9                | 16 | 9  | 0 | 34  | 10             | 74  | 0  | 0 | 84  | 5              | 241  | 8  | 0 | 254  | 412  |
| 7:15AM             | 20               | 25  | 17  | 0 | 62  | 8                | 15 | 14 | 0 | 37  | 11             | 105 | 6  | 0 | 122 | 12             | 296  | 24 | 0 | 332  | 553  |
| 7:30AM             | 22               | 32  | 26  | 0 | 80  | 28               | 22 | 8  | 0 | 58  | 14             | 98  | 7  | 0 | 119 | 32             | 327  | 19 | 0 | 378  | 635  |
| 7:45AM             | 23               | 51  | 27  | 0 | 101 | 9                | 18 | 12 | 0 | 39  | 29             | 160 | 8  | 0 | 197 | 22             | 313  | 21 | 0 | 356  | 693  |
| Hourly Total       | 84               | 120 | 79  | 0 | 283 | 54               | 71 | 43 | 0 | 168 | 64             | 437 | 21 | 0 | 522 | 71             | 1177 | 72 | 0 | 1320 | 2293 |
| 8:00AM             | 20               | 66  | 33  | 0 | 119 | 13               | 16 | 13 | 0 | 42  | 27             | 140 | 6  | 0 | 173 | 22             | 313  | 23 | 0 | 358  | 692  |
| 8:15AM             | 14               | 37  | 23  | 0 | 74  | 21               | 22 | 15 | 0 | 58  | 16             | 136 | 18 | 0 | 170 | 21             | 329  | 20 | 0 | 370  | 672  |
| 8:30AM             | 10               | 23  | 24  | 0 | 57  | 13               | 27 | 15 | 0 | 55  | 11             | 134 | 9  | 0 | 154 | 16             | 271  | 15 | 0 | 302  | 568  |
| 8:45AM             | 16               | 25  | 26  | 0 | 67  | 9                | 9  | 7  | 0 | 25  | 8              | 162 | 12 | 0 | 182 | 9              | 284  | 22 | 1 | 316  | 590  |
| Hourly Total       | 60               | 151 | 106 | 0 | 317 | 56               | 74 | 50 | 0 | 180 | 62             | 572 | 45 | 0 | 679 | 68             | 1197 | 80 | 1 | 1346 | 2522 |
| 9:00AM             | 20               | 15  | 15  | 0 | 50  | 15               | 8  | 8  | 0 | 31  | 6              | 130 | 13 | 0 | 149 | 16             | 238  | 11 | 0 | 265  | 495  |
| 9:15AM             | 12               | 21  | 11  | 0 | 44  | 11               | 14 | 16 | 0 | 41  | 8              | 143 | 15 | 0 | 166 | 19             | 275  | 10 | 0 | 304  | 555  |
| 9:30AM             | 13               | 13  | 12  | 0 | 38  | 5                | 11 | 10 | 0 | 26  | 6              | 147 | 10 | 0 | 163 | 8              | 200  | 9  | 0 | 217  | 444  |
| 9:45AM             | 13               | 13  | 17  | 0 | 43  | 9                | 10 | 8  | 0 | 27  | 6              | 153 | 11 | 0 | 170 | 15             | 173  | 13 | 0 | 201  | 441  |
| Hourly Total       | 58               | 62  | 55  | 0 | 175 | 40               | 43 | 42 | 0 | 125 | 26             | 573 | 49 | 0 | 648 | 58             | 886  | 43 | 0 | 987  | 1935 |
| 10:00AM            | 15               | 15  | 8   | 0 | 38  | 7                | 16 | 7  | 0 | 30  | 1              | 125 | 13 | 0 | 139 | 14             | 174  | 7  | 0 | 195  | 402  |
| 10:15AM            | 10               | 9   | 18  | 0 | 37  | 3                | 14 | 3  | 0 | 20  | 15             | 145 | 17 | 0 | 177 | 9              | 193  | 10 | 0 | 212  | 446  |
| 10:30AM            | 14               | 15  | 15  | 0 | 44  | 7                | 12 | 5  | 0 | 24  | 11             | 173 | 12 | 0 | 196 | 13             | 210  | 6  | 0 | 229  | 493  |
| 10:45AM            | 23               | 12  | 27  | 0 | 62  | 8                | 7  | 11 | 0 | 26  | 10             | 188 | 14 | 0 | 212 | 11             | 179  | 9  | 0 | 199  | 499  |

| Leg Direction | South Northbound |     |     |   |     | North Southbound |     |    |   |     | West Eastbound |      |     |   |      | East Westbound |     |    |   |      |      |
|---------------|------------------|-----|-----|---|-----|------------------|-----|----|---|-----|----------------|------|-----|---|------|----------------|-----|----|---|------|------|
| Time          | L                | T   | R   | U | App | L                | T   | R  | U | App | L              | T    | R   | U | App  | L              | T   | R  | U | App  | Int  |
| Hourly Total  | 62               | 51  | 68  | 0 | 181 | 25               | 49  | 26 | 0 | 100 | 37             | 631  | 56  | 0 | 724  | 47             | 756 | 32 | 0 | 835  | 1840 |
| 11:00AM       | 15               | 17  | 15  | 0 | 47  | 19               | 10  | 14 | 0 | 43  | 8              | 140  | 10  | 0 | 158  | 13             | 179 | 16 | 0 | 208  | 456  |
| 11:15AM       | 12               | 8   | 17  | 0 | 37  | 9                | 18  | 13 | 0 | 40  | 10             | 164  | 13  | 1 | 188  | 14             | 220 | 8  | 0 | 242  | 507  |
| 11:30AM       | 19               | 12  | 16  | 0 | 47  | 6                | 13  | 8  | 0 | 27  | 12             | 197  | 14  | 0 | 223  | 13             | 187 | 9  | 0 | 209  | 506  |
| 11:45AM       | 16               | 20  | 19  | 0 | 55  | 9                | 13  | 9  | 0 | 31  | 15             | 179  | 18  | 0 | 212  | 9              | 183 | 9  | 0 | 201  | 499  |
| Hourly Total  | 62               | 57  | 67  | 0 | 186 | 43               | 54  | 44 | 0 | 141 | 45             | 680  | 55  | 1 | 781  | 49             | 769 | 42 | 0 | 860  | 1968 |
| 12:00PM       | 22               | 18  | 17  | 0 | 57  | 5                | 13  | 16 | 0 | 34  | 15             | 195  | 29  | 0 | 239  | 19             | 199 | 10 | 0 | 228  | 558  |
| 12:15PM       | 22               | 20  | 22  | 0 | 64  | 10               | 12  | 10 | 0 | 32  | 10             | 179  | 18  | 0 | 207  | 19             | 215 | 10 | 0 | 244  | 547  |
| 12:30PM       | 6                | 12  | 13  | 0 | 31  | 12               | 9   | 5  | 0 | 26  | 7              | 183  | 25  | 0 | 215  | 14             | 202 | 5  | 0 | 221  | 493  |
| 12:45PM       | 17               | 9   | 21  | 0 | 47  | 10               | 15  | 4  | 0 | 29  | 5              | 204  | 14  | 0 | 223  | 21             | 182 | 12 | 0 | 215  | 514  |
| Hourly Total  | 67               | 59  | 73  | 0 | 199 | 37               | 49  | 35 | 0 | 121 | 37             | 761  | 86  | 0 | 884  | 73             | 798 | 37 | 0 | 908  | 2112 |
| 1:00PM        | 25               | 24  | 20  | 0 | 69  | 10               | 18  | 4  | 0 | 32  | 7              | 180  | 27  | 0 | 214  | 16             | 171 | 8  | 0 | 195  | 510  |
| 1:15PM        | 19               | 23  | 17  | 0 | 59  | 11               | 15  | 6  | 0 | 32  | 13             | 206  | 14  | 0 | 233  | 23             | 189 | 20 | 0 | 232  | 556  |
| 1:30PM        | 17               | 15  | 15  | 0 | 47  | 16               | 38  | 18 | 0 | 72  | 10             | 223  | 21  | 0 | 254  | 20             | 187 | 12 | 0 | 219  | 592  |
| 1:45PM        | 15               | 24  | 12  | 0 | 51  | 10               | 29  | 16 | 0 | 55  | 8              | 235  | 23  | 0 | 266  | 22             | 171 | 11 | 0 | 204  | 576  |
| Hourly Total  | 76               | 86  | 64  | 0 | 226 | 47               | 100 | 44 | 0 | 191 | 38             | 844  | 85  | 0 | 967  | 81             | 718 | 51 | 0 | 850  | 2234 |
| 2:00PM        | 15               | 14  | 22  | 0 | 51  | 12               | 17  | 14 | 0 | 43  | 14             | 218  | 17  | 1 | 250  | 14             | 160 | 10 | 0 | 184  | 528  |
| 2:15PM        | 13               | 14  | 19  | 0 | 46  | 16               | 15  | 18 | 0 | 49  | 12             | 255  | 17  | 0 | 284  | 21             | 180 | 12 | 1 | 214  | 593  |
| 2:30PM        | 17               | 26  | 14  | 0 | 57  | 14               | 16  | 12 | 0 | 42  | 6              | 216  | 22  | 0 | 244  | 18             | 171 | 14 | 0 | 203  | 546  |
| 2:45PM        | 19               | 17  | 24  | 0 | 60  | 14               | 10  | 19 | 0 | 43  | 13             | 211  | 17  | 0 | 241  | 15             | 199 | 7  | 0 | 221  | 565  |
| Hourly Total  | 64               | 71  | 79  | 0 | 214 | 56               | 58  | 63 | 0 | 177 | 45             | 900  | 73  | 1 | 1019 | 68             | 710 | 43 | 1 | 822  | 2232 |
| 3:00PM        | 19               | 16  | 16  | 0 | 51  | 21               | 40  | 25 | 0 | 86  | 16             | 244  | 14  | 0 | 274  | 18             | 178 | 14 | 0 | 210  | 621  |
| 3:15PM        | 14               | 29  | 25  | 0 | 68  | 13               | 35  | 16 | 0 | 64  | 16             | 278  | 19  | 0 | 313  | 21             | 189 | 10 | 0 | 220  | 665  |
| 3:30PM        | 9                | 34  | 28  | 0 | 71  | 27               | 28  | 14 | 0 | 69  | 13             | 276  | 34  | 0 | 323  | 15             | 195 | 10 | 0 | 220  | 683  |
| 3:45PM        | 25               | 22  | 28  | 0 | 75  | 18               | 19  | 11 | 0 | 48  | 18             | 284  | 25  | 0 | 327  | 21             | 178 | 16 | 0 | 215  | 665  |
| Hourly Total  | 67               | 101 | 97  | 0 | 265 | 79               | 122 | 66 | 0 | 267 | 63             | 1082 | 92  | 0 | 1237 | 75             | 740 | 50 | 0 | 865  | 2634 |
| 4:00PM        | 15               | 22  | 40  | 0 | 77  | 24               | 30  | 12 | 0 | 66  | 9              | 296  | 26  | 0 | 331  | 21             | 226 | 18 | 0 | 265  | 739  |
| 4:15PM        | 16               | 30  | 38  | 0 | 84  | 14               | 25  | 8  | 0 | 47  | 24             | 397  | 21  | 0 | 442  | 28             | 207 | 21 | 0 | 256  | 829  |
| 4:30PM        | 13               | 30  | 36  | 0 | 79  | 19               | 25  | 14 | 0 | 58  | 21             | 355  | 27  | 0 | 403  | 27             | 248 | 38 | 0 | 313  | 853  |
| 4:45PM        | 25               | 28  | 58  | 0 | 111 | 13               | 29  | 14 | 0 | 56  | 18             | 394  | 20  | 0 | 432  | 26             | 256 | 18 | 0 | 300  | 899  |
| Hourly Total  | 69               | 110 | 172 | 0 | 351 | 70               | 109 | 48 | 0 | 227 | 72             | 1442 | 94  | 0 | 1608 | 102            | 937 | 95 | 0 | 1134 | 3320 |
| 5:00PM        | 19               | 36  | 54  | 0 | 109 | 35               | 35  | 15 | 0 | 85  | 25             | 373  | 27  | 0 | 425  | 37             | 201 | 27 | 0 | 265  | 884  |
| 5:15PM        | 18               | 56  | 50  | 0 | 124 | 27               | 28  | 14 | 0 | 69  | 31             | 348  | 38  | 0 | 417  | 35             | 234 | 17 | 1 | 287  | 897  |
| 5:30PM        | 26               | 58  | 60  | 0 | 144 | 34               | 34  | 10 | 0 | 78  | 20             | 352  | 31  | 0 | 403  | 38             | 198 | 17 | 0 | 253  | 878  |
| 5:45PM        | 26               | 36  | 46  | 0 | 108 | 26               | 37  | 10 | 0 | 73  | 26             | 346  | 33  | 1 | 406  | 33             | 272 | 26 | 0 | 331  | 918  |
| Hourly Total  | 89               | 186 | 210 | 0 | 485 | 122              | 134 | 49 | 0 | 305 | 102            | 1419 | 129 | 1 | 1651 | 143            | 905 | 87 | 1 | 1136 | 3577 |
| 6:00PM        | 22               | 42  | 37  | 0 | 101 | 16               | 28  | 18 | 0 | 62  | 15             | 305  | 20  | 0 | 340  | 26             | 252 | 26 | 0 | 304  | 807  |
| 6:15PM        | 22               | 42  | 41  | 0 | 105 | 17               | 20  | 13 | 0 | 50  | 12             | 318  | 27  | 0 | 357  | 23             | 209 | 21 | 0 | 253  | 765  |
| 6:30PM        | 23               | 33  | 30  | 0 | 86  | 10               | 27  | 12 | 0 | 49  | 13             | 285  | 22  | 0 | 320  | 21             | 222 | 19 | 0 | 262  | 717  |
| 6:45PM        | 15               | 23  | 17  | 0 | 55  | 9                | 26  | 14 | 0 | 49  | 15             | 267  | 33  | 0 | 315  | 29             | 199 | 12 | 0 | 240  | 659  |
| Hourly Total  | 82               | 140 | 125 | 0 | 347 | 52               | 101 | 57 | 0 | 210 | 55             | 1175 | 102 | 0 | 1332 | 99             | 882 | 78 | 0 | 1059 | 2948 |
| 7:00PM        | 16               | 18  | 33  | 0 | 67  | 22               | 27  | 11 | 0 | 60  | 13             | 242  | 30  | 0 | 285  | 19             | 151 | 8  | 0 | 178  | 590  |
| 7:15PM        | 11               | 15  | 20  | 0 | 46  | 11               | 18  | 6  | 0 | 35  | 16             | 198  | 28  | 0 | 242  | 31             | 122 | 9  | 0 | 162  | 485  |
| 7:30PM        | 21               | 24  | 34  | 0 | 79  | 3                | 31  | 5  | 0 | 39  | 17             | 201  | 15  | 0 | 233  | 19             | 163 | 14 | 0 | 196  | 547  |
| 7:45PM        | 13               | 14  | 20  | 0 | 47  | 10               | 21  | 7  | 0 | 38  | 14             | 217  | 20  | 0 | 251  | 15             | 120 | 18 | 0 | 153  | 489  |
| Hourly Total  | 61               | 71  | 107 | 0 | 239 | 46               | 97  | 29 | 0 | 172 | 60             | 858  | 93  | 0 | 1011 | 84             | 556 | 49 | 0 | 689  | 2111 |
| 8:00PM        | 5                | 15  | 15  | 0 | 35  | 12               | 18  | 8  | 0 | 38  | 11             | 197  | 22  | 0 | 230  | 17             | 127 | 9  | 0 | 153  | 456  |
| 8:15PM        | 7                | 14  | 16  | 0 | 37  | 5                | 23  | 19 | 0 | 47  | 9              | 200  | 23  | 0 | 232  | 13             | 124 | 4  | 0 | 141  | 457  |
| 8:30PM        | 12               | 14  | 10  | 0 | 36  | 6                | 23  | 14 | 0 | 43  | 5              | 212  | 14  | 0 | 231  | 11             | 116 | 9  | 0 | 136  | 446  |
| 8:45PM        | 8                | 5   | 9   | 0 | 22  | 5                | 8   | 10 | 0 | 23  | 9              | 165  | 18  | 0 | 192  | 9              | 91  | 8  | 0 | 108  | 345  |
| Hourly Total  | 32               | 48  | 50  | 0 | 130 | 28               | 72  | 51 | 0 | 151 | 34             | 774  | 77  | 0 | 885  | 50             | 458 | 30 | 0 | 538  | 1704 |
| 9:00PM        | 8                | 8   | 4   | 0 | 20  | 6                | 22  | 6  | 0 | 34  | 13             | 156  | 12  | 0 | 181  | 15             | 80  | 7  | 0 | 102  | 337  |
| 9:15PM        | 2                | 11  | 11  | 0 | 24  | 5                | 11  | 4  | 0 | 20  | 15             | 151  | 16  | 0 | 182  | 9              | 74  | 4  | 0 | 87   | 313  |
| 9:30PM        | 5                | 6   | 5   | 0 | 16  | 2                | 8   | 2  | 0 | 12  | 7              | 129  | 19  | 0 | 155  | 8              | 53  | 9  | 0 | 70   | 253  |
| 9:45PM        | 5                | 4   | 6   | 0 | 15  | 5                | 9   | 5  | 0 | 19  | 5              | 155  | 16  | 0 | 176  | 6              | 48  | 4  | 0 | 58   | 268  |
| Hourly Total  | 20               | 29  | 26  | 0 | 75  | 18               | 50  | 17 | 0 | 85  | 40             | 591  | 63  | 0 | 694  | 38             | 255 | 24 | 0 | 317  | 1171 |
| 10:00PM       | 7                | 0   | 4   | 0 | 11  | 2                | 10  | 1  | 0 | 13  | 1              | 100  | 11  | 0 | 112  | 5              | 42  | 4  | 0 | 51   | 187  |
| 10:15PM       | 5                | 4   | 3   | 0 | 12  | 4                | 5   | 3  | 0 | 12  | 2              | 73   | 11  | 0 | 86   | 1              | 34  | 4  | 0 | 39   | 149  |
| 10:30PM       | 3                | 2   | 2   | 0 | 7   | 3                | 5   | 2  | 0 | 10  | 2              | 56   | 9   | 0 | 67   | 6              | 39  | 1  | 0 | 46   | 130  |
| 10:45PM       | 1                | 4   | 1   | 0 | 6   | 0                | 4   | 2  | 0 | 6   | 4              | 50   | 5   | 0 | 59   | 4              | 25  | 0  | 0 | 29   | 100  |

| Leg Direction            | South Northbound |       |       |    |       | North Southbound |       |       |    |       | West Eastbound |       |       |      |       | East Westbound |       |       |      |       |       |
|--------------------------|------------------|-------|-------|----|-------|------------------|-------|-------|----|-------|----------------|-------|-------|------|-------|----------------|-------|-------|------|-------|-------|
| Time                     | L                | T     | R     | U  | App   | L                | T     | R     | U  | App   | L              | T     | R     | U    | App   | L              | T     | R     | U    | App   | Int   |
| Hourly Total             | 16               | 10    | 10    | 0  | 36    | 9                | 24    | 8     | 0  | 41    | 9              | 279   | 36    | 0    | 324   | 16             | 140   | 9     | 0    | 165   | 566   |
| 11:00PM                  | 0                | 2     | 0     | 0  | 2     | 1                | 3     | 1     | 0  | 5     | 5              | 21    | 6     | 0    | 32    | 1              | 7     | 2     | 0    | 10    | 49    |
| 11:15PM                  | 1                | 3     | 1     | 0  | 5     | 0                | 6     | 0     | 0  | 6     | 1              | 24    | 4     | 0    | 29    | 0              | 20    | 0     | 0    | 20    | 60    |
| 11:30PM                  | 2                | 1     | 1     | 0  | 4     | 0                | 2     | 0     | 0  | 2     | 3              | 33    | 2     | 0    | 38    | 1              | 7     | 1     | 0    | 9     | 53    |
| 11:45PM                  | 0                | 2     | 0     | 0  | 2     | 0                | 1     | 0     | 0  | 1     | 2              | 24    | 5     | 0    | 31    | 3              | 10    | 0     | 0    | 13    | 47    |
| Hourly Total             | 3                | 8     | 2     | 0  | 13    | 1                | 12    | 1     | 0  | 14    | 11             | 102   | 17    | 0    | 130   | 5              | 44    | 3     | 0    | 52    | 209   |
| Total                    | 1040             | 1402  | 1422  | 0  | 3864  | 796              | 1255  | 710   | 0  | 2761  | 854            | 13488 | 1203  | 4    | 15549 | 1161           | 12789 | 869   | 5    | 14824 | 36998 |
| % Approach               | 26.9%            | 36.3% | 36.8% | 0% | -     | 28.8%            | 45.5% | 25.7% | 0% | -     | 5.5%           | 86.7% | 7.7%  | 0%   | -     | 7.8%           | 86.3% | 5.9%  | 0%   | -     | -     |
| % Total                  | 2.8%             | 3.8%  | 3.8%  | 0% | 10.4% | 2.2%             | 3.4%  | 1.9%  | 0% | 7.5%  | 2.3%           | 36.5% | 3.3%  | 0%   | 42.0% | 3.1%           | 34.6% | 2.3%  | 0%   | 40.1% | -     |
| Lights and Motorcycles   | 1022             | 1369  | 1395  | 0  | 3786  | 766              | 1220  | 691   | 0  | 2677  | 835            | 13255 | 1180  | 4    | 15274 | 1143           | 12558 | 841   | 5    | 14547 | 36284 |
| % Lights and Motorcycles | 98.3%            | 97.6% | 98.1% | 0% | 98.0% | 96.2%            | 97.2% | 97.3% | 0% | 97.0% | 97.8%          | 98.3% | 98.1% | 100% | 98.2% | 98.4%          | 98.2% | 96.8% | 100% | 98.1% | 98.1% |
| Heavy                    | 18               | 33    | 27    | 0  | 78    | 30               | 35    | 19    | 0  | 84    | 19             | 233   | 23    | 0    | 275   | 18             | 231   | 28    | 0    | 277   | 714   |
| % Heavy                  | 1.7%             | 2.4%  | 1.9%  | 0% | 2.0%  | 3.8%             | 2.8%  | 2.7%  | 0% | 3.0%  | 2.2%           | 1.7%  | 1.9%  | 0%   | 1.8%  | 1.6%           | 1.8%  | 3.2%  | 0%   | 1.9%  | 1.9%  |

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

# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



Provided by: A&F Engineering

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

[N] North

Total: 5886

In: 2761 Out: 3125

710  
1255  
796

[W] West  
Total: 30092  
In: 15549 Out: 14543

4  
854  
13488  
1203

869  
12789  
1161  
5  
In: 14824  
Total: 30535  
Out: 15711  
[E] East

Out: 3619 In: 3864  
Total: 7483  
[S] South

1040  
1402  
1422

# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



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

| Leg<br>Direction                | South<br>Northbound |       |       |    |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |       |    |       | East<br>Westbound |       |       |    |       |       |
|---------------------------------|---------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| Time                            | L                   | T     | R     | U  | App   | L                   | T     | R     | U  | App   | L                 | T     | R     | U  | App   | L                 | T     | R     | U  | App   | Int   |
| 2025-04-17 7:30AM               | 22                  | 32    | 26    | 0  | 80    | 28                  | 22    | 8     | 0  | 58    | 14                | 98    | 7     | 0  | 119   | 32                | 327   | 19    | 0  | 378   | 635   |
| 7:45AM                          | 23                  | 51    | 27    | 0  | 101   | 9                   | 18    | 12    | 0  | 39    | 29                | 160   | 8     | 0  | 197   | 22                | 313   | 21    | 0  | 356   | 693   |
| 8:00AM                          | 20                  | 66    | 33    | 0  | 119   | 13                  | 16    | 13    | 0  | 42    | 27                | 140   | 6     | 0  | 173   | 22                | 313   | 23    | 0  | 358   | 692   |
| 8:15AM                          | 14                  | 37    | 23    | 0  | 74    | 21                  | 22    | 15    | 0  | 58    | 16                | 136   | 18    | 0  | 170   | 21                | 329   | 20    | 0  | 370   | 672   |
| <b>Total</b>                    | 79                  | 186   | 109   | 0  | 374   | 71                  | 78    | 48    | 0  | 197   | 86                | 534   | 39    | 0  | 659   | 97                | 1282  | 83    | 0  | 1462  | 2692  |
| <b>% Approach</b>               | 21.1%               | 49.7% | 29.1% | 0% | -     | 36.0%               | 39.6% | 24.4% | 0% | -     | 13.1%             | 81.0% | 5.9%  | 0% | -     | 6.6%              | 87.7% | 5.7%  | 0% | -     | -     |
| <b>% Total</b>                  | 2.9%                | 6.9%  | 4.0%  | 0% | 13.9% | 2.6%                | 2.9%  | 1.8%  | 0% | 7.3%  | 3.2%              | 19.8% | 1.4%  | 0% | 24.5% | 3.6%              | 47.6% | 3.1%  | 0% | 54.3% | -     |
| <b>PHF</b>                      | 0.859               | 0.705 | 0.826 | -  | 0.786 | 0.634               | 0.886 | 0.800 | -  | 0.849 | 0.741             | 0.834 | 0.542 | -  | 0.836 | 0.758             | 0.974 | 0.902 | -  | 0.967 | 0.971 |
| <b>Lights and Motorcycles</b>   | 79                  | 182   | 102   | 0  | 363   | 65                  | 73    | 44    | 0  | 182   | 81                | 518   | 35    | 0  | 634   | 94                | 1266  | 80    | 0  | 1440  | 2619  |
| <b>% Lights and Motorcycles</b> | 100%                | 97.8% | 93.6% | 0% | 97.1% | 91.5%               | 93.6% | 91.7% | 0% | 92.4% | 94.2%             | 97.0% | 89.7% | 0% | 96.2% | 96.9%             | 98.8% | 96.4% | 0% | 98.5% | 97.3% |
| <b>Heavy</b>                    | 0                   | 4     | 7     | 0  | 11    | 6                   | 5     | 4     | 0  | 15    | 5                 | 16    | 4     | 0  | 25    | 3                 | 16    | 3     | 0  | 22    | 73    |
| <b>% Heavy</b>                  | 0%                  | 2.2%  | 6.4%  | 0% | 2.9%  | 8.5%                | 6.4%  | 8.3%  | 0% | 7.6%  | 5.8%              | 3.0%  | 10.3% | 0% | 3.8%  | 3.1%              | 1.2%  | 3.6%  | 0% | 1.5%  | 2.7%  |

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



# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

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

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



Provided by: A&F Engineering

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

[N] North

Total: 552

In: 197 Out: 355

48 78 71

[W] West  
Total: 2068  
In: 659 Out: 1409

86  
534  
39

83  
1282  
97

Out: 714 In: 1462  
Total: 2176  
[E] East

Out: 214 In: 374  
Total: 588  
[S] South

79 186 109

# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



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

| Leg<br>Direction                | South<br>Northbound |       |       |    |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |       |    |       | East<br>Westbound |       |       |    |       |       |
|---------------------------------|---------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| Time                            | L                   | T     | R     | U  | App   | L                   | T     | R     | U  | App   | L                 | T     | R     | U  | App   | L                 | T     | R     | U  | App   | Int   |
| 2025-04-17 1:00PM               | 25                  | 24    | 20    | 0  | 69    | 10                  | 18    | 4     | 0  | 32    | 7                 | 180   | 27    | 0  | 214   | 16                | 171   | 8     | 0  | 195   | 510   |
| 1:15PM                          | 19                  | 23    | 17    | 0  | 59    | 11                  | 15    | 6     | 0  | 32    | 13                | 206   | 14    | 0  | 233   | 23                | 189   | 20    | 0  | 232   | 556   |
| 1:30PM                          | 17                  | 15    | 15    | 0  | 47    | 16                  | 38    | 18    | 0  | 72    | 10                | 223   | 21    | 0  | 254   | 20                | 187   | 12    | 0  | 219   | 592   |
| 1:45PM                          | 15                  | 24    | 12    | 0  | 51    | 10                  | 29    | 16    | 0  | 55    | 8                 | 235   | 23    | 0  | 266   | 22                | 171   | 11    | 0  | 204   | 576   |
| <b>Total</b>                    | 76                  | 86    | 64    | 0  | 226   | 47                  | 100   | 44    | 0  | 191   | 38                | 844   | 85    | 0  | 967   | 81                | 718   | 51    | 0  | 850   | 2234  |
| <b>% Approach</b>               | 33.6%               | 38.1% | 28.3% | 0% | -     | 24.6%               | 52.4% | 23.0% | 0% | -     | 3.9%              | 87.3% | 8.8%  | 0% | -     | 9.5%              | 84.5% | 6.0%  | 0% | -     | -     |
| <b>% Total</b>                  | 3.4%                | 3.8%  | 2.9%  | 0% | 10.1% | 2.1%                | 4.5%  | 2.0%  | 0% | 8.5%  | 1.7%              | 37.8% | 3.8%  | 0% | 43.3% | 3.6%              | 32.1% | 2.3%  | 0% | 38.0% | -     |
| <b>PHF</b>                      | 0.760               | 0.896 | 0.800 | -  | 0.819 | 0.734               | 0.658 | 0.611 | -  | 0.663 | 0.731             | 0.898 | 0.787 | -  | 0.909 | 0.880             | 0.950 | 0.638 | -  | 0.916 | 0.943 |
| <b>Lights and Motorcycles</b>   | 75                  | 79    | 61    | 0  | 215   | 46                  | 98    | 44    | 0  | 188   | 37                | 821   | 84    | 0  | 942   | 79                | 703   | 51    | 0  | 833   | 2178  |
| <b>% Lights and Motorcycles</b> | 98.7%               | 91.9% | 95.3% | 0% | 95.1% | 97.9%               | 98.0% | 100%  | 0% | 98.4% | 97.4%             | 97.3% | 98.8% | 0% | 97.4% | 97.5%             | 97.9% | 100%  | 0% | 98.0% | 97.5% |
| <b>Heavy</b>                    | 1                   | 7     | 3     | 0  | 11    | 1                   | 2     | 0     | 0  | 3     | 1                 | 23    | 1     | 0  | 25    | 2                 | 15    | 0     | 0  | 17    | 56    |
| <b>% Heavy</b>                  | 1.3%                | 8.1%  | 4.7%  | 0% | 4.9%  | 2.1%                | 2.0%  | 0%    | 0% | 1.6%  | 2.6%              | 2.7%  | 1.2%  | 0% | 2.6%  | 2.5%              | 2.1%  | 0%    | 0% | 2.0%  | 2.5%  |

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

# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

Midday Peak (1 PM - 2 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



Provided by: A&F Engineering

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

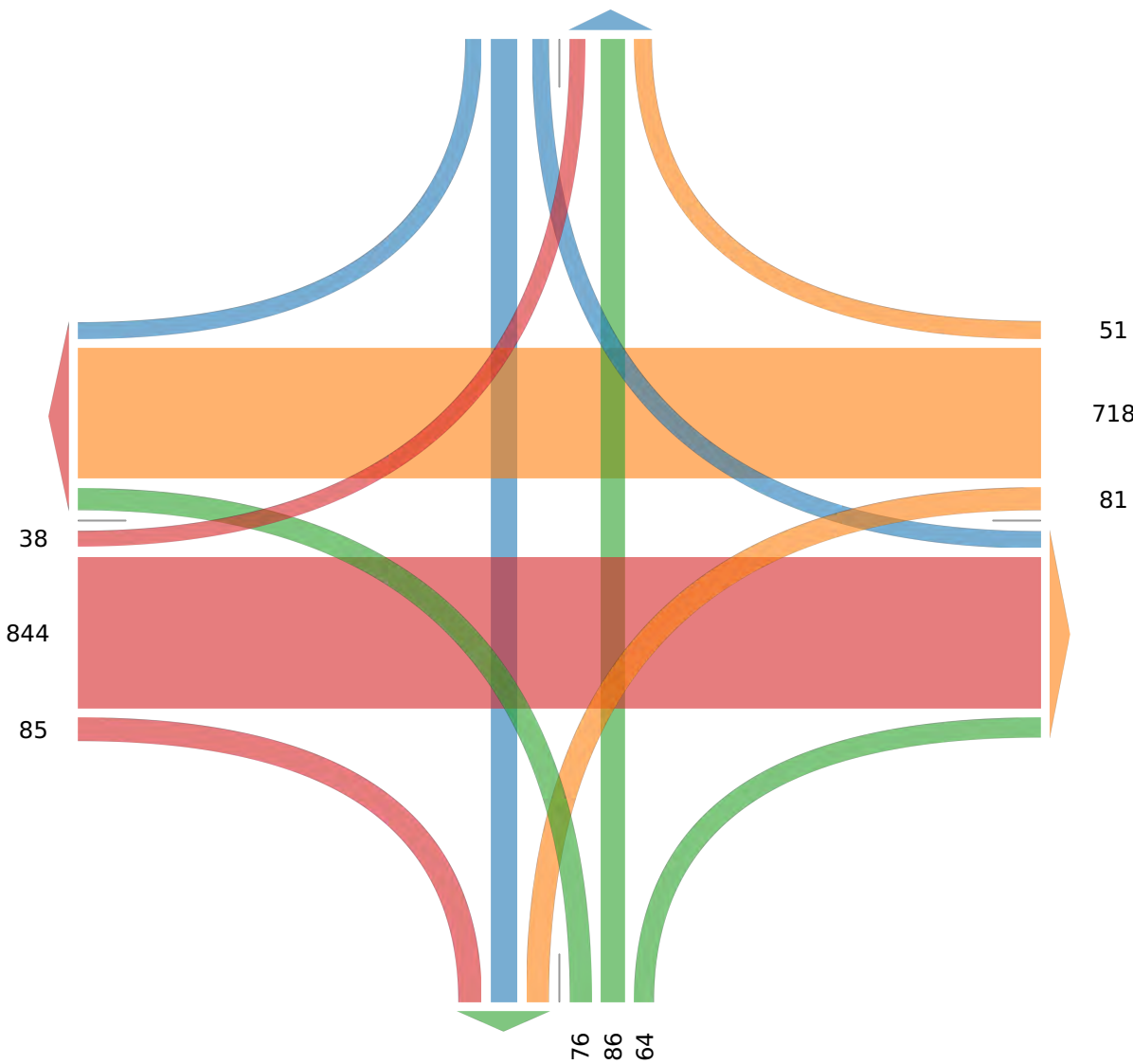
[N] North

Total: 366

In: 191 Out: 175

44 100 47

[W] West  
Total: 1805  
In: 967 Out: 838



[E] East  
Total: 1805  
In: 850 Out: 955

Out: 266 In: 226  
Total: 492  
[S] South

# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



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

| Leg<br>Direction                | South<br>Northbound |       |       |    |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |       |       |       | East<br>Westbound |       |       |       |       |       |
|---------------------------------|---------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|-------|-------|-------------------|-------|-------|-------|-------|-------|
| Time                            | L                   | T     | R     | U  | App   | L                   | T     | R     | U  | App   | L                 | T     | R     | U     | App   | L                 | T     | R     | U     | App   | Int   |
| 2025-04-17 5:00PM               | 19                  | 36    | 54    | 0  | 109   | 35                  | 35    | 15    | 0  | 85    | 25                | 373   | 27    | 0     | 425   | 37                | 201   | 27    | 0     | 265   | 884   |
| 5:15PM                          | 18                  | 56    | 50    | 0  | 124   | 27                  | 28    | 14    | 0  | 69    | 31                | 348   | 38    | 0     | 417   | 35                | 234   | 17    | 1     | 287   | 897   |
| 5:30PM                          | 26                  | 58    | 60    | 0  | 144   | 34                  | 34    | 10    | 0  | 78    | 20                | 352   | 31    | 0     | 403   | 38                | 198   | 17    | 0     | 253   | 878   |
| 5:45PM                          | 26                  | 36    | 46    | 0  | 108   | 26                  | 37    | 10    | 0  | 73    | 26                | 346   | 33    | 1     | 406   | 33                | 272   | 26    | 0     | 331   | 918   |
| <b>Total</b>                    | 89                  | 186   | 210   | 0  | 485   | 122                 | 134   | 49    | 0  | 305   | 102               | 1419  | 129   | 1     | 1651  | 143               | 905   | 87    | 1     | 1136  | 3577  |
| <b>% Approach</b>               | 18.4%               | 38.4% | 43.3% | 0% | -     | 40.0%               | 43.9% | 16.1% | 0% | -     | 6.2%              | 85.9% | 7.8%  | 0.1%  | -     | 12.6%             | 79.7% | 7.7%  | 0.1%  | -     | -     |
| <b>% Total</b>                  | 2.5%                | 5.2%  | 5.9%  | 0% | 13.6% | 3.4%                | 3.7%  | 1.4%  | 0% | 8.5%  | 2.9%              | 39.7% | 3.6%  | 0%    | 46.2% | 4.0%              | 25.3% | 2.4%  | 0%    | 31.8% | -     |
| <b>PHF</b>                      | 0.856               | 0.802 | 0.875 | -  | 0.842 | 0.871               | 0.905 | 0.817 | -  | 0.897 | 0.823             | 0.951 | 0.849 | 0.250 | 0.971 | 0.941             | 0.832 | 0.806 | 0.250 | 0.858 | 0.974 |
| <b>Lights and Motorcycles</b>   | 86                  | 186   | 210   | 0  | 482   | 121                 | 134   | 49    | 0  | 304   | 102               | 1405  | 129   | 1     | 1637  | 142               | 893   | 87    | 1     | 1123  | 3546  |
| <b>% Lights and Motorcycles</b> | 96.6%               | 100%  | 100%  | 0% | 99.4% | 99.2%               | 100%  | 100%  | 0% | 99.7% | 100%              | 99.0% | 100%  | 100%  | 99.2% | 99.3%             | 98.7% | 100%  | 100%  | 98.9% | 99.1% |
| <b>Heavy</b>                    | 3                   | 0     | 0     | 0  | 3     | 1                   | 0     | 0     | 0  | 1     | 0                 | 14    | 0     | 0     | 14    | 1                 | 12    | 0     | 0     | 13    | 31    |
| <b>% Heavy</b>                  | 3.4%                | 0%    | 0%    | 0% | 0.6%  | 0.8%                | 0%    | 0%    | 0% | 0.3%  | 0%                | 1.0%  | 0%    | 0%    | 0.8%  | 0.7%              | 1.3%  | 0%    | 0%    | 1.1%  | 0.9%  |

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

# 116TH ST & HOOSIER RD - TMC

Thu Apr 17, 2025

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1289005, Location: 39.957419, -85.965837



Provided by: A&F Engineering

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

[N] North

Total: 680

In: 305 Out: 375

49  
134  
122

[W] West  
Total: 2695  
In: 1651 Out: 1044

1  
102  
1419  
129

87  
905

143  
1

Out: 1752 In: 1136  
Total: 2888  
[E] East

Out: 406 In: 485  
Total: 891  
[S] South

89  
186  
210

HCM 7th Signalized Intersection Summary  
7: Hoosier Road & E 116 St

Year 2035 AM Peak  
Scenario A

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Future Volume (veh/h)        | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1811                                                                              | 1856                                                                              | 1752                                                                              | 1856                                                                              | 1870                                                                              | 1841                                                                              | 1900                                                                                | 1870                                                                                | 1811                                                                                | 1767                                                                                | 1811                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 93                                                                                | 641                                                                               | 42                                                                                | 105                                                                               | 1408                                                                              | 90                                                                                | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 85                                                                                  | 52                                                                                  |
| 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, %         | 6                                                                                 | 3                                                                                 | 10                                                                                | 3                                                                                 | 2                                                                                 | 4                                                                                 | 0                                                                                   | 2                                                                                   | 6                                                                                   | 9                                                                                   | 6                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 257                                                                               | 1743                                                                              | 114                                                                               | 507                                                                               | 1766                                                                              | 113                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 145                                                                                 | 89                                                                                  |
| Arrive On Green              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                |
| Sat Flow, veh/h              | 1725                                                                              | 3359                                                                              | 220                                                                               | 1767                                                                              | 3392                                                                              | 216                                                                               | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 1052                                                                                | 643                                                                                 |
| Grp Volume(v), veh/h         | 93                                                                                | 336                                                                               | 347                                                                               | 105                                                                               | 735                                                                               | 763                                                                               | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 0                                                                                   | 137                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1725                                                                              | 1763                                                                              | 1816                                                                              | 1767                                                                              | 1777                                                                              | 1831                                                                              | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 0                                                                                   | 1695                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.38                                                                                |
| Lane Grp Cap(c), veh/h       | 257                                                                               | 915                                                                               | 942                                                                               | 507                                                                               | 925                                                                               | 954                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 0                                                                                   | 233                                                                                 |
| V/C Ratio(X)                 | 0.36                                                                              | 0.37                                                                              | 0.37                                                                              | 0.21                                                                              | 0.79                                                                              | 0.80                                                                              | 0.31                                                                                | 0.77                                                                                | 0.37                                                                                | 0.34                                                                                | 0.00                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 390                                                                               | 1621                                                                              | 1669                                                                              | 545                                                                               | 1537                                                                              | 1585                                                                              | 303                                                                                 | 607                                                                                 | 606                                                                                 | 251                                                                                 | 0                                                                                   | 550                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 13.2                                                                              | 13.2                                                                              | 9.0                                                                               | 18.1                                                                              | 18.2                                                                              | 31.0                                                                                | 38.3                                                                                | 31.2                                                                                | 31.3                                                                                | 0.0                                                                                 | 37.4                                                                                |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.2                                                                               | 0.2                                                                               | 0.2                                                                               | 1.6                                                                               | 1.6                                                                               | 0.6                                                                                 | 4.7                                                                                 | 0.7                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 3.8                                                                               | 3.9                                                                               | 0.8                                                                               | 11.7                                                                              | 12.2                                                                              | 1.6                                                                                 | 4.6                                                                                 | 2.2                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.5                                                                              | 13.5                                                                              | 13.5                                                                              | 9.2                                                                               | 19.7                                                                              | 19.8                                                                              | 31.6                                                                                | 43.0                                                                                | 31.9                                                                                | 32.2                                                                                | 0.0                                                                                 | 39.7                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | C                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 776                                                                               |                                                                                   | 1603                                                                              |                                                                                   |                                                                                   |                                                                                   | 405                                                                                 |                                                                                     | 214                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 13.8                                                                              |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 37.4                                                                                |                                                                                     | 37.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.5                                                                              | 17.9                                                                              | 11.0                                                                              | 53.0                                                                              | 10.7                                                                              | 17.7                                                                              | 10.9                                                                                | 53.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 8.5                                                                               | 85.0                                                                              | 7.5                                                                               | 30.0                                                                              | 13.5                                                                                | 80.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.5                                                                               | 11.6                                                                              | 4.4                                                                               | 12.5                                                                              | 5.7                                                                               | 9.0                                                                               | 4.2                                                                                 | 33.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 4.4                                                                               | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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Synchro 12 Report  
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HCM 7th Signalized Intersection Summary  
7: Hoosier Road & E 116 St

Year 2035 PM Peak  
Scenario A

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Future Volume (veh/h)        | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                              | 1870                                                                              | 1900                                                                              | 1856                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 110                                                                               | 1737                                                                              | 139                                                                               | 155                                                                               | 1008                                                                              | 94                                                                                | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 145                                                                                 | 53                                                                                  |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 356                                                                               | 1938                                                                              | 153                                                                               | 181                                                                               | 1925                                                                              | 179                                                                               | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 220                                                                                 | 80                                                                                  |
| Arrive On Green              | 0.05                                                                              | 0.58                                                                              | 0.58                                                                              | 0.06                                                                              | 0.59                                                                              | 0.59                                                                              | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                | 0.07                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 3336                                                                              | 264                                                                               | 1781                                                                              | 3286                                                                              | 306                                                                               | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 1327                                                                                | 485                                                                                 |
| Grp Volume(v), veh/h         | 110                                                                               | 916                                                                               | 960                                                                               | 155                                                                               | 545                                                                               | 557                                                                               | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 0                                                                                   | 198                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1777                                                                              | 1823                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 0                                                                                   | 1813                                                                                |
| Q Serve(g_s), s              | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Cycle Q Clear(g_c), s        | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.14                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 356                                                                               | 1032                                                                              | 1059                                                                              | 181                                                                               | 1041                                                                              | 1063                                                                              | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 0                                                                                   | 300                                                                                 |
| V/C Ratio(X)                 | 0.31                                                                              | 0.89                                                                              | 0.91                                                                              | 0.85                                                                              | 0.52                                                                              | 0.52                                                                              | 0.42                                                                                | 0.70                                                                                | 0.68                                                                                | 0.58                                                                                | 0.00                                                                                | 0.66                                                                                |
| Avail Cap(c_a), veh/h        | 391                                                                               | 1112                                                                              | 1141                                                                              | 274                                                                               | 1178                                                                              | 1204                                                                              | 227                                                                                 | 326                                                                                 | 366                                                                                 | 228                                                                                 | 0                                                                                   | 338                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.4                                                                              | 24.3                                                                              | 24.9                                                                              | 33.9                                                                              | 16.6                                                                              | 16.6                                                                              | 45.2                                                                                | 54.2                                                                                | 49.2                                                                                | 44.7                                                                                | 0.0                                                                                 | 52.5                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 8.5                                                                               | 10.0                                                                              | 15.1                                                                              | 0.4                                                                               | 0.4                                                                               | 1.3                                                                                 | 5.7                                                                                 | 4.6                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 25.7                                                                              | 27.9                                                                              | 3.6                                                                               | 9.6                                                                               | 9.8                                                                               | 2.8                                                                                 | 6.9                                                                                 | 7.4                                                                                 | 3.9                                                                                 | 0.0                                                                                 | 6.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 12.9                                                                              | 32.8                                                                              | 34.9                                                                              | 49.0                                                                              | 17.0                                                                              | 17.0                                                                              | 46.5                                                                                | 59.9                                                                                | 53.8                                                                                | 48.4                                                                                | 0.0                                                                                 | 56.5                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |                                                                                     | E                                                                                   |
| Approach Vol, veh/h          | 1986                                                                              |                                                                                   |                                                                                   | 1257                                                                              |                                                                                   |                                                                                   | 525                                                                                 |                                                                                     |                                                                                     | 330                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.7                                                                              |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 54.8                                                                                |                                                                                     |                                                                                     | 53.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 25.2                                                                              | 12.0                                                                              | 83.0                                                                              | 12.0                                                                              | 27.2                                                                              | 11.4                                                                                | 83.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 9.5                                                                               | 23.0                                                                              | 14.5                                                                              | 84.0                                                                              | 7.5                                                                               | 25.0                                                                              | 9.5                                                                                 | 89.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.4                                                                              | 19.6                                                                              | 7.4                                                                               | 64.6                                                                              | 8.1                                                                               | 15.7                                                                              | 5.2                                                                                 | 26.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.6                                                                               | 0.2                                                                               | 13.3                                                                              | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 8.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 33.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

7: Hoosier Road & E 116 St

Year 2035 AM Peak

Scenario B - Klotz Farm Blvd Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Future Volume (veh/h)        | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1811                                                                              | 1856                                                                              | 1752                                                                              | 1856                                                                              | 1870                                                                              | 1841                                                                              | 1900                                                                                | 1870                                                                                | 1811                                                                                | 1767                                                                                | 1811                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 93                                                                                | 641                                                                               | 42                                                                                | 105                                                                               | 1408                                                                              | 90                                                                                | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 85                                                                                  | 52                                                                                  |
| 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, %         | 6                                                                                 | 3                                                                                 | 10                                                                                | 3                                                                                 | 2                                                                                 | 4                                                                                 | 0                                                                                   | 2                                                                                   | 6                                                                                   | 9                                                                                   | 6                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 257                                                                               | 1743                                                                              | 114                                                                               | 507                                                                               | 1766                                                                              | 113                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 145                                                                                 | 89                                                                                  |
| Arrive On Green              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                |
| Sat Flow, veh/h              | 1725                                                                              | 3359                                                                              | 220                                                                               | 1767                                                                              | 3392                                                                              | 216                                                                               | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 1052                                                                                | 643                                                                                 |
| Grp Volume(v), veh/h         | 93                                                                                | 336                                                                               | 347                                                                               | 105                                                                               | 735                                                                               | 763                                                                               | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 0                                                                                   | 137                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1725                                                                              | 1763                                                                              | 1816                                                                              | 1767                                                                              | 1777                                                                              | 1831                                                                              | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 0                                                                                   | 1695                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.38                                                                                |
| Lane Grp Cap(c), veh/h       | 257                                                                               | 915                                                                               | 942                                                                               | 507                                                                               | 925                                                                               | 954                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 0                                                                                   | 233                                                                                 |
| V/C Ratio(X)                 | 0.36                                                                              | 0.37                                                                              | 0.37                                                                              | 0.21                                                                              | 0.79                                                                              | 0.80                                                                              | 0.31                                                                                | 0.77                                                                                | 0.37                                                                                | 0.34                                                                                | 0.00                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 390                                                                               | 1621                                                                              | 1669                                                                              | 545                                                                               | 1537                                                                              | 1585                                                                              | 303                                                                                 | 607                                                                                 | 606                                                                                 | 251                                                                                 | 0                                                                                   | 550                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 13.2                                                                              | 13.2                                                                              | 9.0                                                                               | 18.1                                                                              | 18.2                                                                              | 31.0                                                                                | 38.3                                                                                | 31.2                                                                                | 31.3                                                                                | 0.0                                                                                 | 37.4                                                                                |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.2                                                                               | 0.2                                                                               | 0.2                                                                               | 1.6                                                                               | 1.6                                                                               | 0.6                                                                                 | 4.7                                                                                 | 0.7                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 3.8                                                                               | 3.9                                                                               | 0.8                                                                               | 11.7                                                                              | 12.2                                                                              | 1.6                                                                                 | 4.6                                                                                 | 2.2                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.5                                                                              | 13.5                                                                              | 13.5                                                                              | 9.2                                                                               | 19.7                                                                              | 19.8                                                                              | 31.6                                                                                | 43.0                                                                                | 31.9                                                                                | 32.2                                                                                | 0.0                                                                                 | 39.7                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | C                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 776                                                                               |                                                                                   | 1603                                                                              |                                                                                   |                                                                                   |                                                                                   | 405                                                                                 |                                                                                     | 214                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 13.8                                                                              |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 37.4                                                                                |                                                                                     | 37.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.5                                                                              | 17.9                                                                              | 11.0                                                                              | 53.0                                                                              | 10.7                                                                              | 17.7                                                                              | 10.9                                                                                | 53.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 8.5                                                                               | 85.0                                                                              | 7.5                                                                               | 30.0                                                                              | 13.5                                                                                | 80.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.5                                                                               | 11.6                                                                              | 4.4                                                                               | 12.5                                                                              | 5.7                                                                               | 9.0                                                                               | 4.2                                                                                 | 33.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 4.4                                                                               | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

07/28/2025

Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

7: Hoosier Road & E 116 St

Year 2035 PM Peak

Scenario B - Klotz Farm Blvd Signal

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Future Volume (veh/h)        | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                              | 1870                                                                              | 1900                                                                              | 1856                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 110                                                                               | 1737                                                                              | 139                                                                               | 155                                                                               | 1008                                                                              | 94                                                                                | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 145                                                                                 | 53                                                                                  |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 356                                                                               | 1938                                                                              | 153                                                                               | 181                                                                               | 1925                                                                              | 179                                                                               | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 220                                                                                 | 80                                                                                  |
| Arrive On Green              | 0.05                                                                              | 0.58                                                                              | 0.58                                                                              | 0.06                                                                              | 0.59                                                                              | 0.59                                                                              | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                | 0.07                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 3336                                                                              | 264                                                                               | 1781                                                                              | 3286                                                                              | 306                                                                               | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 1327                                                                                | 485                                                                                 |
| Grp Volume(v), veh/h         | 110                                                                               | 916                                                                               | 960                                                                               | 155                                                                               | 545                                                                               | 557                                                                               | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 0                                                                                   | 198                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1777                                                                              | 1823                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 0                                                                                   | 1813                                                                                |
| Q Serve(g_s), s              | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Cycle Q Clear(g_c), s        | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.14                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 356                                                                               | 1032                                                                              | 1059                                                                              | 181                                                                               | 1041                                                                              | 1063                                                                              | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 0                                                                                   | 300                                                                                 |
| V/C Ratio(X)                 | 0.31                                                                              | 0.89                                                                              | 0.91                                                                              | 0.85                                                                              | 0.52                                                                              | 0.52                                                                              | 0.42                                                                                | 0.70                                                                                | 0.68                                                                                | 0.58                                                                                | 0.00                                                                                | 0.66                                                                                |
| Avail Cap(c_a), veh/h        | 391                                                                               | 1112                                                                              | 1141                                                                              | 274                                                                               | 1178                                                                              | 1204                                                                              | 227                                                                                 | 326                                                                                 | 366                                                                                 | 228                                                                                 | 0                                                                                   | 338                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.4                                                                              | 24.3                                                                              | 24.9                                                                              | 33.9                                                                              | 16.6                                                                              | 16.6                                                                              | 45.2                                                                                | 54.2                                                                                | 49.2                                                                                | 44.7                                                                                | 0.0                                                                                 | 52.5                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 8.5                                                                               | 10.0                                                                              | 15.1                                                                              | 0.4                                                                               | 0.4                                                                               | 1.3                                                                                 | 5.7                                                                                 | 4.6                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 25.7                                                                              | 27.9                                                                              | 3.6                                                                               | 9.6                                                                               | 9.8                                                                               | 2.8                                                                                 | 6.9                                                                                 | 7.4                                                                                 | 3.9                                                                                 | 0.0                                                                                 | 6.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 12.9                                                                              | 32.8                                                                              | 34.9                                                                              | 49.0                                                                              | 17.0                                                                              | 17.0                                                                              | 46.5                                                                                | 59.9                                                                                | 53.8                                                                                | 48.4                                                                                | 0.0                                                                                 | 56.5                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |                                                                                     | E                                                                                   |
| Approach Vol, veh/h          | 1986                                                                              |                                                                                   |                                                                                   | 1257                                                                              |                                                                                   |                                                                                   | 525                                                                                 |                                                                                     |                                                                                     | 330                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.7                                                                              |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 54.8                                                                                |                                                                                     |                                                                                     | 53.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 25.2                                                                              | 12.0                                                                              | 83.0                                                                              | 12.0                                                                              | 27.2                                                                              | 11.4                                                                                | 83.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 9.5                                                                               | 23.0                                                                              | 14.5                                                                              | 84.0                                                                              | 7.5                                                                               | 25.0                                                                              | 9.5                                                                                 | 89.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 10.4                                                                              | 19.6                                                                              | 7.4                                                                               | 64.6                                                                              | 8.1                                                                               | 15.7                                                                              | 5.2                                                                                 | 26.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.6                                                                               | 0.2                                                                               | 13.3                                                                              | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 8.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 33.6                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

7: Hoosier Road & E 116 St

Year 2035 AM Peak

Scenario C - Sand Creek Blvd Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Future Volume (veh/h)        | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1811                                                                              | 1856                                                                              | 1752                                                                              | 1856                                                                              | 1870                                                                              | 1841                                                                              | 1900                                                                                | 1870                                                                                | 1811                                                                                | 1767                                                                                | 1811                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 93                                                                                | 641                                                                               | 42                                                                                | 105                                                                               | 1408                                                                              | 90                                                                                | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 85                                                                                  | 52                                                                                  |
| 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, %         | 6                                                                                 | 3                                                                                 | 10                                                                                | 3                                                                                 | 2                                                                                 | 4                                                                                 | 0                                                                                   | 2                                                                                   | 6                                                                                   | 9                                                                                   | 6                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 257                                                                               | 1743                                                                              | 114                                                                               | 507                                                                               | 1766                                                                              | 113                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 145                                                                                 | 89                                                                                  |
| Arrive On Green              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                |
| Sat Flow, veh/h              | 1725                                                                              | 3359                                                                              | 220                                                                               | 1767                                                                              | 3392                                                                              | 216                                                                               | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 1052                                                                                | 643                                                                                 |
| Grp Volume(v), veh/h         | 93                                                                                | 336                                                                               | 347                                                                               | 105                                                                               | 735                                                                               | 763                                                                               | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 0                                                                                   | 137                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1725                                                                              | 1763                                                                              | 1816                                                                              | 1767                                                                              | 1777                                                                              | 1831                                                                              | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 0                                                                                   | 1695                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.38                                                                                |
| Lane Grp Cap(c), veh/h       | 257                                                                               | 915                                                                               | 942                                                                               | 507                                                                               | 925                                                                               | 954                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 0                                                                                   | 233                                                                                 |
| V/C Ratio(X)                 | 0.36                                                                              | 0.37                                                                              | 0.37                                                                              | 0.21                                                                              | 0.79                                                                              | 0.80                                                                              | 0.31                                                                                | 0.77                                                                                | 0.37                                                                                | 0.34                                                                                | 0.00                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 390                                                                               | 1621                                                                              | 1669                                                                              | 545                                                                               | 1537                                                                              | 1585                                                                              | 303                                                                                 | 607                                                                                 | 606                                                                                 | 251                                                                                 | 0                                                                                   | 550                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 13.2                                                                              | 13.2                                                                              | 9.0                                                                               | 18.1                                                                              | 18.2                                                                              | 31.0                                                                                | 38.3                                                                                | 31.2                                                                                | 31.3                                                                                | 0.0                                                                                 | 37.4                                                                                |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.2                                                                               | 0.2                                                                               | 0.2                                                                               | 1.6                                                                               | 1.6                                                                               | 0.6                                                                                 | 4.7                                                                                 | 0.7                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 3.8                                                                               | 3.9                                                                               | 0.8                                                                               | 11.7                                                                              | 12.2                                                                              | 1.6                                                                                 | 4.6                                                                                 | 2.2                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.5                                                                              | 13.5                                                                              | 13.5                                                                              | 9.2                                                                               | 19.7                                                                              | 19.8                                                                              | 31.6                                                                                | 43.0                                                                                | 31.9                                                                                | 32.2                                                                                | 0.0                                                                                 | 39.7                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | C                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 776                                                                               |                                                                                   | 1603                                                                              |                                                                                   |                                                                                   |                                                                                   | 405                                                                                 |                                                                                     | 214                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 13.8                                                                              |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 37.4                                                                                |                                                                                     | 37.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.5                                                                              | 17.9                                                                              | 11.0                                                                              | 53.0                                                                              | 10.7                                                                              | 17.7                                                                              | 10.9                                                                                | 53.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 8.5                                                                               | 85.0                                                                              | 7.5                                                                               | 30.0                                                                              | 13.5                                                                                | 80.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.5                                                                               | 11.6                                                                              | 4.4                                                                               | 12.5                                                                              | 5.7                                                                               | 9.0                                                                               | 4.2                                                                                 | 33.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 4.4                                                                               | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

7: Hoosier Road & E 116 St

Year 2035 PM Peak

Scenario C - Sand Creek Blvd Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Future Volume (veh/h)        | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                              | 1870                                                                              | 1900                                                                              | 1856                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 110                                                                               | 1737                                                                              | 139                                                                               | 155                                                                               | 1008                                                                              | 94                                                                                | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 145                                                                                 | 53                                                                                  |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 356                                                                               | 1938                                                                              | 153                                                                               | 181                                                                               | 1925                                                                              | 179                                                                               | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 220                                                                                 | 80                                                                                  |
| Arrive On Green              | 0.05                                                                              | 0.58                                                                              | 0.58                                                                              | 0.06                                                                              | 0.59                                                                              | 0.59                                                                              | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                | 0.07                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 3336                                                                              | 264                                                                               | 1781                                                                              | 3286                                                                              | 306                                                                               | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 1327                                                                                | 485                                                                                 |
| Grp Volume(v), veh/h         | 110                                                                               | 916                                                                               | 960                                                                               | 155                                                                               | 545                                                                               | 557                                                                               | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 0                                                                                   | 198                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1777                                                                              | 1823                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 0                                                                                   | 1813                                                                                |
| Q Serve(g_s), s              | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Cycle Q Clear(g_c), s        | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.14                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 356                                                                               | 1032                                                                              | 1059                                                                              | 181                                                                               | 1041                                                                              | 1063                                                                              | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 0                                                                                   | 300                                                                                 |
| V/C Ratio(X)                 | 0.31                                                                              | 0.89                                                                              | 0.91                                                                              | 0.85                                                                              | 0.52                                                                              | 0.52                                                                              | 0.42                                                                                | 0.70                                                                                | 0.68                                                                                | 0.58                                                                                | 0.00                                                                                | 0.66                                                                                |
| Avail Cap(c_a), veh/h        | 391                                                                               | 1112                                                                              | 1141                                                                              | 274                                                                               | 1178                                                                              | 1204                                                                              | 227                                                                                 | 326                                                                                 | 366                                                                                 | 228                                                                                 | 0                                                                                   | 338                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.4                                                                              | 24.3                                                                              | 24.9                                                                              | 33.9                                                                              | 16.6                                                                              | 16.6                                                                              | 45.2                                                                                | 54.2                                                                                | 49.2                                                                                | 44.7                                                                                | 0.0                                                                                 | 52.5                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 8.5                                                                               | 10.0                                                                              | 15.1                                                                              | 0.4                                                                               | 0.4                                                                               | 1.3                                                                                 | 5.7                                                                                 | 4.6                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 25.7                                                                              | 27.9                                                                              | 3.6                                                                               | 9.6                                                                               | 9.8                                                                               | 2.8                                                                                 | 6.9                                                                                 | 7.4                                                                                 | 3.9                                                                                 | 0.0                                                                                 | 6.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 12.9                                                                              | 32.8                                                                              | 34.9                                                                              | 49.0                                                                              | 17.0                                                                              | 17.0                                                                              | 46.5                                                                                | 59.9                                                                                | 53.8                                                                                | 48.4                                                                                | 0.0                                                                                 | 56.5                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |                                                                                     | E                                                                                   |
| Approach Vol, veh/h          | 1986                                                                              |                                                                                   |                                                                                   | 1257                                                                              |                                                                                   |                                                                                   | 525                                                                                 |                                                                                     |                                                                                     | 330                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.7                                                                              |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 54.8                                                                                |                                                                                     |                                                                                     | 53.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 25.2                                                                              | 12.0                                                                              | 83.0                                                                              | 12.0                                                                              | 27.2                                                                              | 11.4                                                                                | 83.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 9.5                                                                               | 23.0                                                                              | 14.5                                                                              | 84.0                                                                              | 7.5                                                                               | 25.0                                                                              | 9.5                                                                                 | 89.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.4                                                                              | 19.6                                                                              | 7.4                                                                               | 64.6                                                                              | 8.1                                                                               | 15.7                                                                              | 5.2                                                                                 | 26.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.6                                                                               | 0.2                                                                               | 13.3                                                                              | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 8.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 33.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

7: Hoosier Road & E 116 St

Year 2035 AM Peak

Scenario D - Spyglass Ridge Dr Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Future Volume (veh/h)        | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1811                                                                              | 1856                                                                              | 1752                                                                              | 1856                                                                              | 1870                                                                              | 1841                                                                              | 1900                                                                                | 1870                                                                                | 1811                                                                                | 1767                                                                                | 1811                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 93                                                                                | 641                                                                               | 42                                                                                | 105                                                                               | 1408                                                                              | 90                                                                                | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 85                                                                                  | 52                                                                                  |
| 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, %         | 6                                                                                 | 3                                                                                 | 10                                                                                | 3                                                                                 | 2                                                                                 | 4                                                                                 | 0                                                                                   | 2                                                                                   | 6                                                                                   | 9                                                                                   | 6                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 257                                                                               | 1743                                                                              | 114                                                                               | 507                                                                               | 1766                                                                              | 113                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 145                                                                                 | 89                                                                                  |
| Arrive On Green              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                |
| Sat Flow, veh/h              | 1725                                                                              | 3359                                                                              | 220                                                                               | 1767                                                                              | 3392                                                                              | 216                                                                               | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 1052                                                                                | 643                                                                                 |
| Grp Volume(v), veh/h         | 93                                                                                | 336                                                                               | 347                                                                               | 105                                                                               | 735                                                                               | 763                                                                               | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 0                                                                                   | 137                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1725                                                                              | 1763                                                                              | 1816                                                                              | 1767                                                                              | 1777                                                                              | 1831                                                                              | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 0                                                                                   | 1695                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.38                                                                                |
| Lane Grp Cap(c), veh/h       | 257                                                                               | 915                                                                               | 942                                                                               | 507                                                                               | 925                                                                               | 954                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 0                                                                                   | 233                                                                                 |
| V/C Ratio(X)                 | 0.36                                                                              | 0.37                                                                              | 0.37                                                                              | 0.21                                                                              | 0.79                                                                              | 0.80                                                                              | 0.31                                                                                | 0.77                                                                                | 0.37                                                                                | 0.34                                                                                | 0.00                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 390                                                                               | 1621                                                                              | 1669                                                                              | 545                                                                               | 1537                                                                              | 1585                                                                              | 303                                                                                 | 607                                                                                 | 606                                                                                 | 251                                                                                 | 0                                                                                   | 550                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 13.2                                                                              | 13.2                                                                              | 9.0                                                                               | 18.1                                                                              | 18.2                                                                              | 31.0                                                                                | 38.3                                                                                | 31.2                                                                                | 31.3                                                                                | 0.0                                                                                 | 37.4                                                                                |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.2                                                                               | 0.2                                                                               | 0.2                                                                               | 1.6                                                                               | 1.6                                                                               | 0.6                                                                                 | 4.7                                                                                 | 0.7                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 3.8                                                                               | 3.9                                                                               | 0.8                                                                               | 11.7                                                                              | 12.2                                                                              | 1.6                                                                                 | 4.6                                                                                 | 2.2                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.5                                                                              | 13.5                                                                              | 13.5                                                                              | 9.2                                                                               | 19.7                                                                              | 19.8                                                                              | 31.6                                                                                | 43.0                                                                                | 31.9                                                                                | 32.2                                                                                | 0.0                                                                                 | 39.7                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | C                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 776                                                                               |                                                                                   |                                                                                   | 1603                                                                              |                                                                                   |                                                                                   | 405                                                                                 |                                                                                     |                                                                                     | 214                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 13.8                                                                              |                                                                                   |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   | 37.4                                                                                |                                                                                     |                                                                                     | 37.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.5                                                                              | 17.9                                                                              | 11.0                                                                              | 53.0                                                                              | 10.7                                                                              | 17.7                                                                              | 10.9                                                                                | 53.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 8.5                                                                               | 85.0                                                                              | 7.5                                                                               | 30.0                                                                              | 13.5                                                                                | 80.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.5                                                                               | 11.6                                                                              | 4.4                                                                               | 12.5                                                                              | 5.7                                                                               | 9.0                                                                               | 4.2                                                                                 | 33.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 4.4                                                                               | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

7: Hoosier Road & E 116 St

Year 2035 PM Peak

Scenario D - Spyglass Ridge Dr Signal

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Future Volume (veh/h)        | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                  | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                              | 1870                                                                              | 1900                                                                              | 1856                                                                                | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 110                                                                               | 1737                                                                              | 139                                                                               | 155                                                                               | 1008                                                                              | 94                                                                                | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 145                                                                                 | 53                                                                                  |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 356                                                                               | 1938                                                                              | 153                                                                               | 181                                                                               | 1925                                                                              | 179                                                                               | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 220                                                                                 | 80                                                                                  |
| Arrive On Green              | 0.05                                                                              | 0.58                                                                              | 0.58                                                                              | 0.06                                                                              | 0.59                                                                              | 0.59                                                                              | 0.06                                                                                | 0.15                                                                                | 0.15                                                                                | 0.07                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 3336                                                                              | 264                                                                               | 1781                                                                              | 3286                                                                              | 306                                                                               | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 1327                                                                                | 485                                                                                 |
| Grp Volume(v), veh/h         | 110                                                                               | 916                                                                               | 960                                                                               | 155                                                                               | 545                                                                               | 557                                                                               | 96                                                                                  | 201                                                                                 | 228                                                                                 | 132                                                                                 | 0                                                                                   | 198                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1777                                                                              | 1823                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1767                                                                                | 1900                                                                                | 1610                                                                                | 1781                                                                                | 0                                                                                   | 1813                                                                                |
| Q Serve(g_s), s              | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Cycle Q Clear(g_c), s        | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                 | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.14                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 356                                                                               | 1032                                                                              | 1059                                                                              | 181                                                                               | 1041                                                                              | 1063                                                                              | 227                                                                                 | 286                                                                                 | 333                                                                                 | 228                                                                                 | 0                                                                                   | 300                                                                                 |
| V/C Ratio(X)                 | 0.31                                                                              | 0.89                                                                              | 0.91                                                                              | 0.85                                                                              | 0.52                                                                              | 0.52                                                                              | 0.42                                                                                | 0.70                                                                                | 0.68                                                                                | 0.58                                                                                | 0.00                                                                                | 0.66                                                                                |
| Avail Cap(c_a), veh/h        | 391                                                                               | 1112                                                                              | 1141                                                                              | 274                                                                               | 1178                                                                              | 1204                                                                              | 227                                                                                 | 326                                                                                 | 366                                                                                 | 228                                                                                 | 0                                                                                   | 338                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.4                                                                              | 24.3                                                                              | 24.9                                                                              | 33.9                                                                              | 16.6                                                                              | 16.6                                                                              | 45.2                                                                                | 54.2                                                                                | 49.2                                                                                | 44.7                                                                                | 0.0                                                                                 | 52.5                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 8.5                                                                               | 10.0                                                                              | 15.1                                                                              | 0.4                                                                               | 0.4                                                                               | 1.3                                                                                 | 5.7                                                                                 | 4.6                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 25.7                                                                              | 27.9                                                                              | 3.6                                                                               | 9.6                                                                               | 9.8                                                                               | 2.8                                                                                 | 6.9                                                                                 | 7.4                                                                                 | 3.9                                                                                 | 0.0                                                                                 | 6.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 12.9                                                                              | 32.8                                                                              | 34.9                                                                              | 49.0                                                                              | 17.0                                                                              | 17.0                                                                              | 46.5                                                                                | 59.9                                                                                | 53.8                                                                                | 48.4                                                                                | 0.0                                                                                 | 56.5                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                   | E                                                                                   | D                                                                                   | D                                                                                   |                                                                                     | E                                                                                   |
| Approach Vol, veh/h          | 1986                                                                              |                                                                                   |                                                                                   | 1257                                                                              |                                                                                   |                                                                                   | 525                                                                                 |                                                                                     |                                                                                     | 330                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.7                                                                              |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 54.8                                                                                |                                                                                     |                                                                                     | 53.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 25.2                                                                              | 12.0                                                                              | 83.0                                                                              | 12.0                                                                              | 27.2                                                                              | 11.4                                                                                | 83.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 9.5                                                                               | 23.0                                                                              | 14.5                                                                              | 84.0                                                                              | 7.5                                                                               | 25.0                                                                              | 9.5                                                                                 | 89.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 10.4                                                                              | 19.6                                                                              | 7.4                                                                               | 64.6                                                                              | 8.1                                                                               | 15.7                                                                              | 5.2                                                                                 | 26.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.6                                                                               | 0.2                                                                               | 13.3                                                                              | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 8.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh |                                                                                   |                                                                                   |                                                                                   | 33.6                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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Synchro 12 Report  
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# HCM 7th Signalized Intersection Summary

Year 2035 AM Peak

7: Hoosier Road & E 116 St

Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Future Volume (veh/h)        | 90                                                                                | 622                                                                               | 41                                                                                | 102                                                                               | 1366                                                                              | 87                                                                                | 83                                                                                  | 195                                                                                 | 114                                                                                 | 75                                                                                  | 82                                                                                  | 50                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1811                                                                              | 1856                                                                              | 1752                                                                              | 1856                                                                              | 1870                                                                              | 1841                                                                              | 1900                                                                                | 1870                                                                                | 1811                                                                                | 1767                                                                                | 1811                                                                                | 1781                                                                                |
| Adj Flow Rate, veh/h         | 93                                                                                | 641                                                                               | 42                                                                                | 105                                                                               | 1408                                                                              | 90                                                                                | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 85                                                                                  | 52                                                                                  |
| 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, %         | 6                                                                                 | 3                                                                                 | 10                                                                                | 3                                                                                 | 2                                                                                 | 4                                                                                 | 0                                                                                   | 2                                                                                   | 6                                                                                   | 9                                                                                   | 6                                                                                   | 8                                                                                   |
| Cap, veh/h                   | 257                                                                               | 1743                                                                              | 114                                                                               | 507                                                                               | 1766                                                                              | 113                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 145                                                                                 | 89                                                                                  |
| Arrive On Green              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                              | 0.52                                                                              | 0.52                                                                              | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                | 0.07                                                                                | 0.14                                                                                | 0.14                                                                                |
| Sat Flow, veh/h              | 1725                                                                              | 3359                                                                              | 220                                                                               | 1767                                                                              | 3392                                                                              | 216                                                                               | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 1052                                                                                | 643                                                                                 |
| Grp Volume(v), veh/h         | 93                                                                                | 336                                                                               | 347                                                                               | 105                                                                               | 735                                                                               | 763                                                                               | 86                                                                                  | 201                                                                                 | 118                                                                                 | 77                                                                                  | 0                                                                                   | 137                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1725                                                                              | 1763                                                                              | 1816                                                                              | 1767                                                                              | 1777                                                                              | 1831                                                                              | 1810                                                                                | 1870                                                                                | 1535                                                                                | 1682                                                                                | 0                                                                                   | 1695                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 10.5                                                                              | 10.5                                                                              | 2.4                                                                               | 31.3                                                                              | 31.6                                                                              | 3.7                                                                                 | 9.6                                                                                 | 6.1                                                                                 | 3.5                                                                                 | 0.0                                                                                 | 7.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                              |                                                                                   | 0.12                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.38                                                                                |
| Lane Grp Cap(c), veh/h       | 257                                                                               | 915                                                                               | 942                                                                               | 507                                                                               | 925                                                                               | 954                                                                               | 279                                                                                 | 262                                                                                 | 323                                                                                 | 224                                                                                 | 0                                                                                   | 233                                                                                 |
| V/C Ratio(X)                 | 0.36                                                                              | 0.37                                                                              | 0.37                                                                              | 0.21                                                                              | 0.79                                                                              | 0.80                                                                              | 0.31                                                                                | 0.77                                                                                | 0.37                                                                                | 0.34                                                                                | 0.00                                                                                | 0.59                                                                                |
| Avail Cap(c_a), veh/h        | 390                                                                               | 1621                                                                              | 1669                                                                              | 545                                                                               | 1537                                                                              | 1585                                                                              | 303                                                                                 | 607                                                                                 | 606                                                                                 | 251                                                                                 | 0                                                                                   | 550                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 13.2                                                                              | 13.2                                                                              | 9.0                                                                               | 18.1                                                                              | 18.2                                                                              | 31.0                                                                                | 38.3                                                                                | 31.2                                                                                | 31.3                                                                                | 0.0                                                                                 | 37.4                                                                                |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.2                                                                               | 0.2                                                                               | 0.2                                                                               | 1.6                                                                               | 1.6                                                                               | 0.6                                                                                 | 4.7                                                                                 | 0.7                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 2.3                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 3.8                                                                               | 3.9                                                                               | 0.8                                                                               | 11.7                                                                              | 12.2                                                                              | 1.6                                                                                 | 4.6                                                                                 | 2.2                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 3.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 16.5                                                                              | 13.5                                                                              | 13.5                                                                              | 9.2                                                                               | 19.7                                                                              | 19.8                                                                              | 31.6                                                                                | 43.0                                                                                | 31.9                                                                                | 32.2                                                                                | 0.0                                                                                 | 39.7                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | C                                                                                   | D                                                                                   | C                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          | 776                                                                               |                                                                                   | 1603                                                                              |                                                                                   |                                                                                   |                                                                                   | 405                                                                                 |                                                                                     | 214                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 13.8                                                                              |                                                                                   | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                   | 37.4                                                                                |                                                                                     | 37.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.5                                                                              | 17.9                                                                              | 11.0                                                                              | 53.0                                                                              | 10.7                                                                              | 17.7                                                                              | 10.9                                                                                | 53.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 7.5                                                                               | 30.0                                                                              | 8.5                                                                               | 85.0                                                                              | 7.5                                                                               | 30.0                                                                              | 13.5                                                                                | 80.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 5.5                                                                               | 11.6                                                                              | 4.4                                                                               | 12.5                                                                              | 5.7                                                                               | 9.0                                                                               | 4.2                                                                                 | 33.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 1.4                                                                               | 0.1                                                                               | 4.4                                                                               | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                 | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 21.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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# HCM 7th Signalized Intersection Summary

Year 2035 PM Peak

7: Hoosier Road & E 116 St

Scenario E - Spyglass Ridge Dr Signal - Klotz LI/RI/RO

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                 | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Future Volume (veh/h)        | 107                                                                               | 1685                                                                              | 135                                                                               | 150                                                                               | 978                                                                               | 91                                                                                | 93                                                                                 | 195                                                                                 | 221                                                                                 | 128                                                                                 | 141                                                                                 | 51                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Lane Width Adj.              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                              | 1870                                                                              | 1900                                                                              | 1856                                                                               | 1900                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 110                                                                               | 1737                                                                              | 139                                                                               | 155                                                                               | 1008                                                                              | 94                                                                                | 96                                                                                 | 201                                                                                 | 228                                                                                 | 132                                                                                 | 145                                                                                 | 53                                                                                  |
| Peak Hour Factor             | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                              | 0.97                                                                               | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                | 0.97                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 | 0                                                                                 | 3                                                                                  | 0                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 356                                                                               | 1938                                                                              | 153                                                                               | 181                                                                               | 1925                                                                              | 179                                                                               | 227                                                                                | 286                                                                                 | 333                                                                                 | 228                                                                                 | 220                                                                                 | 80                                                                                  |
| Arrive On Green              | 0.05                                                                              | 0.58                                                                              | 0.58                                                                              | 0.06                                                                              | 0.59                                                                              | 0.59                                                                              | 0.06                                                                               | 0.15                                                                                | 0.15                                                                                | 0.07                                                                                | 0.17                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 3336                                                                              | 264                                                                               | 1781                                                                              | 3286                                                                              | 306                                                                               | 1767                                                                               | 1900                                                                                | 1610                                                                                | 1781                                                                                | 1327                                                                                | 485                                                                                 |
| Grp Volume(v), veh/h         | 110                                                                               | 916                                                                               | 960                                                                               | 155                                                                               | 545                                                                               | 557                                                                               | 96                                                                                 | 201                                                                                 | 228                                                                                 | 132                                                                                 | 0                                                                                   | 198                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1777                                                                              | 1823                                                                              | 1781                                                                              | 1777                                                                              | 1815                                                                              | 1767                                                                               | 1900                                                                                | 1610                                                                                | 1781                                                                                | 0                                                                                   | 1813                                                                                |
| Q Serve(g_s), s              | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Cycle Q Clear(g_c), s        | 3.2                                                                               | 59.8                                                                              | 62.6                                                                              | 5.4                                                                               | 24.6                                                                              | 24.6                                                                              | 6.1                                                                                | 13.5                                                                                | 17.6                                                                                | 8.4                                                                                 | 0.0                                                                                 | 13.7                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.14                                                                              | 1.00                                                                              |                                                                                   | 0.17                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 356                                                                               | 1032                                                                              | 1059                                                                              | 181                                                                               | 1041                                                                              | 1063                                                                              | 227                                                                                | 286                                                                                 | 333                                                                                 | 228                                                                                 | 0                                                                                   | 300                                                                                 |
| V/C Ratio(X)                 | 0.31                                                                              | 0.89                                                                              | 0.91                                                                              | 0.85                                                                              | 0.52                                                                              | 0.52                                                                              | 0.42                                                                               | 0.70                                                                                | 0.68                                                                                | 0.58                                                                                | 0.00                                                                                | 0.66                                                                                |
| Avail Cap(c_a), veh/h        | 391                                                                               | 1112                                                                              | 1141                                                                              | 274                                                                               | 1178                                                                              | 1204                                                                              | 227                                                                                | 326                                                                                 | 366                                                                                 | 228                                                                                 | 0                                                                                   | 338                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.4                                                                              | 24.3                                                                              | 24.9                                                                              | 33.9                                                                              | 16.6                                                                              | 16.6                                                                              | 45.2                                                                               | 54.2                                                                                | 49.2                                                                                | 44.7                                                                                | 0.0                                                                                 | 52.5                                                                                |
| Incr Delay (d2), s/veh       | 0.5                                                                               | 8.5                                                                               | 10.0                                                                              | 15.1                                                                              | 0.4                                                                               | 0.4                                                                               | 1.3                                                                                | 5.7                                                                                 | 4.6                                                                                 | 3.6                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.3                                                                               | 25.7                                                                              | 27.9                                                                              | 3.6                                                                               | 9.6                                                                               | 9.8                                                                               | 2.8                                                                                | 6.9                                                                                 | 7.4                                                                                 | 3.9                                                                                 | 0.0                                                                                 | 6.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d), s/veh        | 12.9                                                                              | 32.8                                                                              | 34.9                                                                              | 49.0                                                                              | 17.0                                                                              | 17.0                                                                              | 46.5                                                                               | 59.9                                                                                | 53.8                                                                                | 48.4                                                                                | 0.0                                                                                 | 56.5                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | B                                                                                 | B                                                                                 | D                                                                                  | E                                                                                   | D                                                                                   | D                                                                                   |                                                                                     | E                                                                                   |
| Approach Vol, veh/h          | 1986                                                                              |                                                                                   |                                                                                   | 1257                                                                              |                                                                                   |                                                                                   | 525                                                                                |                                                                                     |                                                                                     | 330                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 32.7                                                                              |                                                                                   |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 54.8                                                                               |                                                                                     |                                                                                     | 53.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 25.2                                                                              | 12.0                                                                              | 83.0                                                                              | 12.0                                                                              | 27.2                                                                              | 11.4                                                                               | 83.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                               | 5.0                                                                               | 4.5                                                                                | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 9.5                                                                               | 23.0                                                                              | 14.5                                                                              | 84.0                                                                              | 7.5                                                                               | 25.0                                                                              | 9.5                                                                                | 89.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.4                                                                              | 19.6                                                                              | 7.4                                                                               | 64.6                                                                              | 8.1                                                                               | 15.7                                                                              | 5.2                                                                                | 26.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.6                                                                               | 0.2                                                                               | 13.3                                                                              | 0.0                                                                               | 0.7                                                                               | 0.1                                                                                | 8.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th Control Delay, s/veh | 33.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 7th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

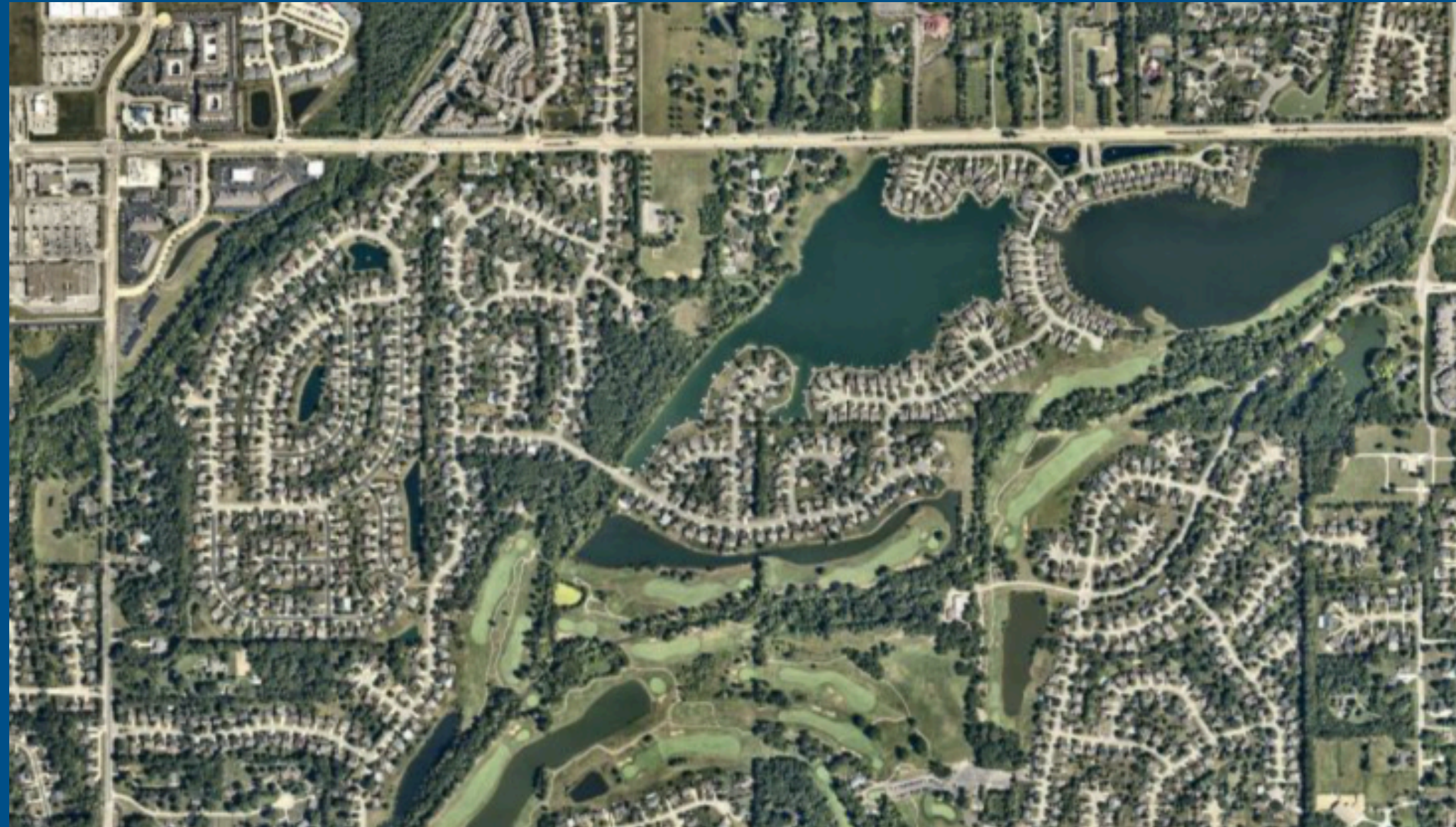
07/28/2025

Synchro 12 Report  
Page 8



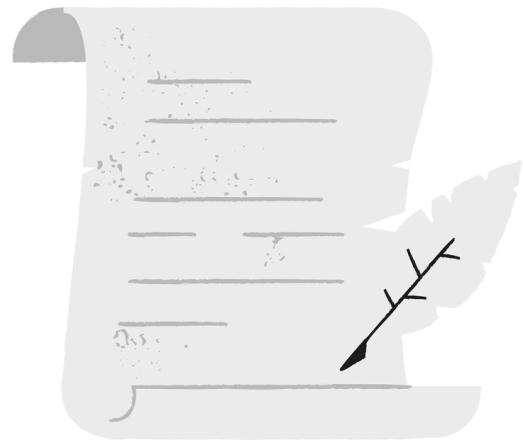


# Spyglass Falls - Spyglass Hill Updated Traffic Study





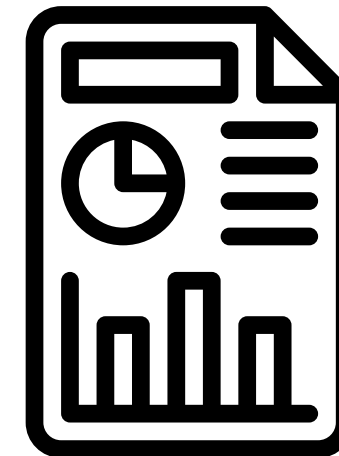
# AGENDA



**History**



**Update to  
Report**



**Results**



# AGENDA



## History



# Crash Data Along 116th Street

## Failure to Yield Right of Way

Cumberland  
Rd.

Hoosier Rd.

Brooks  
School Rd.

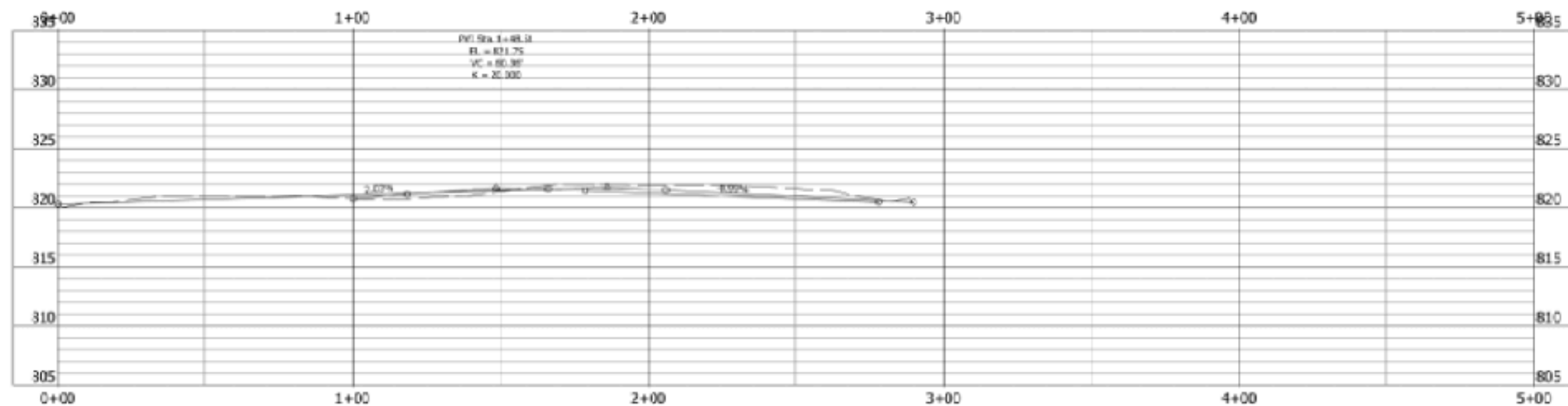
Ollo Road



# Engineering Dept. Recommendation

## Laurel Falls Lane To Knightsbridge Blvd.

Cost≈ \$345 k



# Engineering Dept. Recommendation

Spyglass Falls - Spyglass Hills Access Proposal Alternatives

|                                                                | Total Cost      | Construction Cost | Preliminary Engineering Cost | Right-of-Way Cost | Inspection Cost | Parcels Impacted | Relocations | Land Required (Acres) | Complexity | Pros                                                                                                                                                                                         | Cons                                                                                                                                                                                                |
|----------------------------------------------------------------|-----------------|-------------------|------------------------------|-------------------|-----------------|------------------|-------------|-----------------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Option 1</b>                                                |                 |                   |                              |                   |                 |                  |             |                       |            |                                                                                                                                                                                              |                                                                                                                                                                                                     |
| Extension of Laurel Falls Lane to Knightsbridge Lane           | \$ 494,425.00   | \$ 379,500.00     | \$ 60,700.00                 | \$ 1,125.00       | \$ 53,100.00    | 1                | 0           | 0.00                  | 2          | <ul style="list-style-type: none"> <li>•Low Impact</li> <li>•Connection made in existing platted right-of-way</li> </ul>                                                                     | <ul style="list-style-type: none"> <li>•Increased traffic into Spyglass Hills neighborhood</li> <li>•Additional clearing needed for sight distance</li> </ul>                                       |
| <b>Option 2</b>                                                |                 |                   |                              |                   |                 |                  |             |                       |            |                                                                                                                                                                                              |                                                                                                                                                                                                     |
| Extension of Laurel Falls Lane to Knightsbridge Lane - One Way | \$ 343,760.00   | \$ 264,460.00     | \$ 42,300.00                 | -                 | \$ 37,000.00    | 0                | 0           | 0.00                  | 2          | <ul style="list-style-type: none"> <li>•Low Impact</li> <li>•Connection made in existing platted right-of-way</li> <li>•Doesn't increase traffic into Spyglass Hills neighborhood</li> </ul> | <ul style="list-style-type: none"> <li>•Doesn't allow access into Spyglass Hills neighborhood</li> </ul>                                                                                            |
| <b>Option 3</b>                                                |                 |                   |                              |                   |                 |                  |             |                       |            |                                                                                                                                                                                              |                                                                                                                                                                                                     |
| Signal at Klotz Farm Blvd & 116th Street                       | \$ 520,000.00   | \$ 400,000.00     | \$ 64,000.00                 | -                 | \$ 56,000.00    | 0                | 0           | 0.00                  | 1          | <ul style="list-style-type: none"> <li>•Slows traffic on 116th St</li> <li>•Safe egress</li> <li>•Corridor consistency</li> </ul>                                                            | <ul style="list-style-type: none"> <li>•Increased mainline delay on 116th St</li> <li>•May not meet signal warrants</li> </ul>                                                                      |
| <b>Option 4</b>                                                |                 |                   |                              |                   |                 |                  |             |                       |            |                                                                                                                                                                                              |                                                                                                                                                                                                     |
| Signal at Spyglass Ridge Drive & 116th Street                  | \$ 525,875.00   | \$ 400,000.00     | \$ 64,000.00                 | \$ 5,875.00       | \$ 56,000.00    | 1                | 0           | 0.02                  | 1          | <ul style="list-style-type: none"> <li>•Slows traffic on 116th St</li> <li>•Safe egress</li> <li>•Corridor consistency</li> </ul>                                                            | <ul style="list-style-type: none"> <li>•Increased mainline delay on 116th St</li> <li>•May not meet signal warrants</li> </ul>                                                                      |
| <b>Option 5</b>                                                |                 |                   |                              |                   |                 |                  |             |                       |            |                                                                                                                                                                                              |                                                                                                                                                                                                     |
| Roundabout at Klotz Farm Blvd & 116th Street                   | \$ 4,623,350.00 | \$ 3,440,100.00   | \$ 550,400.00                | \$ 151,250.00     | \$ 481,600.00   | 4                | 0           | 0.48                  | 3          | <ul style="list-style-type: none"> <li>•Slows traffic on 116th St</li> <li>•Safe egress</li> <li>•Improved landscaping</li> </ul>                                                            | <ul style="list-style-type: none"> <li>•Increased traffic impacts on 116th St</li> <li>•Disruption to coordinated signal system</li> <li>•Potential side street delay due to E-W volumes</li> </ul> |
| <b>Option 6</b>                                                |                 |                   |                              |                   |                 |                  |             |                       |            |                                                                                                                                                                                              |                                                                                                                                                                                                     |
| Roundabout at Spyglass Ridge Drive & 116th Street              | \$ 4,183,100.00 | \$ 3,186,450.00   | \$ 509,800.00                | \$ 40,750.00      | \$ 446,100.00   | 7                | 0           | 0.13                  | 3          | <ul style="list-style-type: none"> <li>•Slows traffic on 116th St</li> <li>•Safe egress</li> <li>•Improved landscaping</li> </ul>                                                            | <ul style="list-style-type: none"> <li>•Increased traffic impacts on 116th St</li> <li>•Disruption to coordinated signal system</li> <li>•Potential side street delay due to E-W volumes</li> </ul> |



# AGENDA



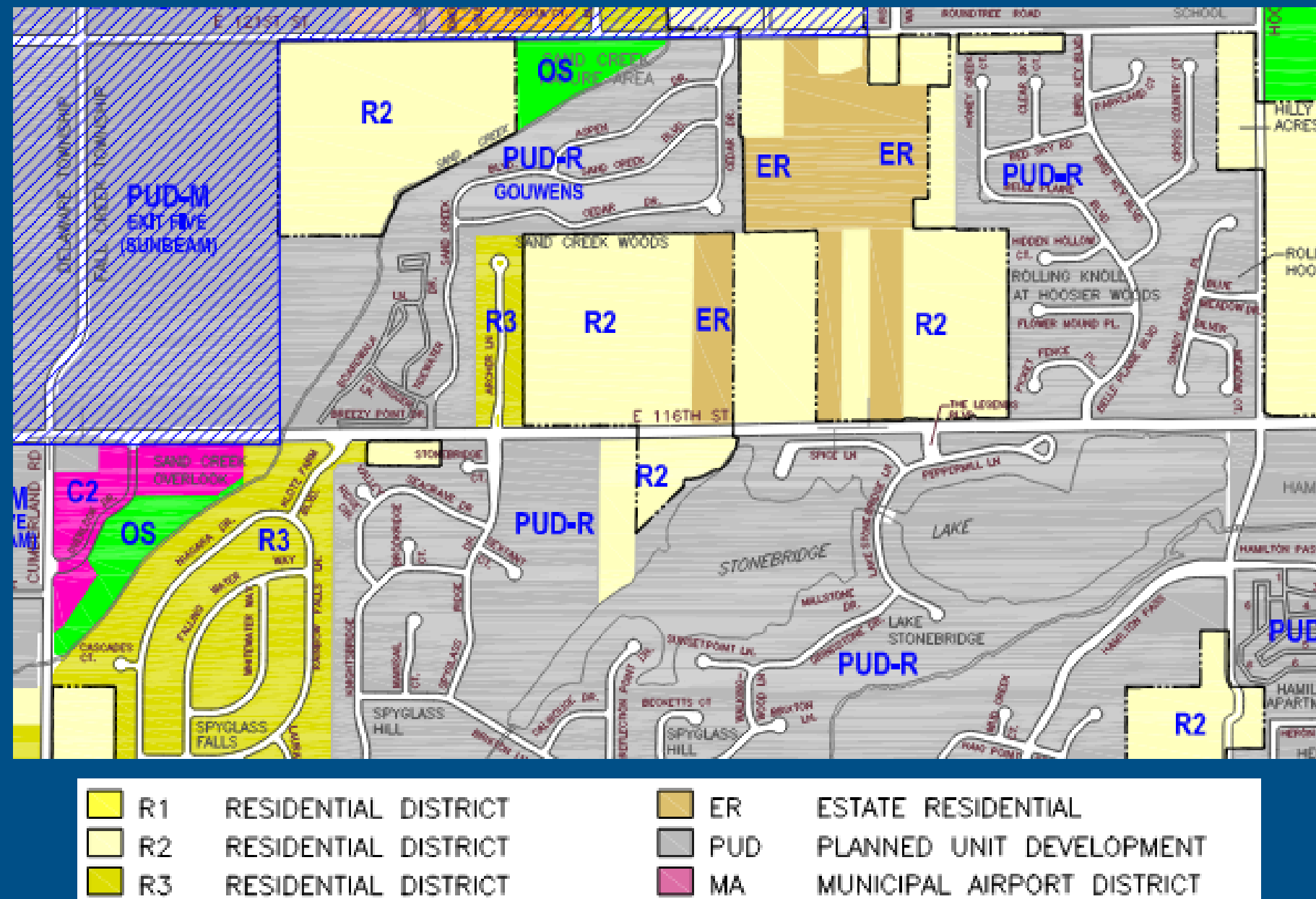
**Update to  
Report**





# Study Baseline Variables

- Growth Rate = 0.5% per year (10 Years)
  - Assumes development along this stretch per Fishers zoning

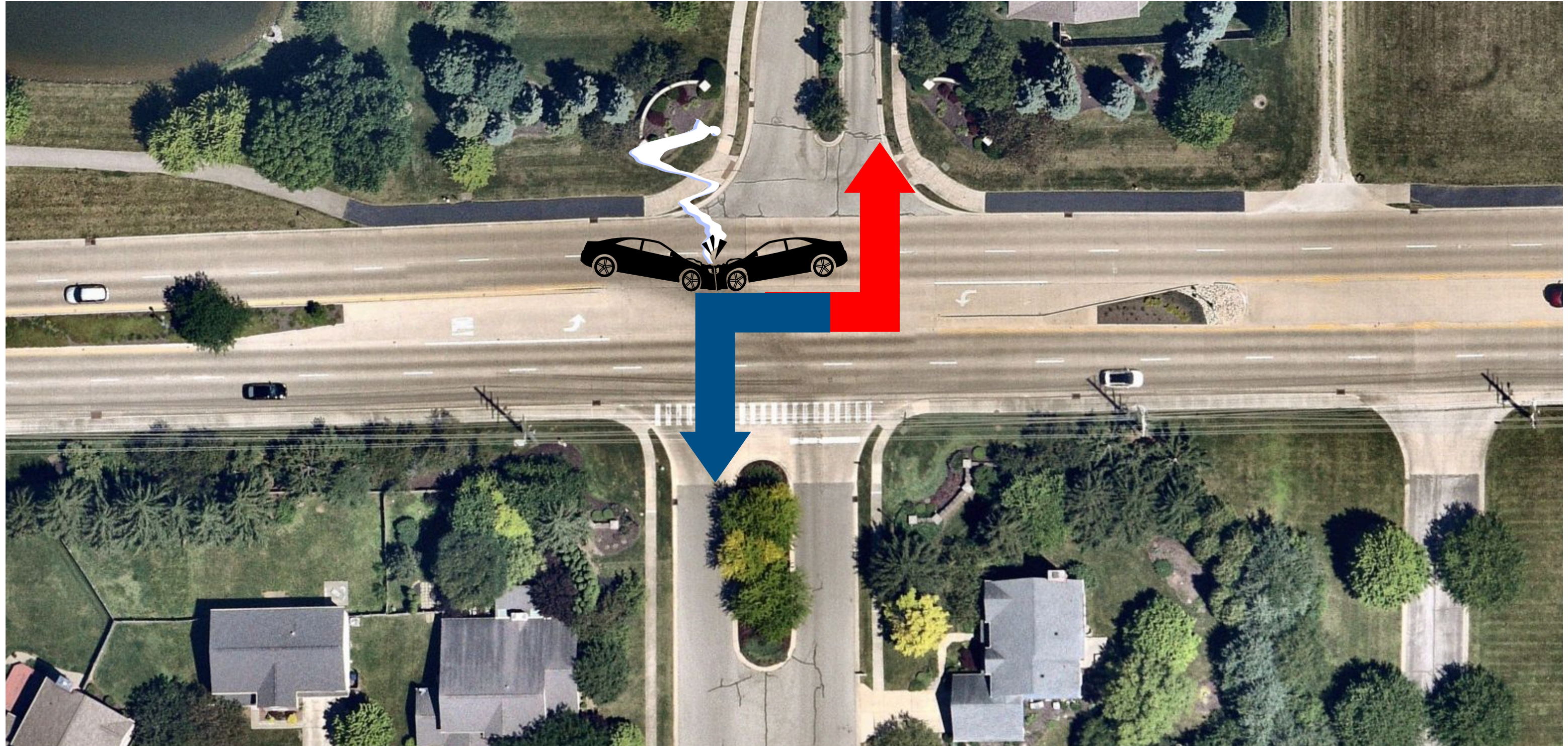


## Study Baseline Variables

- **Max. green time for side streets are between 7-10 seconds**
- **Priority in the AM & PM rush hours will be for 116<sup>th</sup> street**
- **Intersections assume to have free flows for EB and WB on 116<sup>th</sup> street.**
- **Cumberland Rd. and Hoosier Rd. will only experience volume growth. Any signal along this stretch of 116<sup>th</sup> street does not impact these signals.**
- **Legends & Belle Plaine Blvds. show minimal to no impact by any of the 5 scenarios.**
- **Spyglass Ridge requires a lead protective left turn signal. EB & WB left turn lanes at this intersection overlap. (See Next Slide)**



# Spyglass Ridge Intersection





# Parameters & Data





# Signal Location Impact on 116<sup>th</sup> St.





# Study Scenarios

- **Scenario 1: No Build**
- **Scenario 2: Signal at Klotz Farm Boulevard**
- **Scenario 3: Signal at Sand Creek Boulevard**
- **Scenario 4: Signal at Spyglass Ridge Drive**
- **Scenario 5: Signal at Spyglass Ridge Drive– Based on restricting access at Klotz Farm Blvd. to left-in/right-in/right-out only**

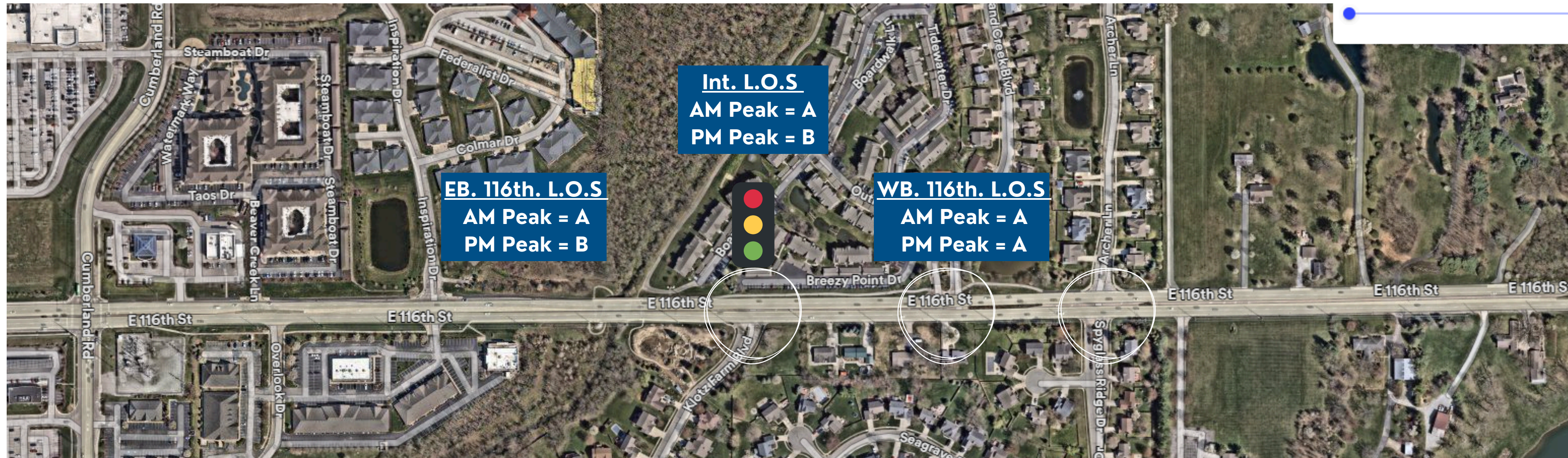
# Scenario 1

- **This scenario is a “No Build”**
- **No action taken and no impacts to any intersections in the corridor**
- **Drivers can still make all the movements**



# Scenario 2

## Signal at Klotz Farm Boulevard



### Klotz Farm Blvd.

| APPROACH            | AM Peak   |     | PM Peak   |     |
|---------------------|-----------|-----|-----------|-----|
|                     | Scenarios |     | Scenarios |     |
|                     | 1         | 2   | 1         | 2   |
| Northbound Approach | 90        | 90  | 210       | 90  |
| Eastbound Approach  | 0         | 140 | 0         | 310 |
| Westbound Approach  | 0         | 180 | 0         | 140 |

### Sand Creek Blvd.

| APPROACH            | AM Peak   |    | PM Peak   |    |
|---------------------|-----------|----|-----------|----|
|                     | Scenarios |    | Scenarios |    |
|                     | 1         | 2  | 1         | 2  |
| Southbound Approach | 90        | 90 | 60        | 60 |
| Eastbound Approach  | 0         | 0  | 0         | 0  |
| Westbound Approach  | 0         | 0  | 0         | 0  |

### Spy Glass Ridge Dr.

| APPROACH            | AM Peak   |    | PM Peak   |    |
|---------------------|-----------|----|-----------|----|
|                     | Scenarios |    | Scenarios |    |
|                     | 1         | 2  | 1         | 2  |
| Northbound Approach | 60        | 70 | 50        | 40 |
| Southbound Approach | 40        | 40 | 30        | 40 |
| Eastbound Approach  | 0         | 0  | 0         | 0  |
| Westbound Approach  | 0         | 0  | 0         | 0  |



# Scenario 3

## Signal at Sand Creek Boulevard



### Klotz Farm Blvd.

| APPROACH            | AM Peak   |    | PM Peak   |     |
|---------------------|-----------|----|-----------|-----|
|                     | Scenarios |    | Scenarios |     |
|                     | 1         | 3  | 1         | 3   |
| Northbound Approach | 90        | 90 | 210       | 170 |
| Eastbound Approach  | 0         | 0  | 0         | 0   |
| Westbound Approach  | 0         | 0  | 0         | 0   |

### Sand Creek Blvd.

| APPROACH            | AM Peak   |     | PM Peak   |     |
|---------------------|-----------|-----|-----------|-----|
|                     | Scenarios |     | Scenarios |     |
|                     | 1         | 3   | 1         | 3   |
| Southbound Approach | 90        | 80  | 60        | 60  |
| Eastbound Approach  | 0         | 90  | 0         | 200 |
| Westbound Approach  | 0         | 210 | 0         | 170 |

### Spy Glass Ridge Dr.

| APPROACH            | AM Peak   |    | PM Peak   |    |
|---------------------|-----------|----|-----------|----|
|                     | Scenarios |    | Scenarios |    |
|                     | 1         | 3  | 1         | 3  |
| Northbound Approach | 60        | 60 | 50        | 50 |
| Southbound Approach | 40        | 40 | 30        | 40 |
| Eastbound Approach  | 0         | 0  | 0         | 0  |
| Westbound Approach  | 0         | 0  | 0         | 0  |



# Scenario 4

## Signal at Spyglass Ridge Drive



### Klotz Farm Blvd.

| APPROACH            | AM Peak   |    | PM Peak   |     |
|---------------------|-----------|----|-----------|-----|
|                     | Scenarios |    | Scenarios |     |
|                     | 1         | 4  | 1         | 4   |
| Northbound Approach | 90        | 80 | 210       | 190 |
| Eastbound Approach  | 0         | 0  | 0         | 0   |
| Westbound Approach  | 0         | 0  | 0         | 0   |

### Sand Creek Blvd.

| APPROACH            | AM Peak   |    | PM Peak   |    |
|---------------------|-----------|----|-----------|----|
|                     | Scenarios |    | Scenarios |    |
|                     | 1         | 4  | 1         | 4  |
| Southbound Approach | 90        | 80 | 60        | 60 |
| Eastbound Approach  | 0         | 0  | 0         | 0  |
| Westbound Approach  | 0         | 0  | 0         | 0  |

### Spy Glass Ridge Dr.

| APPROACH            | AM Peak   |     | PM Peak   |     |
|---------------------|-----------|-----|-----------|-----|
|                     | Scenarios |     | Scenarios |     |
|                     | 1         | 4   | 1         | 4   |
| Northbound Approach | 60        | 60  | 50        | 40  |
| Southbound Approach | 40        | 40  | 30        | 40  |
| Eastbound Approach  | 0         | 80  | 0         | 240 |
| Westbound Approach  | 0         | 180 | 0         | 170 |



# Scenario 5

Signal at Spyglass Ridge Drive,  
No left turn @ Klotz Farm Blvd.



## Klotz Farm Blvd.

| APPROACH            | AM Peak   |    | PM Peak   |     |
|---------------------|-----------|----|-----------|-----|
|                     | Scenarios |    | Scenarios |     |
|                     | 1         | 5  | 1         | 5   |
| Northbound Approach | 90        | 80 | 210       | 100 |
| Eastbound Approach  | 0         | 0  | 0         | 0   |
| Westbound Approach  | 0         | 0  | 0         | 0   |

## Sand Creek Blvd.

| APPROACH            | AM Peak   |    | PM Peak   |    |
|---------------------|-----------|----|-----------|----|
|                     | Scenarios |    | Scenarios |    |
|                     | 1         | 5  | 1         | 5  |
| Southbound Approach | 90        | 70 | 60        | 60 |
| Eastbound Approach  | 0         | 0  | 0         | 0  |
| Westbound Approach  | 0         | 0  | 0         | 0  |

## Spy Glass Ridge Dr.

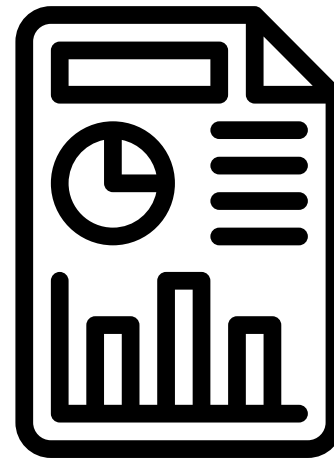
| APPROACH            | AM Peak   |     | PM Peak   |     |
|---------------------|-----------|-----|-----------|-----|
|                     | Scenarios |     | Scenarios |     |
|                     | 1         | 5   | 1         | 5   |
| Northbound Approach | 60        | 60  | 50        | 40  |
| Southbound Approach | 40        | 40  | 30        | 70  |
| Eastbound Approach  | 0         | 120 | 0         | 280 |
| Westbound Approach  | 0         | 310 | 0         | 180 |



# Signal Pros & Cons

| Intersection                        | Pros                                                                                                                                                                                                                                                            | Cons                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>116th &amp; Klotz Farm Blvd.</b> | <ul style="list-style-type: none"> <li>- Provides relief to Spyglass falls to safely turn left</li> </ul>                                                                                                                                                       | <ul style="list-style-type: none"> <li>- Additional stop light on 116th street</li> <li>- Only Serves Spyglass falls if no connection is built to spyglass hills</li> <li>- Priority will be given to 116th street, long wait on Klotz Farm</li> </ul>                                                                                                                                                                        |
| <b>116th &amp; Sand Creek Blvd.</b> | <ul style="list-style-type: none"> <li>- Provides gaps in westbound traffic to allow for safe left turn from Klotz farm Blvd.</li> </ul>                                                                                                                        | <ul style="list-style-type: none"> <li>- Additional stop light on 116th street</li> <li>- Eastbound traffic may still have an impact on left turners on Klotz Farm</li> <li>- Priority will be given to 116th street, long wait on Klotz Farm</li> </ul>                                                                                                                                                                      |
| <b>116th &amp; Spyglass Ridge</b>   | <ul style="list-style-type: none"> <li>- Provides gaps in westbound traffic to allow for safe left turn from Klotz farm Blvd.</li> <li>- Provides safe left turn movements to two neighborhoods, in addition to Spyglass falls if connection is made</li> </ul> | <ul style="list-style-type: none"> <li>- Additional stop light on 116th street</li> <li>- Eastbound traffic may still have an impact on left turners on Klotz Farm</li> <li>- Priority will be given to 116th street, long wait on Klotz Farm</li> <li>- Signal requires a protected lead left turn. 116th will experience increased delay at this intersection due to its geometrics. Left tur movements overlap.</li> </ul> |

# AGENDA



**Results**



## Fishers Traffic Consultant

- **Traffic consultant review shows that signals along 116<sup>th</sup> street will have minimal disruption to 116<sup>th</sup> street traffic.**
- **Recommendation of Traffic light at either Klotz Farm Blvd. or Spyglass Ridge Drive with two way connection constructed**

## City of Fishers Engineering Review

- **Engineering department reviewed the data in the study and concludes that if the board decides on a traffic signal at any of these intersections, with projected developments in the surrounding areas, 116<sup>th</sup> street will operate at an acceptable level of service**





*Thank You*

**Hatem Mekky**  
**Director of Engineering**  
City of Fishers

