# Traffic Impact Study
# 328 West 40th Place

Chicago, Illinois


Prepared For:

THE MISSNER GROUP

Prepared By:

KLOA

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

October 28, 2022

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# I. Executive Summary

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed industrial building to be located at 328 West 40th Place in Chicago, Illinois. The objectives of the traffic study are as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish a base condition.

- Assess the impact that the proposed development will have on transportation conditions in the area.

- Determine any street, access, bicycle, and pedestrian modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday morning and weekday evening peak periods at the intersections of Pershing Road and Root Street with Normal Avenue, Princeton Avenue, and Wells Street in order to determine the general peak hour of traffic activity during these time periods.

As proposed, the site will be developed with an approximately 180,900 square-foot multi-tenant industrial building. The development will provide a total of 176 parking spaces for employees, 38 spaces for trailer storage, and 35 truck loading bays. Access to the site is proposed to be provided via a full movement access drive off Root Street and two full movement access drives off Princeton Avenue.

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

- The truck traffic generated by the development is anticipated to have a limited impact on the street system as the majority of truck traffic is expected to arrive and depart the site outside of peak hours.

- Given the low clearance of the viaducts on Princeton Avenue (north of the site) and Root Street (west of the site), all truck traffic will approach and depart the site to and from the east on Root Street.

- Area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the proposed development.

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed industrial building to be located at 328 W. 40th Place in Chicago, Illinois. The site, which currently contains an AMM Metal Forming facility, is located in the northwest quadrant of the intersection of Root Street with Princeton Avenue. As proposed, the site will be redeveloped with a multi-tenant industrial building with approximately 180,900 square feet of space. Access to the site is proposed to be provided via a full movement access drive off Root Street and two full movement access drives off Princeton Avenue.

The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any determine if any improvements to the transportation system are required to accommodate the proposed development. **Figure 1** shows the location of the site in relation to the area street system. **Figure 2** shows an aerial view of the site.

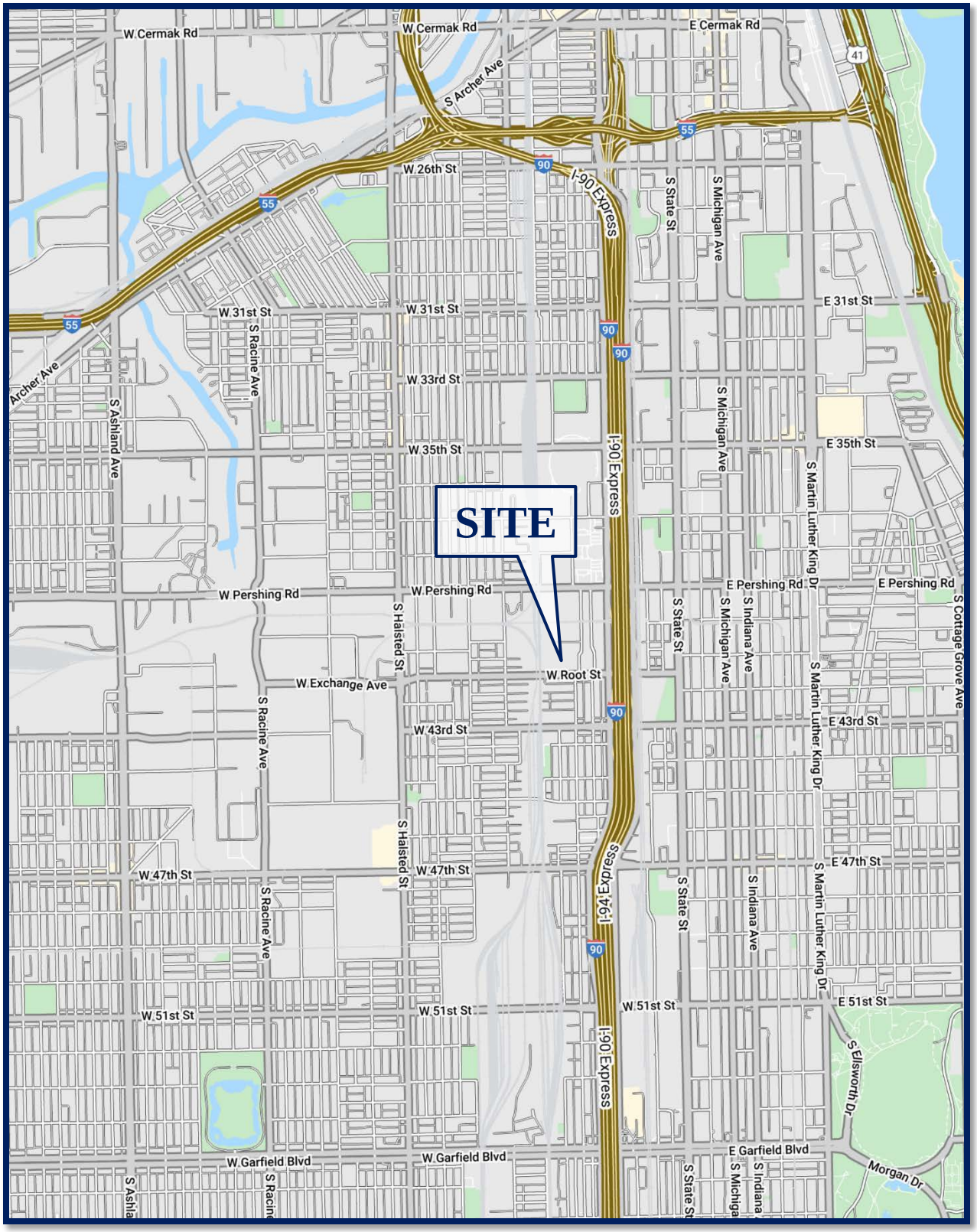
The sections of this report present the following:

- Existing street conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Evaluation and recommendations with respect to adequacy of the site access, on-site circulation, and adjacent street system.

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

1. Year 2022 Base Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2021 and 2022 adjusted to represent typical conditions.

2. Year 2028 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2022 base traffic volumes, traffic projected to be generated by other area developments, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.




**Site Location** **Figure 1**


**Aerial View of Site**
*348 W 40th Place*
*Chicago, Illinois*

**Figure 2**

# 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area street system including lane usage and traffic control devices, and existing peak hour traffic volumes.

## Site Location

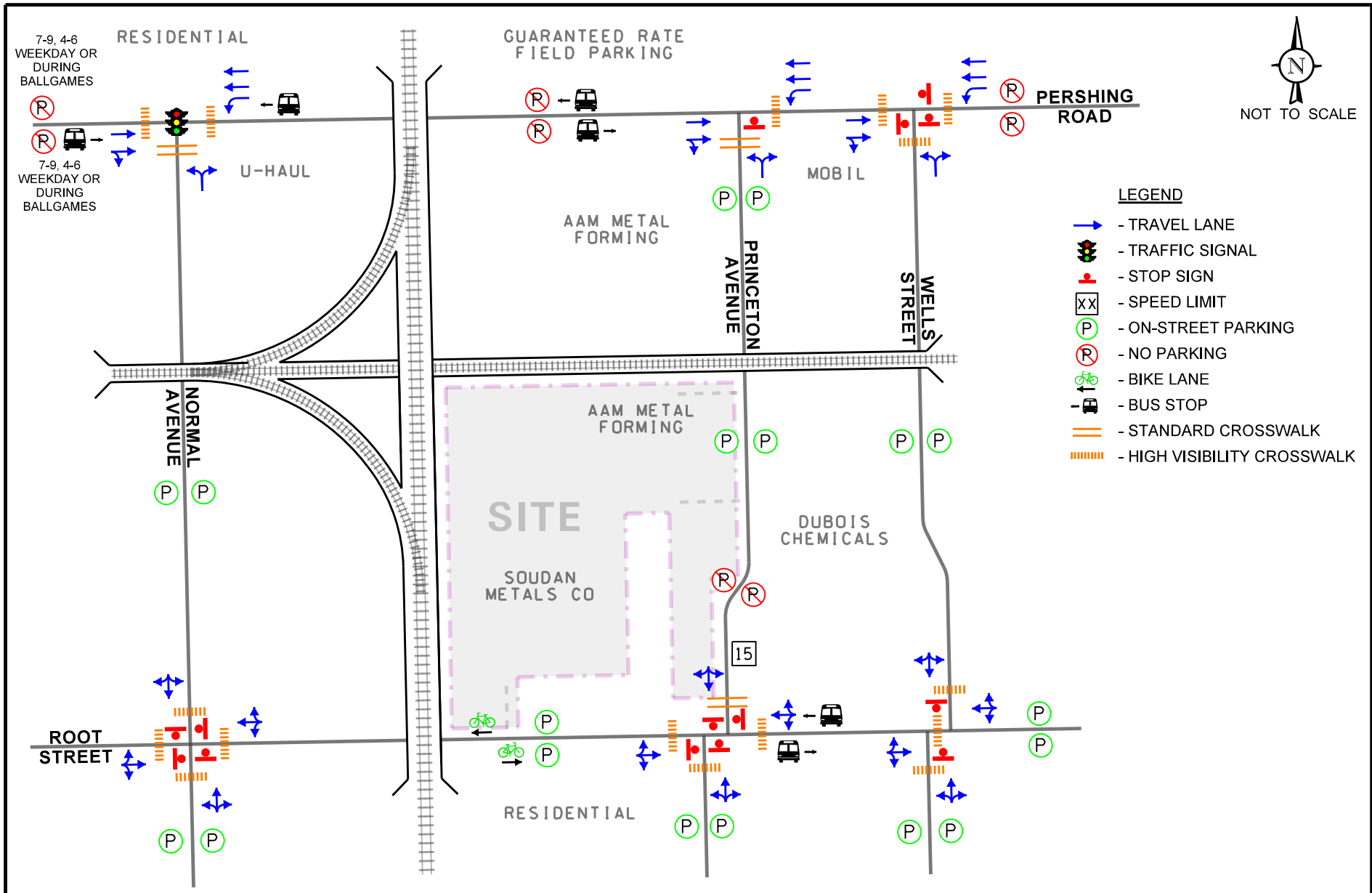
The site is generally bounded by Norfolk Southern Railway, Northeast Illinois Regional Commuter Corp., and Union Pacific railroad to the north and west, Princeton Avenue to the east and Root Street to the south. The area offers a mixture of residential, industrial, and commercial uses. Guaranteed Rate Field is located approximately one-half mile to the north.

## Existing Street System Characteristics

The characteristics of the existing streets near the development are described below and illustrated in **Figure 3**. All streets are under the jurisdiction of the Chicago Department of Transportation (CDOT) unless otherwise noted.

*Pershing Road* is an east-west, principal arterial street that provides two lanes in each direction. At its signalized intersection with Normal Avenue, Pershing Road provides one through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and two through lanes on the westbound approach. All legs of this intersection provide crosswalks with pedestrian countdown signals. At its unsignalized intersection with Princeton Avenue, Pershing Road provides one through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and two through lanes on the westbound approach. The east and south legs of this intersection provide crosswalks. At its all-way stop sign-controlled intersection with Wells Street, Pershing Road provides one through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and two through lanes on the westbound approach. The east and south legs of this intersection provide crosswalks. Parking is prohibited on both sides of the street between 7:00 A.M. and 9:00 A.M and between 4:00 P.M. and 6:00 P.M. Monday through Friday and during ball games. Pershing Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is designated as a Strategic Regional Arterial (SRA) route and carries and Annual Average Daily Traffic of 14,500 vehicles (IDOT 2018).

*Root Street* is an east-west, minor collector street that provides one lane in each direction. At its all-way stop sign-controlled intersection with Normal Avenue, Root Street provides a shared left-turn/through/right-turn lane on both approaches. All legs of this intersection provide high visibility crosswalks. At its all-way stop sign-controlled intersection with Princeton Avenue, Root Street provides a shared left-turn/through/right-turn lane on both approaches. All legs of this intersection provide high visibility crosswalks. At its unsignalized intersection with Wells Street, Root Street

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Existing Roadway Characteristics

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Figure: 3

provides a shared left-turn/through/right-turn lane on both approaches. The east and north legs of this intersection provide high visibility crosswalks. Within the vicinity of the site, bike lanes are provided on both sides of Root Street and parking is generally permitted on both sides of the street. Root Street carries an AADT of 1,750 vehicles (IDOT 2018).

*Normal Avenue* is a north-south local street that provides one lane in each direction. At its signalized intersection with Pershing Road, Normal Avenue provides a shared left-turn/right-turn lane on the northbound approach. It should be noted that access between Pershing Road and the north leg of Normal Avenue is prohibited. All legs of this intersection provide high visibility crosswalks and pedestrian countdown timers. At its all-way stop sign-controlled intersection with Root Street, Normal Avenue provides a shared left-turn/through/right-turn lane on both approaches. All legs of this intersection provide high visibility crosswalks. Within the vicinity of the site parking is generally permitted on both sides of the street. Normal Avenue carries an AADT of 825 vehicles (IDOT 2018).

*Princeton Avenue* is a north-south, local street that provides one lane in each direction. At its unsignalized intersection with Pershing Road, Princeton Avenue provides a shared left-turn/through/right-turn lane on the northbound approach and is under stop sign control. The east and south legs of this intersection provide crosswalks. At its all-way stop sign-controlled intersection with Root Street, Princeton Avenue provides a shared left-turn/through/right-turn lane on both approaches. All legs of this intersection provide crosswalks. Within the vicinity of the site parking is generally permitted on both sides of the street except between Root Street and the AAM Metal Forming access drive. Through its curve north of Root Street, Princeton Avenue has a posted speed limit of 15 miles per hour. Between Pershing Road and Root Street, Princeton Avenue has a low clearance viaduct under the railroad tracks and that cannot accommodate truck traffic. Princeton Avenue carries an AADT of 775 vehicles (IDOT 2018).

*Wells Street* is a north-south, local street that provides one lane in each direction. At its all-way stop sign-controlled intersection with Pershing Road, Wells Street provides a shared left-turn/through/right-turn lane on the northbound approach. The east and south legs of this intersection provide crosswalks. At its unsignalized intersection with Root Street, Wells Street provides a shared left-turn/through/right-turn lane on both approaches. The north and west legs of this intersection provide crosswalks. Within the vicinity of the site parking is generally permitted on both sides of the street. Wells Street carries an AADT of 300 vehicles (IDOT 2018).

## Alternative Modes of Transportation

Accessibility to and from the area is enhanced by the various alternative modes of transportation serving the area as summarized below.

***Public Transportation***. The area is served by the Chicago Transit Authority (CTA) rapid transit via the Sox-35th Red Line station located approximately three-quarters of a mile northeast of the site. The CTA Red Line operates 24 hours a day, seven days a week between Howard Street and the 95$^{th}$/Dan Ryan station located along the Dan Ryan Expressway at 95$^{th}$ Street. Additional service is provided via the Green Line tracks between the Cermak-McCormick Place station and the Ashland/63$^{rd}$ station during rush periods only.

In addition, the following bus routes serve the immediate area and have stops near the facility:

*Route 24 (Wentworth)* provides north-south service between Wacker Drive to the north and 79th Street to the south generally along LaSalle Street and Wentworth Avenue. Service is provided Monday through Friday generally from 5:00 A.M. to 9:30 P.M. Supplementary service may be provided as far south as 87th Street, including stops at Simeon Career Academy and the Gresham Metra Station.

*Route 39 (Pershing)* generally runs along Pershing Road between the Lake Park Avenue and St. Louis Avenue. It operates daily, including holidays, from approximately 5:00 A.M. to 10:00 P.M. on weekdays and from approximately 7:30 A.M. to 5:15 P.M. on Saturdays.

*Route 43 (43rd)* generally runs along 43rd Street and Root Street between the Oakenwald Avenue and Halsted Avenue. It operates daily, including holidays, from approximately 5:00 A.M. to 8:10 P.M. on weekdays and from approximately 6:40 A.M. to 6:50 P.M. on Saturdays.

*Route 44 (Wallace-Racine)* generally runs along Wallace and Racine between the Halsted Orange Line Station and 87th Street. It operates daily, including holidays, from approximately 4:30 A.M. to 11:00 P.M. on weekdays and from approximately 8:00 A.M. to 7:30 P.M. on Saturdays.

***Pedestrian Accommodations.*** Sidewalks and high-visibility crosswalks are generally provided on the majority of the streets within the study area.

***Bike Facilities*.** Root Street provides dedicated bike lanes in both directions. According to the City of Chicago's *Streets for Cycling Plan 2020*, Pershing Road is designated as a crosstown Bike Route and Root Street and Normal Avenue are designated as a neighborhood bike routes.

## Year 2022 Base Traffic Volumes

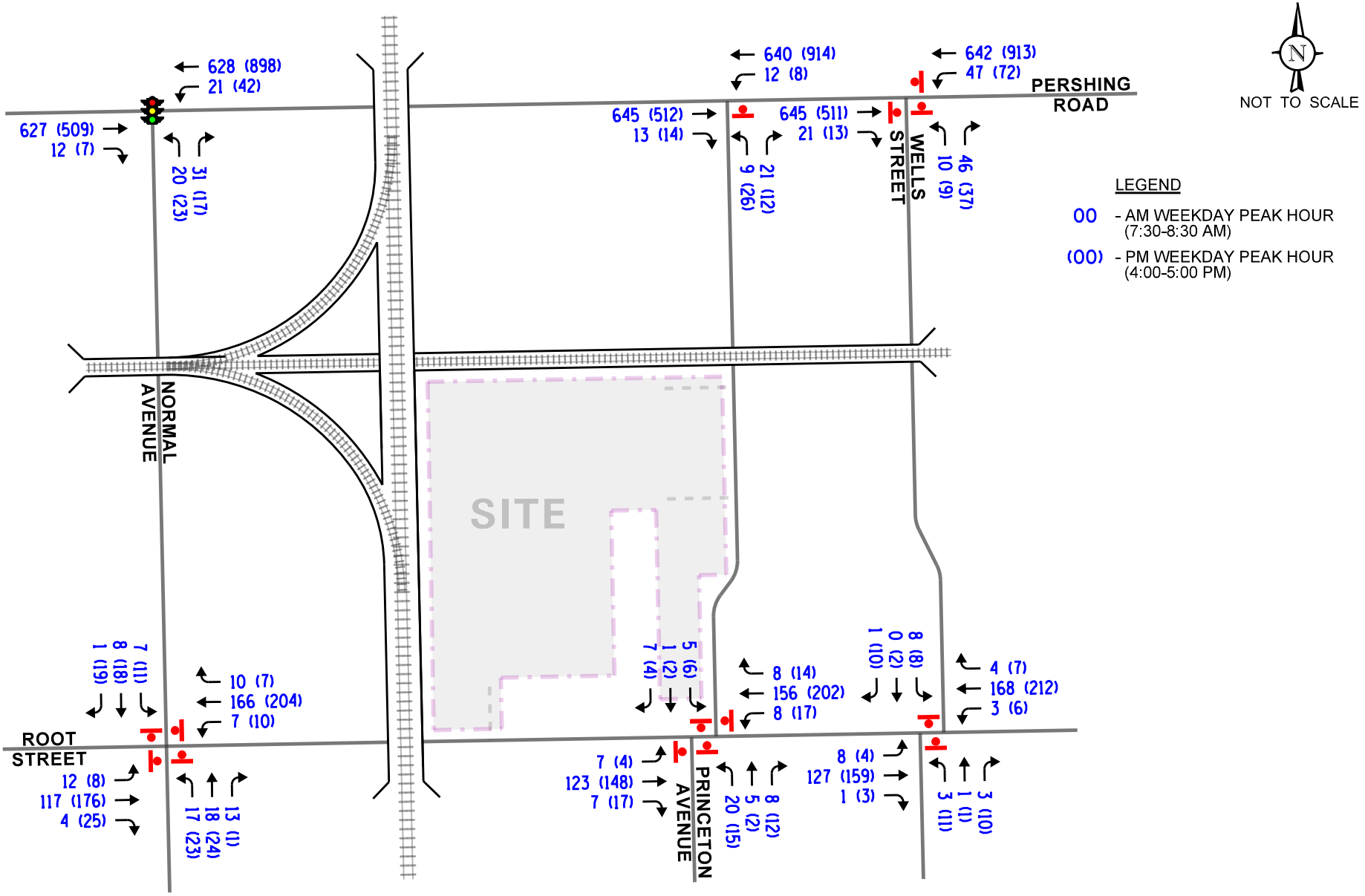
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, June 21, 2022 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (3:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Pershing Road with Princeton Avenue
- Pershing Road with Wells Street
- Root Street with Princeton Avenue
- Root Street with Wells Street

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:00 P.M. to 5:00 P.M. These counts were supplemented with counts conducted at the intersections of Pershing Road with Normal Avenue and Root Street with Normal Avenue in 2021. Copies of the traffic count summary sheets are included in the Appendix.

In order to ensure that the Year 2022 traffic counts represent normal traffic conditions, the traffic volumes were compared with hourly counts previously conducted by IDOT on Pershing Road in 2018. Based on the 2018 counts, the 2022 traffic counts were increased by 30 percent during the weekday morning peak hour and 10 percent during the weekday evening peak hour.

**Figure 4** illustrates the Year 2022 base peak hour vehicle traffic volumes, inclusive of heavy vehicles. **Figure 5** illustrates the Year 2022 base heavy vehicle peak hour traffic volumes. **Figure 6** illustrates the existing pedestrian and bicycle volumes, showing direction of travel.

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Year 2022 Base Traffic Volumes

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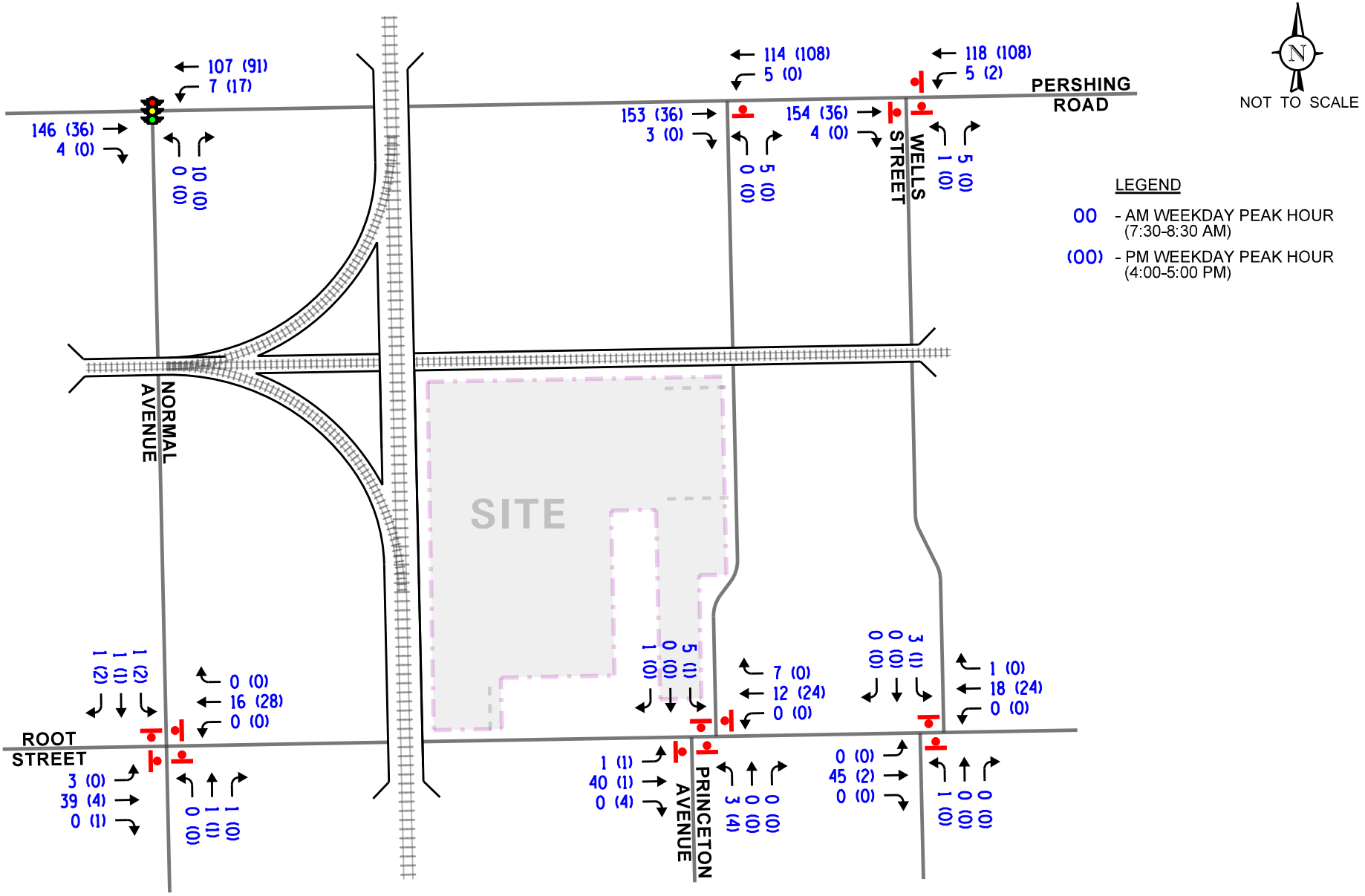
Figure: 4

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Year 2022 Base Traffic Volumes - Heavy Vehicles

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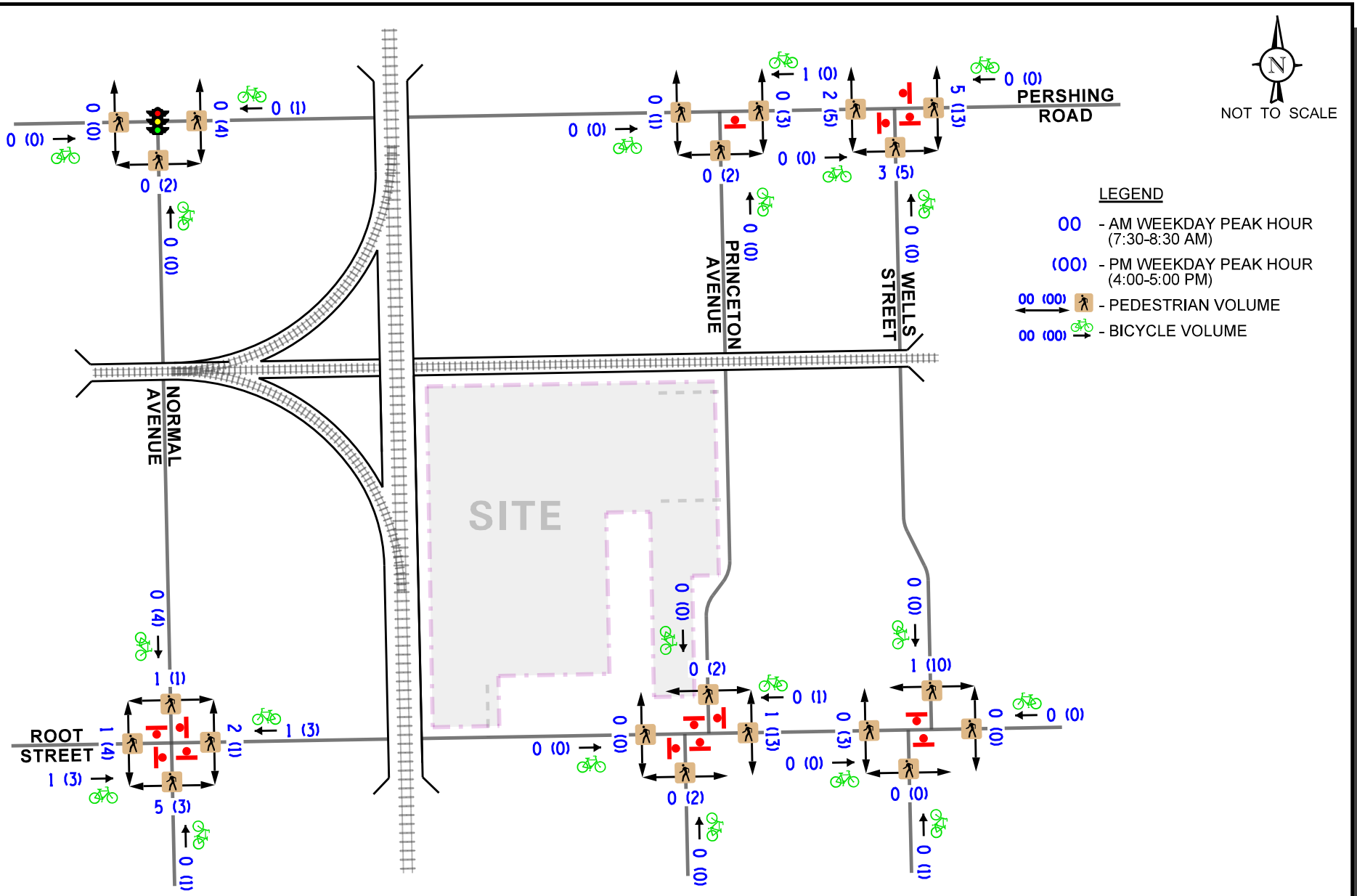


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Existing Pedestrian and Bicycle Traffic Volumes

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# 3. Traffic Characteristics of the Proposed Development

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

## Proposed Development Plan

As proposed, the site will be developed with an approximately 180,900 square-foot multi-tenant industrial building. The development will provide 176 parking spaces for employees on the east and south sides of the building. 35 truck loading bays will be provided on the west side of the building and 38 trailer storage spaces will be provided on the east side of the site. Access to the development is proposed to be provided as follows:

- A full movement access drive on the north side of Root Street located approximately 585 feet west of Princeton Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve passenger vehicles only.

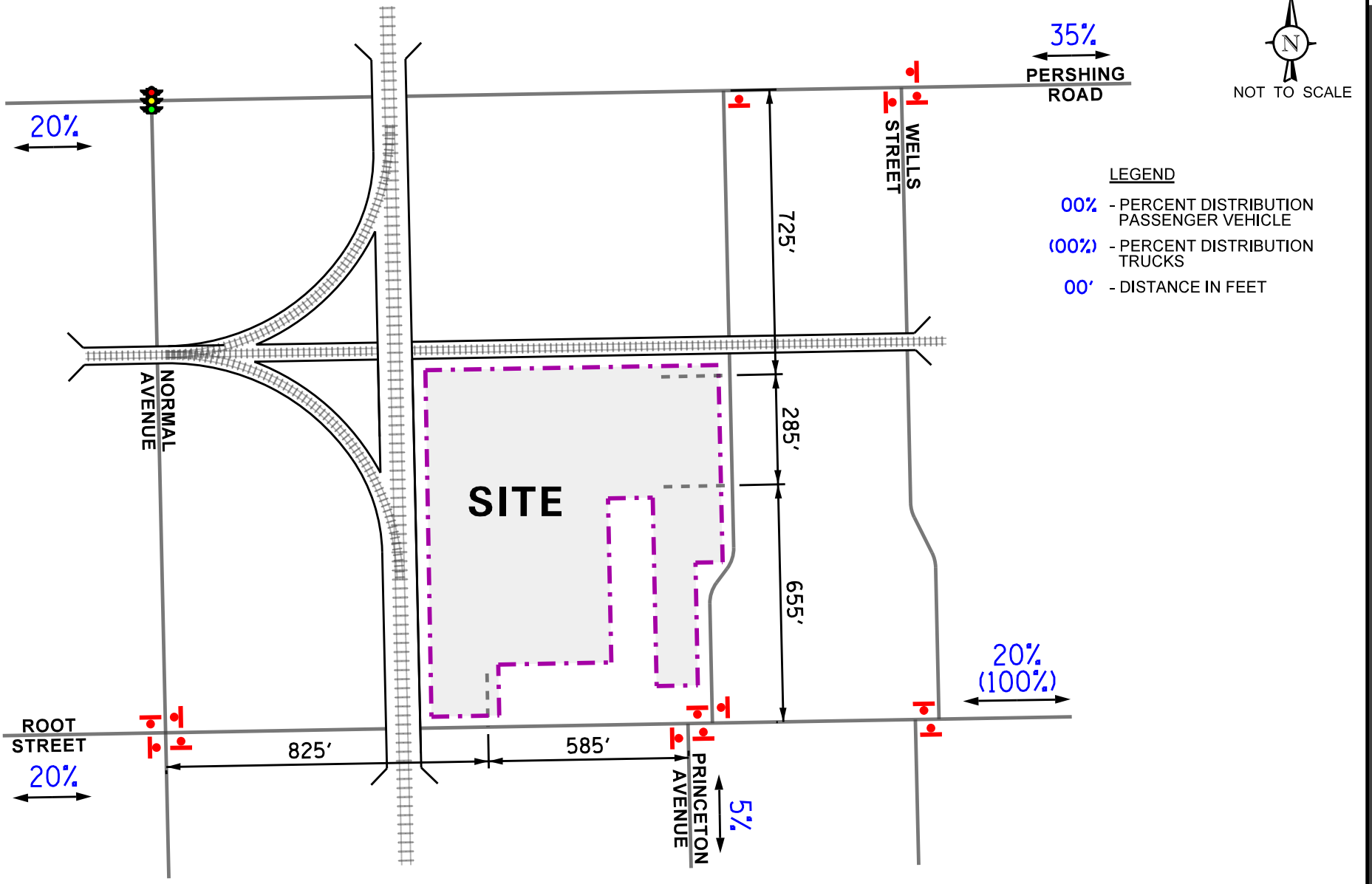
- A full movement access drive on the west side of Princeton Avenue located approximately 725 feet south of Pershing Road. This access drive will provide one inbound lane and one outbound lane wide enough to accommodate truck turning movements. Outbound movements will be under stop sign control. This access drive will serve passenger vehicles and trucks.

- A full movement access drive on the west side of Princeton Avenue located approximately 655 feet north of Root Street. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve passenger vehicles only.

As indicated earlier, given the low clearance of the viaducts on Princeton Avenue (north of the site) and Root Street (west of the site), all truck traffic will approach and depart the site to and from the east on Root Street. Furthermore, the proposed development will replace an existing curb cut on Root Street and two existing curb cuts on Princeton Avenue. A copy of the preliminary site plan is included in the appendix.

## Directional Distribution

The directions from which traffic will approach and depart the site was estimated based on existing travel patterns, as determined from the traffic counts and the proposed access system of the development. It should be noted that given the low clearance viaduct on Princeton Avenue, all truck traffic will be required to approach and depart the site via Root Street. **Figure 7** illustrates the directional distribution of traffic.

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Directional Distribution

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## Development-Generated Traffic Volumes

The total number of peak hour vehicle trips estimated to be generated by the proposed development was based on General Light Industrial (Land-Use Code 110) vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). **Table 1** summarizes the trips projected to be generated by the development during the peak hours and on a daily basis. **Table 2** summarizes the trips projected to be generated by the development throughout the day. Copies of the ITE trip generation rates are included in the Appendix. It should be noted that given the location of the site within an urban area and the proximity of the site to public transportation and alternative modes of transportation, the number of passenger vehicle trips will be reduced. However, to provide a conservative analysis, no reduction was applied.

Table 1
ESTIMATED DAILY AND PEAK HOUR SITE GENERATED TRAFFIC

| ITE Land-Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Daily Trips | |
|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out |
| **110** | **General Light Industrial (180,900 s.f.)** | **112** | **15** | **127** | **16** | **112** | **128** | **366** | **366** |
| | Trucks | 2 | 2 | 4 | 1 | 1 | 2 | 23 | 23 |
| | Passenger Vehicles | 110 | 13 | 123 | 15 | 111 | 126 | 343 | 343 |

Table 2
ESTIMATED 24-HOUR SITE GENERATED TRAFFIC

| Hour | General Light Industrial (ITE Land-Use Code 110) – 180,900 s.f. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Trucks | | | Passenger Vehicles | | | Total | | |
| | In | Out | Total | In | Out | Total | In | Out | Total |
| 0:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 1:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 2:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 3:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 4:00 | 0 | 0 | **0** | 2 | 0 | **2** | 2 | 0 | **2** |
| 5:00 | 0 | 0 | **0** | 15 | 1 | **16** | 15 | 1 | **16** |
| 6:00 | 0 | 0 | **0** | 20 | 2 | **22** | 20 | 2 | **22** |
| 7:00 | 2 | 1 | **3** | 49 | 5 | **54** | 51 | 6 | **57** |
| 8:00 | 2 | 2 | **4** | 110 | 13 | **123** | 112 | 15 | **127** |
| 9:00 | 4 | 4 | **8** | 17 | 17 | **34** | 21 | 21 | **42** |
| 10:00 | 3 | 4 | **7** | 19 | 18 | **37** | 22 | 22 | **44** |
| 11:00 | 2 | 1 | **3** | 16 | 23 | **39** | 18 | 24 | **42** |
| 12:00 | 2 | 2 | **4** | 23 | 29 | **52** | 25 | 31 | **56** |
| 13:00 | 3 | 3 | **6** | 21 | 18 | **39** | 24 | 21 | **45** |
| 14:00 | 2 | 2 | **4** | 18 | 23 | **41** | 20 | 25 | **45** |
| 15:00 | 2 | 2 | **4** | 15 | 30 | **45** | 17 | 32 | **49** |
| 16:00 | 1 | 1 | **2** | 15 | 111 | **126** | 16 | 112 | **128** |
| 17:00 | 0 | 1 | **1** | 3 | 46 | **49** | 3 | 47 | **50** |
| 18:00 | 0 | 0 | **0** | 0 | 7 | **7** | 0 | 7 | **7** |
| 19:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 10:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 21:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 22:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| 23:00 | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** |
| **Total** | **23** | **23** | **46** | **343** | **343** | **686** | **366** | **366** | **732** |

Based on daily trips (Table 1) and ITE's Hourly Distribution of Entering and Exiting Truck Trips and Vehicle Trips tables.

# 4. Projected Traffic Conditions

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

## Development Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the street system in accordance with the previously described directional distribution (Figure 7). **Figure 8** illustrates the traffic assignment of the new passenger vehicle trips for the development. **Figure 9** illustrates the traffic assignment of the new truck trips for the development.

## Other Area Developments

To account for the traffic to be generated by the other future developments in the area, the traffic impact study also included proposed developments and developments currently under construction in the vicinity of the study area.

*3900 S Normal Avenue* will be located on the west side of Normal Avenue between Pershing Road and Root Street and will consist of an approximately 170,493 square-foot multi-tenant industrial building. The volume of traffic projected to be generated by this development was based on the KLOA, Inc. traffic impact study dated May 27, 2021.

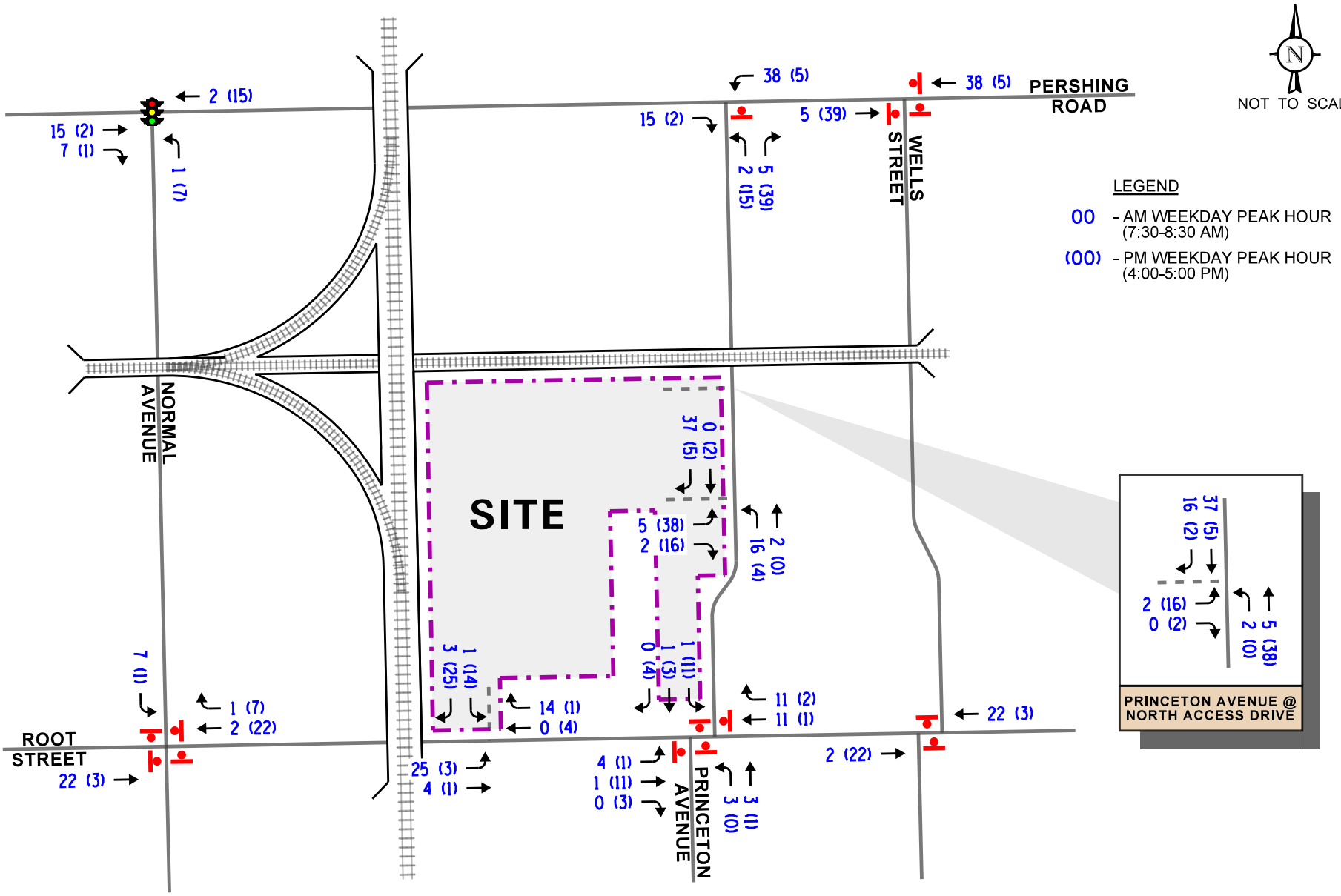
*1032 W 43rd Street* will be located west of Morgan Street side between Exchange Avenue and 43rd Street and will consist of an approximately 130,354 square-foot multi-tenant industrial building. The volume of traffic projected to be generated by this development was based on the KLOA, Inc. traffic impact study dated August 23, 2021.

## Ambient Traffic Growth

To account for any additional increase in traffic due to other factors or developments not previously discussed, an ambient growth factor of 0.5 percent per year was also applied to the study area over a six-year period to represent Year 2028 conditions. Furthermore, in order to account for the increase in population in the study area, bicycle and pedestrian volumes were increased by 10 percent at each intersection. **Figure 10** illustrates the Year 2028 No Build Volumes which include the Year 2022 Base traffic volumes increased by the ambient growth factor and the traffic projected to be generated by the other area developments.

## Total Projected Traffic Volumes

The Year 2028 No Build volumes were combined with the new peak hour traffic volumes generated by the proposed development to determine the Year 2028 total traffic volumes, shown in **Figure 11**.

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Site-Generated Traffic Volumes - Passenger Vehicles

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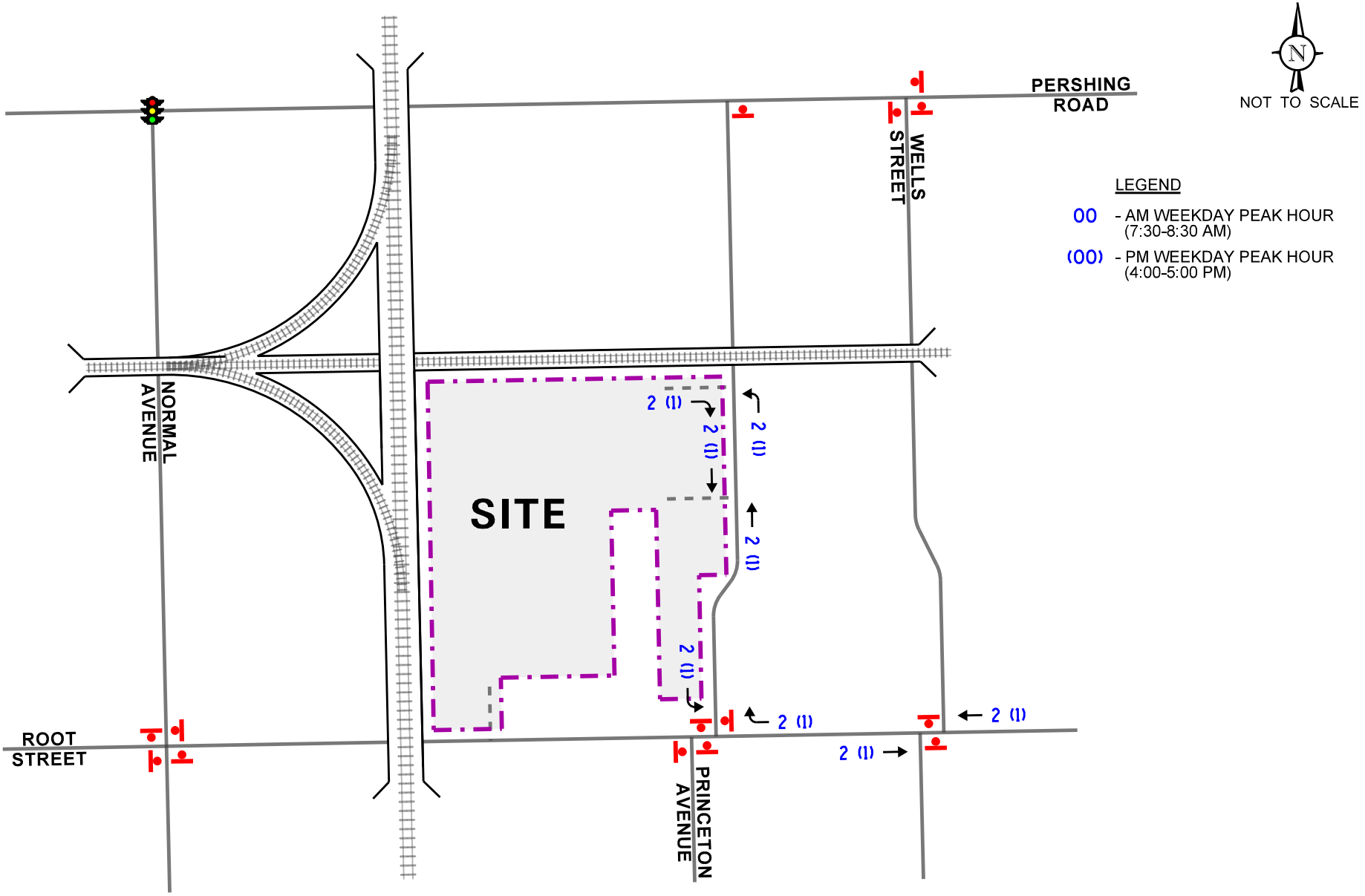


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Site-Generated Traffic Volumes - Trucks

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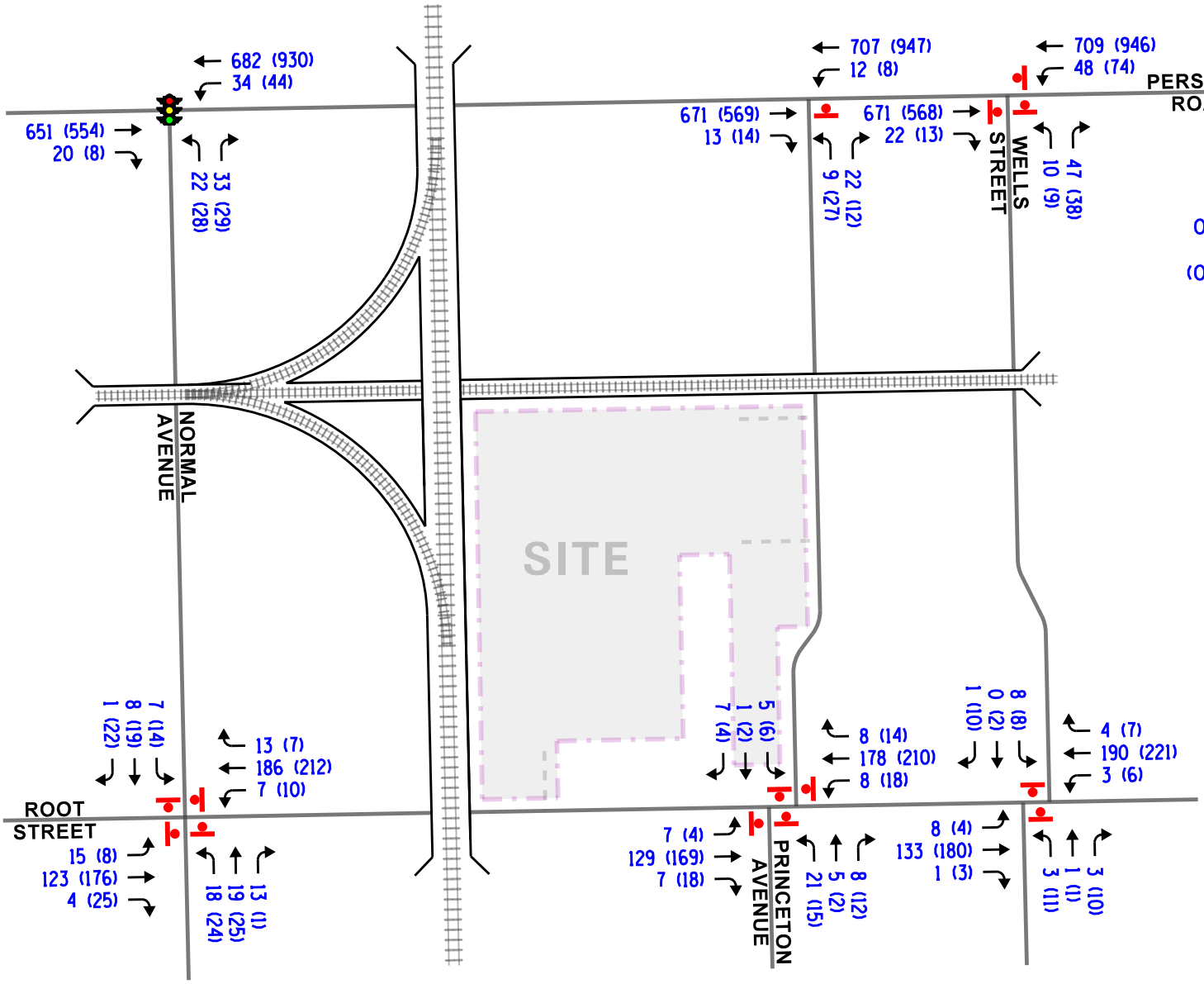


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Year 2028 No-Build Traffic Volumes

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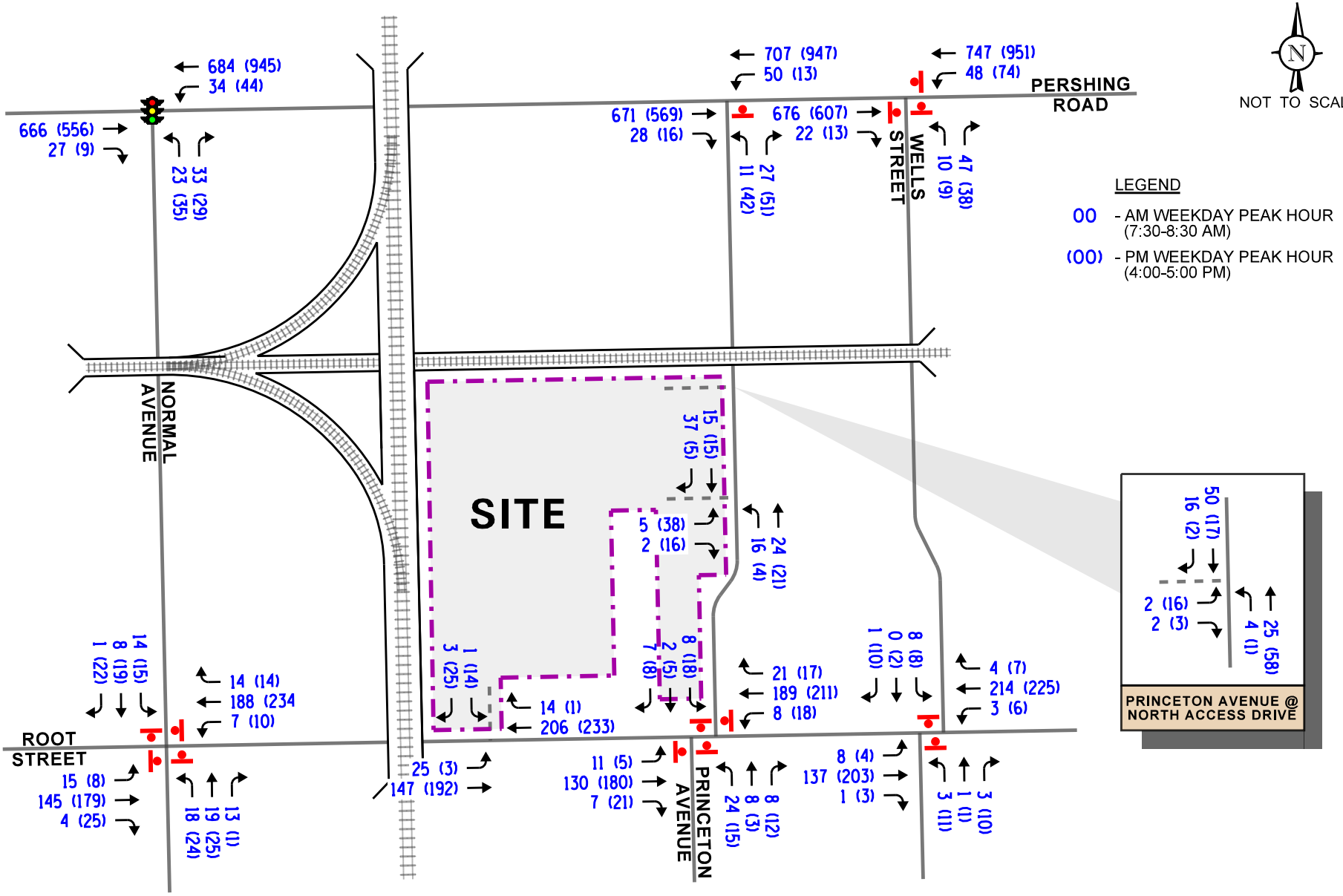


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Year 2028 Total Projected Traffic Volumes

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# 5. Traffic Analysis and Recommendations

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

## Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the Year 2022 base and Year 2028 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using Synchro/SimTraffic 11 software. The analysis for the signalized intersections were conducted utilizing actual cycle lengths, phasings, and offsets.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2022 base and Year 2028 total projected conditions are presented in **Tables 3** through **5**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – PERSHING ROAD WITH NORMAL AVENUE

| | Peak Hour | Eastbound | Westbound | | Northbound | Overall |
|---|---|---|---|---|---|---|
| | | T/R | L/T | | L/R | |
| Year 2022 Base Conditions | Weekday Morning Peak Hour | A 8.5 | A 9.9 | B 11.5 | A 8.0 | A 9.9 |
| | | | B – 11.4 | | | |
| | Weekday Evening Peak Hour | A 7.0 | B 10.5 | B 12.9 | A 9.5 | B 10.7 |
| | | | B – 12.8 | | | |
| Year 2028 Total Projected Conditions | Weekday Morning Peak Hour | A 8.6 | B 11.7 | B 11.9 | A 8.1 | B 10.2 |
| | | | B – 11.9 | | | |
| | Weekday Evening Peak Hour | A 6.8 | B 11.0 | B 13.4 | A 9.2 | B 10.9 |
| | | | B – 13.3 | | | |

Letter denotes Level of Service
Delay is measured in seconds.
L – Left-Turns
T – Through
R – Right-Turns

Table 4
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – YEAR 2022 BASE CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Pershing Road with Princeton Avenue[1]** | | | | |
| • Westbound Left Turn | B | 10.5 | A | 8.5 |
| • Northbound Approach | C | 15.2 | C | 19.0 |
| **Pershing Road with Wells Street[2]** | | | | |
| • Overall | C | 18.8 | C | 16.6 |
| • Eastbound Approach | D | 26.0 | C | 17.8 |
| • Westbound Approach | B | 12.4 | C | 16.2 |
| • Northbound Approach | B | 10.9 | B | 10.6 |
| **Root Street with Normal Avenue[2]** | | | | |
| • Overall | A | 8.6 | A | 9.2 |
| • Eastbound Approach | A | 8.9 | A | 9.1 |
| • Westbound Approach | A | 8.6 | A | 8.6 |
| • Northbound Approach | A | 8.0 | A | 8.6 |
| • Southbound Approach | A | 8.2 | A | 8.7 |
| **Root Street with Princeton Avenue[2]** | | | | |
| • Overall | A | 8.6 | A | 9.1 |
| • Eastbound Approach | A | 8.5 | A | 9.2 |
| • Westbound Approach | A | 8.5 | A | 9.1 |
| • Northbound Approach | A | 8.3 | A | 8.5 |
| • Southbound Approach | A | 9.4 | A | 8.3 |
| **Root Street with Wells Street[1]** | | | | |
| • Eastbound Left Turn | A | 7.6 | A | 7.8 |
| • Westbound Left Turn | A | 7.5 | A | 7.6 |
| • Northbound Approach | B | 10.7 | B | 11.0 |
| • Southbound Approach | B | 11.9 | B | 11.3 |

1 – Two-Way Stop Sign Control
2 – All-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – YEAR 2028 PROJECTED CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Pershing Road with Princeton Avenue[1]** | | | | |
| • Westbound Left Turn | A | 9.5 | A | 8.7 |
| • Northbound Approach | C | 17.4 | C | 20.2 |
| **Pershing Road with Wells Street[2]** | | | | |
| • Overall | C | 22.5 | C | 20.7 |
| • Eastbound Approach | D | 32.2 | C | 24.3 |
| • Westbound Approach | B | 14.7 | C | 19.0 |
| • Northbound Approach | B | 11.2 | B | 10.9 |
| **Root Street with Normal Avenue[2]** | | | | |
| • Overall | A | 9.1 | A | 9.7 |
| • Eastbound Approach | A | 9.6 | A | 9.6 |
| • Westbound Approach | A | 9.0 | B | 10.2 |
| • Northbound Approach | A | 8.2 | A | 8.9 |
| • Southbound Approach | A | 8.4 | A | 9.0 |
| **Root Street with Princeton Avenue[2]** | | | | |
| • Overall | A | 9.0 | A | 9.5 |
| • Eastbound Approach | A | 8.8 | A | 9.7 |
| • Westbound Approach | A | 9.1 | A | 9.5 |
| • Northbound Approach | A | 8.5 | A | 8.8 |
| • Southbound Approach | A | 9.5 | A | 8.6 |
| **Root Street with Wells Street[1]** | | | | |
| • Eastbound Left Turn | A | 7.8 | A | 7.8 |
| • Westbound Left Turn | A | 7.5 | A | 7.7 |
| • Northbound Approach | B | 11.1 | B | 11.6 |
| • Southbound Approach | B | 12.7 | B | 11.7 |

1 – Two-Way Stop Sign Control
2 – All-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

Table 5 - Continued
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – YEAR 2028 PROJECTED CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Root Street with the Proposed Site Access Drive[1]** | | | | |
| • Eastbound Left Turn | A | 7.7 | A | 7.7 |
| • Southbound Approach | A | 9.9 | B | 10.5 |
| **Princeton Avenue with the North Proposed Access Drive[1]** | | | | |
| • Eastbound Approach | A | 9.3 | A | 8.9 |
| • Northbound Left Turn | A | 7.8 | A | 8.2 |
| **Princeton Avenue with the South Proposed Access Drive[1]** | | | | |
| • Eastbound Approach | A | 8.9 | A | 8.9 |
| • Northbound Left Turn | A | 7.3 | A | 7.2 |

1 – Two-Way Stop Sign Control
2 – All-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any street and traffic control improvements necessary to accommodate the development-generated traffic.

### *Pershing Road with Normal Avenue*

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour Furthermore, all the intersection movements operate at LOS B or better during both peak hours.

Under Year 2028 total projected conditions, this intersection overall is projected to operate at LOS B during both peak hours with increases in delay of less than one second. Furthermore, all the intersection movements are projected to continue to operate at LOS B or better during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic signal modifications will be required.

### *Pershing Road with Princeton Avenue*

The results of the capacity analysis indicate that the northbound approach at this intersection operates At LOS C during the weekday morning and weekday evening peak hours. Further, the westbound left turn movement operates at LOS B or better during both peak hours.

Under Year 2028 total projected conditions, the northbound approach is projected to continue to operate at LOS C during both peak hours with increases in delay of approximately two seconds or less. Further, the westbound left turn movement is projected to operate at LOS A during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic control modifications will be required.

### *Pershing Road with Wells Street*

The results of the capacity analysis indicate that this all-way stop sign control intersection currently operate at an overall LOS C during the weekday morning and weekday evening peak hours. It should be noted that the eastbound approach currently operates at LOS D during the weekday morning peak hour. This delay is the result of the high volume of existing through traffic on Pershing Road.

Under Year 2028 total projected conditions, this intersection is projected to continue to operate at LOS C during both peak hours with increases in delay of approximately four seconds. Further, all intersection approaches are projected to continue to operate at the same LOS during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic control modifications will be required.

*Root Street with Normal Avenue*

The results of the capacity analysis indicate that this all-way stop sign control intersection currently operate at an overall LOS A during the weekday morning and weekday evening peak hours. Further, all intersection approaches operate at LOS A during both peak hours.

Under Year 2028 total projected conditions, this intersection is projected to continue to operate LOS A during both peak hours with increases in delay of less than one second. Further, all intersection approaches are projected to operate at LOS B or better during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic control modifications will be required.

*Root Street with Princeton Avenue*

The results of the capacity analysis indicate that this all-way stop sign control intersection currently operate at an overall LOS A during the weekday morning and weekday evening peak hours. Further, all intersection approaches operate at LOS A during both peak hours.

Under Year 2028 total projected conditions, this intersection is projected to continue to operate LOS A during both peak hours with increases in delay of less than one second. Further, all intersection approaches are projected to continue to operate at LOS A during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic control modifications will be required.

*Root Street with Wells Street*

The results of the capacity analysis indicate that the northbound and southbound approaches at this intersection operate At LOS B during the weekday morning and weekday evening peak hours. Further, the eastbound and westbound left turn movements operate at LOS A during both peak hours.

Under Year 2028 total projected conditions, the northbound and southbound approaches are projected to continue to operate at LOS B during both peak hours with increases in delay of less than one second. Further, the eastbound and westbound left turn movements are projected to continue to operate at LOS A during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic control modifications will be required.

*Root Street with the Proposed Site Access Drive*

As proposed, a full movement access drive will be provided on Root Street located approximately 585 feet west of Princeton Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve employees only.

The results of the capacity analysis indicate that outbound movements from the access drive to Root Street are projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Further, the eastbound left-turn movement from Root Street to the access drive is projected to operate at LOS A during both peak hours. As such, this access drive will be adequate in accommodating the traffic generated by the development.

*Princeton Avenue with the North Proposed Site Access Drive*

As proposed, a full movement access drive will be provided on Princeton Avenue located approximately 725 feet south of Pershing Road. This access drive will provide one inbound lane and one outbound lane wide enough to accommodate truck turning movements. Outbound movements will be under stop sign control. This access drive will serve employees and trucks.

The results of the capacity analysis indicate that outbound movements from the access drive to Princeton Avenue are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Further, the northbound left-turn movement from Princeton Avenue to the access drive is projected to operate at LOS A during both peak hours. As such, this access drive will be adequate in accommodating the traffic generated by the development.

*Princeton Avenue with the South Proposed Site Access Drive*

As proposed, a full movement access drive will be provided on Princeton Avenue located approximately 655 feet north of Root Street. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve employees only.

The results of the capacity analysis indicate that outbound movements from the access drive to Princeton Avenue are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Further, the northbound left-turn movement from Princeton Avenue to the access drive is projected to operate at LOS A during both peak hours. As such, this access drive will be adequate in accommodating the traffic generated by the development.

# 6. Conclusion

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

- Access to the development is proposed to be provided as follows:
    - A full movement access drive on the north side of Root Street located approximately 585 feet west of Princeton Road. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve passenger vehicles only.
    - A full movement access drive on the west side of Princeton Avenue located approximately 725 feet south of Pershing Road. This access drive will provide one inbound lane and one outbound lane wide enough to accommodate truck turning movements. Outbound movements will be under stop sign control. This access drive will serve passenger vehicles and trucks.
    - A full movement access drive on the west side of Princeton Avenue located approximately 655 feet north of Root Street. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This access drive will serve passenger vehicles only.
- The truck traffic generated by the development is anticipated to have a limited impact on the street system as the majority of truck traffic is expected to arrive and depart the site outside of peak hours.
- Given the low clearance of the viaducts on Princeton Avenue (north of the site) and Root Street (west of the site), all truck traffic will approach and depart the site to and from the east via Root Street.
- Area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.
- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the development.

# Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
Level of Service Criteria
Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pershing Road with Normal Avenue
Site Code:
Start Date: 04/27/2021


# Turning Movement Data

| Start Time | Pershing Road Eastbound | | | Pershing Road Westbound | | | | | Normal Avenue Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 6:00 AM | 81 | 1 | 82 | 0 | 2 | 102 | 0 | 104 | 0 | 2 | 4 | 0 | 6 | 192 |
| 6:15 AM | 96 | 0 | 96 | 0 | 3 | 117 | 0 | 120 | 0 | 1 | 4 | 0 | 5 | 221 |
| 6:30 AM | 101 | 2 | 103 | 0 | 2 | 140 | 0 | 142 | 0 | 2 | 3 | 0 | 5 | 250 |
| 6:45 AM | 93 | 0 | 93 | 0 | 6 | 157 | 0 | 163 | 0 | 2 | 4 | 0 | 6 | 262 |
| Hourly Total | 371 | 3 | 374 | 0 | 13 | 516 | 0 | 529 | 0 | 7 | 15 | 0 | 22 | 925 |
| 7:00 AM | 107 | 2 | 109 | 0 | 2 | 110 | 0 | 112 | 0 | 3 | 6 | 0 | 9 | 230 |
| 7:15 AM | 119 | 0 | 119 | 0 | 1 | 135 | 0 | 136 | 0 | 3 | 1 | 0 | 4 | 259 |
| 7:30 AM | 158 | 3 | 161 | 0 | 5 | 110 | 0 | 115 | 0 | 4 | 4 | 0 | 8 | 284 |
| 7:45 AM | 134 | 1 | 135 | 0 | 3 | 129 | 0 | 132 | 0 | 6 | 7 | 0 | 13 | 280 |
| Hourly Total | 518 | 6 | 524 | 0 | 11 | 484 | 0 | 495 | 0 | 16 | 18 | 0 | 34 | 1053 |
| 8:00 AM | 88 | 2 | 90 | 0 | 3 | 128 | 0 | 131 | 0 | 3 | 6 | 0 | 9 | 230 |
| 8:15 AM | 102 | 3 | 105 | 0 | 5 | 109 | 0 | 114 | 0 | 2 | 7 | 0 | 9 | 228 |
| 8:30 AM | 112 | 2 | 114 | 0 | 2 | 118 | 0 | 120 | 0 | 0 | 6 | 0 | 6 | 240 |
| 8:45 AM | 92 | 2 | 94 | 0 | 4 | 122 | 0 | 126 | 0 | 2 | 1 | 0 | 3 | 223 |
| Hourly Total | 394 | 9 | 403 | 0 | 14 | 477 | 0 | 491 | 0 | 7 | 20 | 0 | 27 | 921 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 144 | 5 | 149 | 0 | 4 | 134 | 0 | 138 | 0 | 8 | 8 | 0 | 16 | 303 |
| 3:15 PM | 161 | 2 | 163 | 0 | 5 | 158 | 1 | 163 | 0 | 9 | 4 | 0 | 13 | 339 |
| 3:30 PM | 184 | 3 | 187 | 0 | 2 | 187 | 0 | 189 | 0 | 6 | 2 | 0 | 8 | 384 |
| 3:45 PM | 111 | 4 | 115 | 0 | 5 | 182 | 2 | 187 | 0 | 6 | 4 | 0 | 10 | 312 |
| Hourly Total | 600 | 14 | 614 | 0 | 16 | 661 | 3 | 677 | 0 | 29 | 18 | 0 | 47 | 1338 |
| 4:00 PM | 132 | 3 | 135 | 0 | 12 | 169 | 2 | 181 | 0 | 5 | 6 | 0 | 11 | 327 |
| 4:15 PM | 101 | 0 | 101 | 0 | 8 | 183 | 0 | 191 | 0 | 7 | 2 | 0 | 9 | 301 |
| 4:30 PM | 127 | 1 | 128 | 0 | 11 | 169 | 1 | 180 | 0 | 5 | 3 | 2 | 8 | 316 |
| 4:45 PM | 103 | 2 | 105 | 0 | 7 | 191 | 1 | 198 | 0 | 4 | 4 | 0 | 8 | 311 |
| Hourly Total | 463 | 6 | 469 | 0 | 38 | 712 | 4 | 750 | 0 | 21 | 15 | 2 | 36 | 1255 |
| 5:00 PM | 100 | 1 | 101 | 0 | 6 | 183 | 0 | 189 | 0 | 5 | 8 | 0 | 13 | 303 |
| 5:15 PM | 100 | 0 | 100 | 0 | 5 | 170 | 0 | 175 | 0 | 5 | 4 | 0 | 9 | 284 |
| 5:30 PM | 99 | 2 | 101 | 0 | 6 | 180 | 2 | 186 | 0 | 10 | 5 | 0 | 15 | 302 |
| 5:45 PM | 72 | 2 | 74 | 0 | 6 | 182 | 1 | 188 | 0 | 3 | 3 | 0 | 6 | 268 |
| Hourly Total | 371 | 5 | 376 | 0 | 23 | 715 | 3 | 738 | 0 | 23 | 20 | 0 | 43 | 1157 |
| Grand Total | 2717 | 43 | 2760 | 0 | 115 | 3565 | 10 | 3680 | 0 | 103 | 106 | 2 | 209 | 6649 |
| Approach % | 98.4 | 1.6 | - | 0.0 | 3.1 | 96.9 | - | - | 0.0 | 49.3 | 50.7 | - | - | - |
| Total % | 40.9 | 0.6 | 41.5 | 0.0 | 1.7 | 53.6 | - | 55.3 | 0.0 | 1.5 | 1.6 | - | 3.1 | - |
| Lights | 2274 | 38 | 2312 | 0 | 82 | 3095 | - | 3177 | 0 | 98 | 86 | - | 184 | 5673 |
| % Lights | 83.7 | 88.4 | 83.8 | - | 71.3 | 86.8 | - | 86.3 | - | 95.1 | 81.1 | - | 88.0 | 85.3 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 56 | 0 | 56 | 0 | 1 | 60 | - | 61 | 0 | 0 | 1 | - | 1 | 118 |
| % Buses | 2.1 | 0.0 | 2.0 | - | 0.9 | 1.7 | - | 1.7 | - | 0.0 | 0.9 | - | 0.5 | 1.8 |
| Single-Unit Trucks | 177 | 2 | 179 | 0 | 17 | 162 | - | 179 | 0 | 3 | 14 | - | 17 | 375 |
| % Single-Unit Trucks | 6.5 | 4.7 | 6.5 | - | 14.8 | 4.5 | - | 4.9 | - | 2.9 | 13.2 | - | 8.1 | 5.6 |
| Articulated Trucks | 210 | 3 | 213 | 0 | 13 | 248 | - | 261 | 0 | 1 | 5 | - | 6 | 480 |
| % Articulated Trucks | 7.7 | 7.0 | 7.7 | - | 11.3 | 7.0 | - | 7.1 | - | 1.0 | 4.7 | - | 2.9 | 7.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 1 | 0 | - | 1 | 3 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 1.7 | 0.0 | - | 0.1 | - | 1.0 | 0.0 | - | 0.5 | 0.0 |
| Pedestrians | - | - | - | - | - | - | 10 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pershing Road with Normal Avenue
Site Code:
Start Date: 04/27/2021


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Pershing Road Eastbound | | | Pershing Road Westbound | | | | | Normal Avenue Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 158 | 3 | 161 | 0 | 5 | 110 | 0 | 115 | 0 | 4 | 4 | 0 | 8 | 284 |
| 7:45 AM | 134 | 1 | 135 | 0 | 3 | 129 | 0 | 132 | 0 | 6 | 7 | 0 | 13 | 280 |
| 8:00 AM | 88 | 2 | 90 | 0 | 3 | 128 | 0 | 131 | 0 | 3 | 6 | 0 | 9 | 230 |
| 8:15 AM | 102 | 3 | 105 | 0 | 5 | 109 | 0 | 114 | 0 | 2 | 7 | 0 | 9 | 228 |
| Total | 482 | 9 | 491 | 0 | 16 | 476 | 0 | 492 | 0 | 15 | 24 | 0 | 39 | 1022 |
| Approach % | 98.2 | 1.8 | - | 0.0 | 3.3 | 96.7 | - | - | 0.0 | 38.5 | 61.5 | - | - | - |
| Total % | 47.2 | 0.9 | 48.0 | 0.0 | 1.6 | 46.6 | - | 48.1 | 0.0 | 1.5 | 2.3 | - | 3.8 | - |
| PHF | 0.763 | 0.750 | 0.762 | 0.000 | 0.800 | 0.922 | - | 0.932 | 0.000 | 0.625 | 0.857 | - | 0.750 | 0.900 |
| Lights | 370 | 6 | 376 | 0 | 11 | 394 | - | 405 | 0 | 15 | 16 | - | 31 | 812 |
| % Lights | 76.8 | 66.7 | 76.6 | - | 68.8 | 82.8 | - | 82.3 | - | 100.0 | 66.7 | - | 79.5 | 79.5 |
| Buses | 11 | 0 | 11 | 0 | 0 | 5 | - | 5 | 0 | 0 | 0 | - | 0 | 16 |
| % Buses | 2.3 | 0.0 | 2.2 | - | 0.0 | 1.1 | - | 1.0 | - | 0.0 | 0.0 | - | 0.0 | 1.6 |
| Single-Unit Trucks | 44 | 0 | 44 | 0 | 3 | 35 | - | 38 | 0 | 0 | 5 | - | 5 | 87 |
| % Single-Unit Trucks | 9.1 | 0.0 | 9.0 | - | 18.8 | 7.4 | - | 7.7 | - | 0.0 | 20.8 | - | 12.8 | 8.5 |
| Articulated Trucks | 57 | 3 | 60 | 0 | 2 | 42 | - | 44 | 0 | 0 | 3 | - | 3 | 107 |
| % Articulated Trucks | 11.8 | 33.3 | 12.2 | - | 12.5 | 8.8 | - | 8.9 | - | 0.0 | 12.5 | - | 7.7 | 10.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pershing Road with Normal Avenue
Site Code:
Start Date: 04/27/2021


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Pershing Road Eastbound | | | Pershing Road Westbound | | | | | Normal Avenue Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 132 | 3 | 135 | 0 | 12 | 169 | 2 | 181 | 0 | 5 | 6 | 0 | 11 | 327 |
| 4:15 PM | 101 | 0 | 101 | 0 | 8 | 183 | 0 | 191 | 0 | 7 | 2 | 0 | 9 | 301 |
| 4:30 PM | 127 | 1 | 128 | 0 | 11 | 169 | 1 | 180 | 0 | 5 | 3 | 2 | 8 | 316 |
| 4:45 PM | 103 | 2 | 105 | 0 | 7 | 191 | 1 | 198 | 0 | 4 | 4 | 0 | 8 | 311 |
| Total | 463 | 6 | 469 | 0 | 38 | 712 | 4 | 750 | 0 | 21 | 15 | 2 | 36 | 1255 |
| Approach % | 98.7 | 1.3 | - | 0.0 | 5.1 | 94.9 | - | - | 0.0 | 58.3 | 41.7 | - | - | - |
| Total % | 36.9 | 0.5 | 37.4 | 0.0 | 3.0 | 56.7 | - | 59.8 | 0.0 | 1.7 | 1.2 | - | 2.9 | - |
| PHF | 0.877 | 0.500 | 0.869 | 0.000 | 0.792 | 0.932 | - | 0.947 | 0.000 | 0.750 | 0.625 | - | 0.818 | 0.959 |
| Lights | 430 | 6 | 436 | 0 | 22 | 629 | - | 651 | 0 | 21 | 15 | - | 36 | 1123 |
| % Lights | 92.9 | 100.0 | 93.0 | - | 57.9 | 88.3 | - | 86.8 | - | 100.0 | 100.0 | - | 100.0 | 89.5 |
| Buses | 11 | 0 | 11 | 0 | 0 | 17 | - | 17 | 0 | 0 | 0 | - | 0 | 28 |
| % Buses | 2.4 | 0.0 | 2.3 | - | 0.0 | 2.4 | - | 2.3 | - | 0.0 | 0.0 | - | 0.0 | 2.2 |
| Single-Unit Trucks | 10 | 0 | 10 | 0 | 9 | 26 | - | 35 | 0 | 0 | 0 | - | 0 | 45 |
| % Single-Unit Trucks | 2.2 | 0.0 | 2.1 | - | 23.7 | 3.7 | - | 4.7 | - | 0.0 | 0.0 | - | 0.0 | 3.6 |
| Articulated Trucks | 12 | 0 | 12 | 0 | 6 | 40 | - | 46 | 0 | 0 | 0 | - | 0 | 58 |
| % Articulated Trucks | 2.6 | 0.0 | 2.6 | - | 15.8 | 5.6 | - | 6.1 | - | 0.0 | 0.0 | - | 0.0 | 4.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 2.6 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | - | - | 4 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pershing Road with Wells Street
Site Code:
Start Date: 06/21/2022


# Turning Movement Data

| Start Time | Pershing Road Eastbound | | | | | Pershing Road Westbound | | | | | Wells Street Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 6:00 AM | 0 | 82 | 0 | 0 | 82 | 0 | 7 | 123 | 2 | 130 | 0 | 2 | 4 | 0 | 6 | 218 |
| 6:15 AM | 0 | 103 | 2 | 1 | 105 | 0 | 13 | 124 | 0 | 137 | 0 | 0 | 6 | 0 | 6 | 248 |
| 6:30 AM | 0 | 77 | 0 | 1 | 77 | 0 | 8 | 155 | 0 | 163 | 0 | 2 | 4 | 0 | 6 | 246 |
| 6:45 AM | 0 | 93 | 1 | 0 | 94 | 0 | 9 | 127 | 0 | 136 | 0 | 1 | 8 | 1 | 9 | 239 |
| Hourly Total | 0 | 355 | 3 | 2 | 358 | 0 | 37 | 529 | 2 | 566 | 0 | 5 | 22 | 1 | 27 | 951 |
| 7:00 AM | 0 | 98 | 0 | 1 | 98 | 0 | 3 | 118 | 0 | 121 | 0 | 1 | 2 | 0 | 3 | 222 |
| 7:15 AM | 0 | 112 | 1 | 0 | 113 | 0 | 3 | 101 | 1 | 104 | 0 | 0 | 9 | 1 | 9 | 226 |
| 7:30 AM | 0 | 117 | 3 | 0 | 120 | 0 | 10 | 112 | 0 | 122 | 0 | 2 | 9 | 0 | 11 | 253 |
| 7:45 AM | 0 | 115 | 1 | 0 | 116 | 0 | 8 | 142 | 0 | 150 | 0 | 2 | 8 | 0 | 10 | 276 |
| Hourly Total | 0 | 442 | 5 | 1 | 447 | 0 | 24 | 473 | 1 | 497 | 0 | 5 | 28 | 1 | 33 | 977 |
| 8:00 AM | 0 | 113 | 5 | 0 | 118 | 0 | 10 | 118 | 2 | 128 | 0 | 1 | 12 | 1 | 13 | 259 |
| 8:15 AM | 0 | 101 | 7 | 2 | 108 | 0 | 8 | 121 | 3 | 129 | 0 | 3 | 6 | 2 | 9 | 246 |
| 8:30 AM | 0 | 92 | 3 | 0 | 95 | 0 | 10 | 121 | 3 | 131 | 0 | 4 | 8 | 0 | 12 | 238 |
| 8:45 AM | 0 | 92 | 0 | 0 | 92 | 0 | 8 | 142 | 6 | 150 | 0 | 3 | 6 | 0 | 9 | 251 |
| Hourly Total | 0 | 398 | 15 | 2 | 413 | 0 | 36 | 502 | 14 | 538 | 0 | 11 | 32 | 3 | 43 | 994 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 133 | 2 | 6 | 135 | 0 | 10 | 172 | 1 | 182 | 0 | 3 | 4 | 0 | 7 | 324 |
| 3:15 PM | 0 | 102 | 2 | 2 | 104 | 0 | 17 | 181 | 9 | 198 | 0 | 1 | 6 | 7 | 7 | 309 |
| 3:30 PM | 0 | 170 | 0 | 1 | 170 | 0 | 10 | 185 | 6 | 195 | 0 | 3 | 9 | 4 | 12 | 377 |
| 3:45 PM | 0 | 128 | 1 | 0 | 129 | 0 | 16 | 188 | 3 | 204 | 0 | 3 | 3 | 1 | 6 | 339 |
| Hourly Total | 0 | 533 | 5 | 9 | 538 | 0 | 53 | 726 | 19 | 779 | 0 | 10 | 22 | 12 | 32 | 1349 |
| 4:00 PM | 0 | 124 | 4 | 4 | 128 | 0 | 16 | 204 | 3 | 220 | 0 | 1 | 6 | 2 | 7 | 355 |
| 4:15 PM | 0 | 103 | 1 | 0 | 104 | 0 | 12 | 193 | 1 | 205 | 0 | 5 | 9 | 0 | 14 | 323 |
| 4:30 PM | 0 | 131 | 1 | 0 | 132 | 0 | 13 | 217 | 5 | 230 | 0 | 0 | 8 | 3 | 8 | 370 |
| 4:45 PM | 0 | 101 | 6 | 1 | 107 | 0 | 24 | 198 | 4 | 222 | 0 | 2 | 11 | 0 | 13 | 342 |
| Hourly Total | 0 | 459 | 12 | 5 | 471 | 0 | 65 | 812 | 13 | 877 | 0 | 8 | 34 | 5 | 42 | 1390 |
| 5:00 PM | 0 | 109 | 2 | 6 | 111 | 0 | 9 | 226 | 2 | 235 | 0 | 2 | 4 | 1 | 6 | 352 |
| 5:15 PM | 0 | 110 | 4 | 5 | 114 | 0 | 7 | 180 | 12 | 187 | 0 | 0 | 9 | 4 | 9 | 310 |
| 5:30 PM | 0 | 88 | 0 | 3 | 88 | 0 | 13 | 203 | 2 | 216 | 0 | 4 | 8 | 2 | 12 | 316 |
| 5:45 PM | 0 | 115 | 5 | 2 | 120 | 0 | 8 | 209 | 3 | 217 | 0 | 2 | 6 | 3 | 8 | 345 |
| Hourly Total | 0 | 422 | 11 | 16 | 433 | 0 | 37 | 818 | 19 | 855 | 0 | 8 | 27 | 10 | 35 | 1323 |
| Grand Total | 0 | 2609 | 51 | 35 | 2660 | 0 | 252 | 3860 | 68 | 4112 | 0 | 47 | 165 | 32 | 212 | 6984 |
| Approach % | 0.0 | 98.1 | 1.9 | - | - | 0.0 | 6.1 | 93.9 | - | - | 0.0 | 22.2 | 77.8 | - | - | - |
| Total % | 0.0 | 37.4 | 0.7 | - | 38.1 | 0.0 | 3.6 | 55.3 | - | 58.9 | 0.0 | 0.7 | 2.4 | - | 3.0 | - |
| Lights | 0 | 2188 | 47 | - | 2235 | 0 | 238 | 3439 | - | 3677 | 0 | 45 | 158 | - | 203 | 6115 |
| % Lights | - | 83.9 | 92.2 | - | 84.0 | - | 94.4 | 89.1 | - | 89.4 | - | 95.7 | 95.8 | - | 95.8 | 87.6 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 51 | 0 | - | 51 | 0 | 0 | 42 | - | 42 | 0 | 0 | 0 | - | 0 | 93 |
| % Buses | - | 2.0 | 0.0 | - | 1.9 | - | 0.0 | 1.1 | - | 1.0 | - | 0.0 | 0.0 | - | 0.0 | 1.3 |
| Single-Unit Trucks | 0 | 192 | 4 | - | 196 | 0 | 10 | 189 | - | 199 | 0 | 2 | 7 | - | 9 | 404 |
| % Single-Unit Trucks | - | 7.4 | 7.8 | - | 7.4 | - | 4.0 | 4.9 | - | 4.8 | - | 4.3 | 4.2 | - | 4.2 | 5.8 |
| Articulated Trucks | 0 | 174 | 0 | - | 174 | 0 | 3 | 190 | - | 193 | 0 | 0 | 0 | - | 0 | 367 |
| % Articulated Trucks | - | 6.7 | 0.0 | - | 6.5 | - | 1.2 | 4.9 | - | 4.7 | - | 0.0 | 0.0 | - | 0.0 | 5.3 |
| Bicycles on Road | 0 | 4 | 0 | - | 4 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 5 |
| % Bicycles on Road | - | 0.2 | 0.0 | - | 0.2 | - | 0.4 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | 35 | - | - | - | - | 68 | - | - | - | - | 32 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pershing Road with Wells Street
Site Code:
Start Date: 06/21/2022


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Pershing Road Eastbound | | | | | Pershing Road Westbound | | | | | Wells Street Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 117 | 3 | 0 | 120 | 0 | 10 | 112 | 0 | 122 | 0 | 2 | 9 | 0 | 11 | 253 |
| 7:45 AM | 0 | 115 | 1 | 0 | 116 | 0 | 8 | 142 | 0 | 150 | 0 | 2 | 8 | 0 | 10 | 276 |
| 8:00 AM | 0 | 113 | 5 | 0 | 118 | 0 | 10 | 118 | 2 | 128 | 0 | 1 | 12 | 1 | 13 | 259 |
| 8:15 AM | 0 | 101 | 7 | 2 | 108 | 0 | 8 | 121 | 3 | 129 | 0 | 3 | 6 | 2 | 9 | 246 |
| Total | 0 | 446 | 16 | 2 | 462 | 0 | 36 | 493 | 5 | 529 | 0 | 8 | 35 | 3 | 43 | 1034 |
| Approach % | 0.0 | 96.5 | 3.5 | - | - | 0.0 | 6.8 | 93.2 | - | - | 0.0 | 18.6 | 81.4 | - | - | - |
| Total % | 0.0 | 43.1 | 1.5 | - | 44.7 | 0.0 | 3.5 | 47.7 | - | 51.2 | 0.0 | 0.8 | 3.4 | - | 4.2 | - |
| PHF | 0.000 | 0.953 | 0.571 | - | 0.963 | 0.000 | 0.900 | 0.868 | - | 0.882 | 0.000 | 0.667 | 0.729 | - | 0.827 | 0.937 |
| Lights | 0 | 337 | 13 | - | 350 | 0 | 32 | 423 | - | 455 | 0 | 7 | 31 | - | 38 | 843 |
| % Lights | - | 75.6 | 81.3 | - | 75.8 | - | 88.9 | 85.8 | - | 86.0 | - | 87.5 | 88.6 | - | 88.4 | 81.5 |
| Buses | 0 | 12 | 0 | - | 12 | 0 | 0 | 8 | - | 8 | 0 | 0 | 0 | - | 0 | 20 |
| % Buses | - | 2.7 | 0.0 | - | 2.6 | - | 0.0 | 1.6 | - | 1.5 | - | 0.0 | 0.0 | - | 0.0 | 1.9 |
| Single-Unit Trucks | 0 | 57 | 3 | - | 60 | 0 | 3 | 32 | - | 35 | 0 | 1 | 4 | - | 5 | 100 |
| % Single-Unit Trucks | - | 12.8 | 18.8 | - | 13.0 | - | 8.3 | 6.5 | - | 6.6 | - | 12.5 | 11.4 | - | 11.6 | 9.7 |
| Articulated Trucks | 0 | 40 | 0 | - | 40 | 0 | 1 | 30 | - | 31 | 0 | 0 | 0 | - | 0 | 71 |
| % Articulated Trucks | - | 9.0 | 0.0 | - | 8.7 | - | 2.8 | 6.1 | - | 5.9 | - | 0.0 | 0.0 | - | 0.0 | 6.9 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 2 | - | - | - | - | 5 | - | - | - | - | 3 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pershing Road with Wells Street
Site Code:
Start Date: 06/21/2022


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Pershing Road Eastbound | | | | | Pershing Road Westbound | | | | | Wells Street Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 124 | 4 | 4 | 128 | 0 | 16 | 204 | 3 | 220 | 0 | 1 | 6 | 2 | 7 | 355 |
| 4:15 PM | 0 | 103 | 1 | 0 | 104 | 0 | 12 | 193 | 1 | 205 | 0 | 5 | 9 | 0 | 14 | 323 |
| 4:30 PM | 0 | 131 | 1 | 0 | 132 | 0 | 13 | 217 | 5 | 230 | 0 | 0 | 8 | 3 | 8 | 370 |
| 4:45 PM | 0 | 101 | 6 | 1 | 107 | 0 | 24 | 198 | 4 | 222 | 0 | 2 | 11 | 0 | 13 | 342 |
| Total | 0 | 459 | 12 | 5 | 471 | 0 | 65 | 812 | 13 | 877 | 0 | 8 | 34 | 5 | 42 | 1390 |
| Approach % | 0.0 | 97.5 | 2.5 | - | - | 0.0 | 7.4 | 92.6 | - | - | 0.0 | 19.0 | 81.0 | - | - | - |
| Total % | 0.0 | 33.0 | 0.9 | - | 33.9 | 0.0 | 4.7 | 58.4 | - | 63.1 | 0.0 | 0.6 | 2.4 | - | 3.0 | - |
| PHF | 0.000 | 0.876 | 0.500 | - | 0.892 | 0.000 | 0.677 | 0.935 | - | 0.953 | 0.000 | 0.400 | 0.773 | - | 0.750 | 0.939 |
| Lights | 0 | 432 | 12 | - | 444 | 0 | 63 | 738 | - | 801 | 0 | 8 | 34 | - | 42 | 1287 |
| % Lights | - | 94.1 | 100.0 | - | 94.3 | - | 96.9 | 90.9 | - | 91.3 | - | 100.0 | 100.0 | - | 100.0 | 92.6 |
| Buses | 0 | 5 | 0 | - | 5 | 0 | 0 | 7 | - | 7 | 0 | 0 | 0 | - | 0 | 12 |
| % Buses | - | 1.1 | 0.0 | - | 1.1 | - | 0.0 | 0.9 | - | 0.8 | - | 0.0 | 0.0 | - | 0.0 | 0.9 |
| Single-Unit Trucks | 0 | 14 | 0 | - | 14 | 0 | 1 | 33 | - | 34 | 0 | 0 | 0 | - | 0 | 48 |
| % Single-Unit Trucks | - | 3.1 | 0.0 | - | 3.0 | - | 1.5 | 4.1 | - | 3.9 | - | 0.0 | 0.0 | - | 0.0 | 3.5 |
| Articulated Trucks | 0 | 8 | 0 | - | 8 | 0 | 1 | 34 | - | 35 | 0 | 0 | 0 | - | 0 | 43 |
| % Articulated Trucks | - | 1.7 | 0.0 | - | 1.7 | - | 1.5 | 4.2 | - | 4.0 | - | 0.0 | 0.0 | - | 0.0 | 3.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 5 | - | - | - | - | 13 | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Princeton Avenue with Pershing Road
Site Code:
Start Date: 06/21/2022


# Turning Movement Data

| Start Time | Pershing Road Eastbound | | | | | Pershing Road Westbound | | | | | Princeton Street Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 6:00 AM | 0 | 74 | 5 | 0 | 79 | 0 | 8 | 109 | 0 | 117 | 0 | 2 | 3 | 0 | 5 | 201 |
| 6:15 AM | 0 | 93 | 3 | 0 | 96 | 0 | 6 | 123 | 0 | 129 | 0 | 4 | 7 | 1 | 11 | 236 |
| 6:30 AM | 0 | 91 | 0 | 0 | 91 | 0 | 3 | 143 | 0 | 146 | 0 | 2 | 2 | 1 | 4 | 241 |
| 6:45 AM | 0 | 86 | 2 | 0 | 88 | 0 | 3 | 145 | 0 | 148 | 0 | 3 | 3 | 1 | 6 | 242 |
| Hourly Total | 0 | 344 | 10 | 0 | 354 | 0 | 20 | 520 | 0 | 540 | 0 | 11 | 15 | 3 | 26 | 920 |
| 7:00 AM | 0 | 93 | 0 | 0 | 93 | 0 | 1 | 105 | 0 | 106 | 0 | 2 | 1 | 3 | 3 | 202 |
| 7:15 AM | 0 | 115 | 6 | 0 | 121 | 0 | 2 | 112 | 0 | 114 | 0 | 4 | 2 | 0 | 6 | 241 |
| 7:30 AM | 0 | 109 | 2 | 0 | 111 | 0 | 2 | 105 | 0 | 107 | 0 | 1 | 2 | 0 | 3 | 221 |
| 7:45 AM | 0 | 109 | 3 | 0 | 112 | 0 | 5 | 137 | 0 | 142 | 0 | 1 | 7 | 0 | 8 | 262 |
| Hourly Total | 0 | 426 | 11 | 0 | 437 | 0 | 10 | 459 | 0 | 469 | 0 | 8 | 12 | 3 | 20 | 926 |
| 8:00 AM | 0 | 124 | 2 | 0 | 126 | 0 | 0 | 125 | 0 | 125 | 0 | 4 | 4 | 0 | 8 | 259 |
| 8:15 AM | 0 | 99 | 3 | 0 | 102 | 0 | 2 | 120 | 0 | 122 | 0 | 1 | 3 | 0 | 4 | 228 |
| 8:30 AM | 0 | 80 | 4 | 0 | 84 | 0 | 3 | 118 | 0 | 121 | 0 | 3 | 9 | 0 | 12 | 217 |
| 8:45 AM | 0 | 96 | 0 | 1 | 96 | 0 | 3 | 135 | 0 | 138 | 0 | 3 | 2 | 0 | 5 | 239 |
| Hourly Total | 0 | 399 | 9 | 1 | 408 | 0 | 8 | 498 | 0 | 506 | 0 | 11 | 18 | 0 | 29 | 943 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 121 | 4 | 0 | 125 | 0 | 2 | 180 | 4 | 182 | 0 | 2 | 3 | 0 | 5 | 312 |
| 3:15 PM | 0 | 109 | 3 | 0 | 112 | 0 | 1 | 182 | 0 | 183 | 0 | 6 | 2 | 1 | 8 | 303 |
| 3:30 PM | 0 | 157 | 2 | 0 | 159 | 0 | 1 | 181 | 2 | 182 | 0 | 8 | 1 | 2 | 9 | 350 |
| 3:45 PM | 0 | 115 | 1 | 0 | 116 | 0 | 4 | 191 | 4 | 195 | 0 | 5 | 5 | 0 | 10 | 321 |
| Hourly Total | 0 | 502 | 10 | 0 | 512 | 0 | 8 | 734 | 10 | 742 | 0 | 21 | 11 | 3 | 32 | 1286 |
| 4:00 PM | 0 | 124 | 2 | 0 | 126 | 0 | 2 | 209 | 1 | 211 | 0 | 9 | 1 | 0 | 10 | 347 |
| 4:15 PM | 0 | 116 | 2 | 0 | 118 | 0 | 2 | 198 | 0 | 200 | 0 | 6 | 0 | 0 | 6 | 324 |
| 4:30 PM | 0 | 123 | 4 | 1 | 127 | 0 | 1 | 210 | 0 | 211 | 0 | 2 | 5 | 1 | 7 | 345 |
| 4:45 PM | 0 | 102 | 5 | 0 | 107 | 0 | 2 | 213 | 2 | 215 | 0 | 7 | 5 | 1 | 12 | 334 |
| Hourly Total | 0 | 465 | 13 | 1 | 478 | 0 | 7 | 830 | 3 | 837 | 0 | 24 | 11 | 2 | 35 | 1350 |
| 5:00 PM | 0 | 104 | 4 | 0 | 108 | 0 | 1 | 212 | 0 | 213 | 0 | 5 | 2 | 0 | 7 | 328 |
| 5:15 PM | 0 | 111 | 2 | 1 | 113 | 0 | 2 | 193 | 2 | 195 | 0 | 1 | 0 | 1 | 1 | 309 |
| 5:30 PM | 0 | 90 | 2 | 7 | 92 | 0 | 1 | 200 | 2 | 201 | 0 | 1 | 2 | 5 | 3 | 296 |
| 5:45 PM | 0 | 120 | 4 | 2 | 124 | 0 | 0 | 215 | 4 | 215 | 0 | 2 | 2 | 3 | 4 | 343 |
| Hourly Total | 0 | 425 | 12 | 10 | 437 | 0 | 4 | 820 | 8 | 824 | 0 | 9 | 6 | 9 | 15 | 1276 |
| Grand Total | 0 | 2561 | 65 | 12 | 2626 | 0 | 57 | 3861 | 21 | 3918 | 0 | 84 | 73 | 20 | 157 | 6701 |
| Approach % | 0.0 | 97.5 | 2.5 | - | - | 0.0 | 1.5 | 98.5 | - | - | 0.0 | 53.5 | 46.5 | - | - | - |
| Total % | 0.0 | 38.2 | 1.0 | - | 39.2 | 0.0 | 0.9 | 57.6 | - | 58.5 | 0.0 | 1.3 | 1.1 | - | 2.3 | - |
| Lights | 0 | 2142 | 57 | - | 2199 | 0 | 47 | 3442 | - | 3489 | 0 | 83 | 61 | - | 144 | 5832 |
| % Lights | - | 83.6 | 87.7 | - | 83.7 | - | 82.5 | 89.1 | - | 89.1 | - | 98.8 | 83.6 | - | 91.7 | 87.0 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 48 | 2 | - | 50 | 0 | 0 | 42 | - | 42 | 0 | 0 | 0 | - | 0 | 92 |
| % Buses | - | 1.9 | 3.1 | - | 1.9 | - | 0.0 | 1.1 | - | 1.1 | - | 0.0 | 0.0 | - | 0.0 | 1.4 |
| Single-Unit Trucks | 0 | 197 | 3 | - | 200 | 0 | 1 | 199 | - | 200 | 0 | 1 | 5 | - | 6 | 406 |
| % Single-Unit Trucks | - | 7.7 | 4.6 | - | 7.6 | - | 1.8 | 5.2 | - | 5.1 | - | 1.2 | 6.8 | - | 3.8 | 6.1 |
| Articulated Trucks | 0 | 170 | 3 | - | 173 | 0 | 9 | 176 | - | 185 | 0 | 0 | 7 | - | 7 | 365 |
| % Articulated Trucks | - | 6.6 | 4.6 | - | 6.6 | - | 15.8 | 4.6 | - | 4.7 | - | 0.0 | 9.6 | - | 4.5 | 5.4 |
| Bicycles on Road | 0 | 4 | 0 | - | 4 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | - | 0 | 6 |
| % Bicycles on Road | - | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | - | 0.1 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | 12 | - | - | - | - | 21 | - | - | - | - | 20 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Princeton Avenue with Pershing Road
Site Code:
Start Date: 06/21/2022


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Pershing Road Eastbound | | | | | Pershing Road Westbound | | | | | Princeton Street Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 109 | 2 | 0 | 111 | 0 | 2 | 105 | 0 | 107 | 0 | 1 | 2 | 0 | 3 | 221 |
| 7:45 AM | 0 | 109 | 3 | 0 | 112 | 0 | 5 | 137 | 0 | 142 | 0 | 1 | 7 | 0 | 8 | 262 |
| 8:00 AM | 0 | 124 | 2 | 0 | 126 | 0 | 0 | 125 | 0 | 125 | 0 | 4 | 4 | 0 | 8 | 259 |
| 8:15 AM | 0 | 99 | 3 | 0 | 102 | 0 | 2 | 120 | 0 | 122 | 0 | 1 | 3 | 0 | 4 | 228 |
| Total | 0 | 441 | 10 | 0 | 451 | 0 | 9 | 487 | 0 | 496 | 0 | 7 | 16 | 0 | 23 | 970 |
| Approach % | 0.0 | 97.8 | 2.2 | - | - | 0.0 | 1.8 | 98.2 | - | - | 0.0 | 30.4 | 69.6 | - | - | - |
| Total % | 0.0 | 45.5 | 1.0 | - | 46.5 | 0.0 | 0.9 | 50.2 | - | 51.1 | 0.0 | 0.7 | 1.6 | - | 2.4 | - |
| PHF | 0.000 | 0.889 | 0.833 | - | 0.895 | 0.000 | 0.450 | 0.889 | - | 0.873 | 0.000 | 0.438 | 0.571 | - | 0.719 | 0.926 |
| Lights | 0 | 335 | 8 | - | 343 | 0 | 5 | 419 | - | 424 | 0 | 7 | 12 | - | 19 | 786 |
| % Lights | - | 76.0 | 80.0 | - | 76.1 | - | 55.6 | 86.0 | - | 85.5 | - | 100.0 | 75.0 | - | 82.6 | 81.0 |
| Buses | 0 | 11 | 1 | - | 12 | 0 | 0 | 8 | - | 8 | 0 | 0 | 0 | - | 0 | 20 |
| % Buses | - | 2.5 | 10.0 | - | 2.7 | - | 0.0 | 1.6 | - | 1.6 | - | 0.0 | 0.0 | - | 0.0 | 2.1 |
| Single-Unit Trucks | 0 | 58 | 1 | - | 59 | 0 | 0 | 34 | - | 34 | 0 | 0 | 2 | - | 2 | 95 |
| % Single-Unit Trucks | - | 13.2 | 10.0 | - | 13.1 | - | 0.0 | 7.0 | - | 6.9 | - | 0.0 | 12.5 | - | 8.7 | 9.8 |
| Articulated Trucks | 0 | 37 | 0 | - | 37 | 0 | 4 | 25 | - | 29 | 0 | 0 | 2 | - | 2 | 68 |
| % Articulated Trucks | - | 8.4 | 0.0 | - | 8.2 | - | 44.4 | 5.1 | - | 5.8 | - | 0.0 | 12.5 | - | 8.7 | 7.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.2 | - | 0.2 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Princeton Avenue with Pershing Road
Site Code:
Start Date: 06/21/2022


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Pershing Road Eastbound | | | | | Pershing Road Westbound | | | | | Princeton Street Northbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 124 | 2 | 0 | 126 | 0 | 2 | 209 | 1 | 211 | 0 | 9 | 1 | 0 | 10 | 347 |
| 4:15 PM | 0 | 116 | 2 | 0 | 118 | 0 | 2 | 198 | 0 | 200 | 0 | 6 | 0 | 0 | 6 | 324 |
| 4:30 PM | 0 | 123 | 4 | 1 | 127 | 0 | 1 | 210 | 0 | 211 | 0 | 2 | 5 | 1 | 7 | 345 |
| 4:45 PM | 0 | 102 | 5 | 0 | 107 | 0 | 2 | 213 | 2 | 215 | 0 | 7 | 5 | 1 | 12 | 334 |
| Total | 0 | 465 | 13 | 1 | 478 | 0 | 7 | 830 | 3 | 837 | 0 | 24 | 11 | 2 | 35 | 1350 |
| Approach % | 0.0 | 97.3 | 2.7 | - | - | 0.0 | 0.8 | 99.2 | - | - | 0.0 | 68.6 | 31.4 | - | - | - |
| Total % | 0.0 | 34.4 | 1.0 | - | 35.4 | 0.0 | 0.5 | 61.5 | - | 62.0 | 0.0 | 1.8 | 0.8 | - | 2.6 | - |
| PHF | 0.000 | 0.938 | 0.650 | - | 0.941 | 0.000 | 0.875 | 0.974 | - | 0.973 | 0.000 | 0.667 | 0.550 | - | 0.729 | 0.973 |
| Lights | 0 | 438 | 13 | - | 451 | 0 | 7 | 749 | - | 756 | 0 | 24 | 11 | - | 35 | 1242 |
| % Lights | - | 94.2 | 100.0 | - | 94.4 | - | 100.0 | 90.2 | - | 90.3 | - | 100.0 | 100.0 | - | 100.0 | 92.0 |
| Buses | 0 | 4 | 0 | - | 4 | 0 | 0 | 8 | - | 8 | 0 | 0 | 0 | - | 0 | 12 |
| % Buses | - | 0.9 | 0.0 | - | 0.8 | - | 0.0 | 1.0 | - | 1.0 | - | 0.0 | 0.0 | - | 0.0 | 0.9 |
| Single-Unit Trucks | 0 | 12 | 0 | - | 12 | 0 | 0 | 39 | - | 39 | 0 | 0 | 0 | - | 0 | 51 |
| % Single-Unit Trucks | - | 2.6 | 0.0 | - | 2.5 | - | 0.0 | 4.7 | - | 4.7 | - | 0.0 | 0.0 | - | 0.0 | 3.8 |
| Articulated Trucks | 0 | 11 | 0 | - | 11 | 0 | 0 | 34 | - | 34 | 0 | 0 | 0 | - | 0 | 45 |
| % Articulated Trucks | - | 2.4 | 0.0 | - | 2.3 | - | 0.0 | 4.1 | - | 4.1 | - | 0.0 | 0.0 | - | 0.0 | 3.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 3 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Normal Avenue
Site Code:
Start Date: 04/27/2021


# Turning Movement Data

| Start Time | Root Street Eastbound | | | | | | Root Street Westbound | | | | | | Normal Avenue Northbound | | | | | | Normal Avenue Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 6:00 AM | 0 | 2 | 30 | 0 | 2 | 32 | 0 | 0 | 20 | 2 | 0 | 22 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 59 |
| 6:15 AM | 0 | 1 | 16 | 1 | 0 | 18 | 0 | 0 | 29 | 2 | 0 | 31 | 0 | 3 | 3 | 1 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 57 |
| 6:30 AM | 0 | 2 | 18 | 0 | 0 | 20 | 0 | 0 | 26 | 1 | 0 | 27 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 6:45 AM | 0 | 1 | 23 | 1 | 1 | 25 | 0 | 1 | 37 | 2 | 0 | 40 | 0 | 3 | 3 | 2 | 0 | 8 | 0 | 1 | 0 | 1 | 0 | 2 | 75 |
| Hourly Total | 0 | 6 | 87 | 2 | 3 | 95 | 0 | 1 | 112 | 7 | 0 | 120 | 0 | 10 | 8 | 5 | 0 | 23 | 0 | 4 | 0 | 1 | 0 | 5 | 243 |
| 7:00 AM | 0 | 3 | 34 | 1 | 1 | 38 | 0 | 0 | 24 | 1 | 0 | 25 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 3 | 70 |
| 7:15 AM | 0 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 21 | 1 | 1 | 22 | 0 | 4 | 3 | 3 | 1 | 10 | 0 | 3 | 2 | 2 | 0 | 7 | 62 |
| 7:30 AM | 0 | 1 | 17 | 2 | 0 | 20 | 0 | 2 | 32 | 5 | 0 | 39 | 0 | 3 | 3 | 3 | 1 | 9 | 0 | 0 | 2 | 0 | 0 | 2 | 70 |
| 7:45 AM | 0 | 3 | 29 | 0 | 1 | 32 | 0 | 5 | 27 | 2 | 1 | 34 | 0 | 3 | 4 | 3 | 1 | 10 | 0 | 2 | 2 | 1 | 1 | 5 | 81 |
| Hourly Total | 0 | 7 | 102 | 4 | 2 | 113 | 0 | 7 | 104 | 9 | 2 | 120 | 0 | 11 | 11 | 11 | 3 | 33 | 0 | 6 | 7 | 4 | 1 | 17 | 283 |
| 8:00 AM | 0 | 3 | 12 | 0 | 0 | 15 | 0 | 1 | 35 | 1 | 1 | 37 | 0 | 3 | 5 | 2 | 0 | 10 | 0 | 2 | 1 | 0 | 0 | 3 | 65 |
| 8:15 AM | 0 | 2 | 24 | 1 | 0 | 27 | 0 | 0 | 34 | 0 | 0 | 34 | 0 | 4 | 2 | 2 | 3 | 8 | 0 | 1 | 1 | 0 | 0 | 2 | 71 |
| 8:30 AM | 0 | 1 | 18 | 2 | 0 | 21 | 0 | 0 | 20 | 1 | 1 | 21 | 0 | 3 | 2 | 0 | 1 | 5 | 0 | 1 | 3 | 1 | 0 | 5 | 52 |
| 8:45 AM | 0 | 1 | 27 | 1 | 1 | 29 | 0 | 1 | 26 | 3 | 1 | 30 | 0 | 4 | 2 | 2 | 3 | 8 | 0 | 2 | 0 | 2 | 1 | 4 | 71 |
| Hourly Total | 0 | 7 | 81 | 4 | 1 | 92 | 0 | 2 | 115 | 5 | 3 | 122 | 0 | 14 | 11 | 6 | 7 | 31 | 0 | 6 | 5 | 3 | 1 | 14 | 259 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 2 | 45 | 3 | 0 | 50 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 5 | 9 | 2 | 2 | 16 | 0 | 2 | 2 | 2 | 0 | 6 | 94 |
| 3:15 PM | 0 | 2 | 40 | 6 | 1 | 48 | 0 | 3 | 36 | 5 | 0 | 44 | 0 | 5 | 6 | 1 | 0 | 12 | 0 | 0 | 3 | 1 | 0 | 4 | 108 |
| 3:30 PM | 0 | 3 | 50 | 6 | 1 | 59 | 0 | 5 | 23 | 1 | 1 | 29 | 0 | 3 | 3 | 2 | 0 | 8 | 0 | 0 | 4 | 1 | 0 | 5 | 101 |
| 3:45 PM | 1 | 2 | 33 | 7 | 0 | 43 | 0 | 0 | 24 | 4 | 2 | 28 | 0 | 3 | 4 | 1 | 0 | 8 | 0 | 1 | 4 | 1 | 0 | 6 | 85 |
| Hourly Total | 1 | 9 | 168 | 22 | 2 | 200 | 0 | 8 | 105 | 10 | 3 | 123 | 0 | 16 | 22 | 6 | 2 | 44 | 0 | 3 | 13 | 5 | 0 | 21 | 388 |
| 4:00 PM | 0 | 1 | 33 | 4 | 2 | 38 | 0 | 1 | 57 | 2 | 0 | 60 | 0 | 2 | 3 | 0 | 2 | 5 | 0 | 3 | 5 | 4 | 0 | 12 | 115 |
| 4:15 PM | 0 | 3 | 30 | 4 | 0 | 37 | 0 | 1 | 31 | 2 | 0 | 34 | 0 | 5 | 4 | 0 | 0 | 9 | 0 | 4 | 1 | 7 | 0 | 12 | 92 |
| 4:30 PM | 0 | 1 | 34 | 10 | 0 | 45 | 1 | 2 | 35 | 1 | 0 | 39 | 0 | 4 | 9 | 1 | 0 | 14 | 0 | 2 | 5 | 2 | 1 | 9 | 107 |
| 4:45 PM | 0 | 2 | 25 | 4 | 2 | 31 | 0 | 4 | 17 | 1 | 1 | 22 | 0 | 10 | 6 | 0 | 1 | 16 | 0 | 1 | 5 | 4 | 0 | 10 | 79 |
| Hourly Total | 0 | 7 | 122 | 22 | 4 | 151 | 1 | 8 | 140 | 6 | 1 | 155 | 0 | 21 | 22 | 1 | 3 | 44 | 0 | 10 | 16 | 17 | 1 | 43 | 393 |
| 5:00 PM | 0 | 4 | 30 | 6 | 2 | 40 | 0 | 2 | 34 | 4 | 0 | 40 | 0 | 5 | 6 | 0 | 6 | 11 | 0 | 6 | 4 | 3 | 0 | 13 | 104 |
| 5:15 PM | 0 | 2 | 31 | 3 | 1 | 36 | 0 | 3 | 28 | 2 | 0 | 33 | 0 | 0 | 5 | 0 | 3 | 5 | 0 | 3 | 1 | 3 | 0 | 7 | 81 |
| 5:30 PM | 0 | 2 | 23 | 3 | 0 | 28 | 0 | 4 | 24 | 0 | 0 | 28 | 0 | 5 | 9 | 0 | 4 | 14 | 0 | 1 | 4 | 1 | 0 | 6 | 76 |
| 5:45 PM | 0 | 2 | 31 | 3 | 2 | 36 | 0 | 2 | 30 | 2 | 0 | 34 | 0 | 3 | 6 | 1 | 2 | 10 | 0 | 0 | 5 | 2 | 0 | 7 | 87 |
| Hourly Total | 0 | 10 | 115 | 15 | 5 | 140 | 0 | 11 | 116 | 8 | 0 | 135 | 0 | 13 | 26 | 1 | 15 | 40 | 0 | 10 | 14 | 9 | 0 | 33 | 348 |
| Grand Total | 1 | 46 | 675 | 69 | 17 | 791 | 1 | 37 | 692 | 45 | 9 | 775 | 0 | 85 | 100 | 30 | 30 | 215 | 0 | 39 | 55 | 39 | 3 | 133 | 1914 |
| Approach % | 0.1 | 5.8 | 85.3 | 8.7 | - | - | 0.1 | 4.8 | 89.3 | 5.8 | - | - | 0.0 | 39.5 | 46.5 | 14.0 | - | - | 0.0 | 29.3 | 41.4 | 29.3 | - | - | - |
| Total % | 0.1 | 2.4 | 35.3 | 3.6 | - | 41.3 | 0.1 | 1.9 | 36.2 | 2.4 | - | 40.5 | 0.0 | 4.4 | 5.2 | 1.6 | - | 11.2 | 0.0 | 2.0 | 2.9 | 2.0 | - | 6.9 | - |
| Lights | 1 | 41 | 588 | 65 | - | 695 | 1 | 36 | 607 | 40 | - | 684 | 0 | 83 | 91 | 28 | - | 202 | 0 | 32 | 50 | 32 | - | 114 | 1695 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | 100.0 | 89.1 | 87.1 | 94.2 | - | 87.9 | 100.0 | 97.3 | 87.7 | 88.9 | - | 88.3 | - | 97.6 | 91.0 | 93.3 | - | 94.0 | - | 82.1 | 90.9 | 82.1 | - | 85.7 | 88.6 |
| Buses | 0 | 0 | 55 | 0 | - | 55 | 0 | 0 | 39 | 2 | - | 41 | 0 | 0 | 1 | 1 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 98 |
| % Buses | 0.0 | 0.0 | 8.1 | 0.0 | - | 7.0 | 0.0 | 0.0 | 5.6 | 4.4 | - | 5.3 | - | 0.0 | 1.0 | 3.3 | - | 0.9 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 5.1 |
| Single-Unit Trucks | 0 | 1 | 27 | 1 | - | 29 | 0 | 0 | 31 | 0 | - | 31 | 0 | 1 | 3 | 0 | - | 4 | 0 | 3 | 0 | 2 | - | 5 | 69 |
| % Single-Unit Trucks | 0.0 | 2.2 | 4.0 | 1.4 | - | 3.7 | 0.0 | 0.0 | 4.5 | 0.0 | - | 4.0 | - | 1.2 | 3.0 | 0.0 | - | 1.9 | - | 7.7 | 0.0 | 5.1 | - | 3.8 | 3.6 |
| Articulated Trucks | 0 | 2 | 3 | 0 | - | 5 | 0 | 0 | 10 | 2 | - | 12 | 0 | 1 | 3 | 0 | - | 4 | 0 | 4 | 2 | 4 | - | 10 | 31 |
| % Articulated Trucks | 0.0 | 4.3 | 0.4 | 0.0 | - | 0.6 | 0.0 | 0.0 | 1.4 | 4.4 | - | 1.5 | - | 1.2 | 3.0 | 0.0 | - | 1.9 | - | 10.3 | 3.6 | 10.3 | - | 7.5 | 1.6 |
| Bicycles on Road | 0 | 2 | 2 | 3 | - | 7 | 0 | 1 | 5 | 1 | - | 7 | 0 | 0 | 2 | 1 | - | 3 | 0 | 0 | 3 | 1 | - | 4 | 21 |
| % Bicycles on Road | 0.0 | 4.3 | 0.3 | 4.3 | - | 0.9 | 0.0 | 2.7 | 0.7 | 2.2 | - | 0.9 | - | 0.0 | 2.0 | 3.3 | - | 1.4 | - | 0.0 | 5.5 | 2.6 | - | 3.0 | 1.1 |
| Pedestrians | - | - | - | - | 17 | - | - | - | - | - | 9 | - | - | - | - | - | 30 | - | - | - | - | - | 3 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Normal Avenue
Site Code:
Start Date: 04/27/2021


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Root Street Eastbound | | | | | | Root Street Westbound | | | | | | Normal Avenue Northbound | | | | | | Normal Avenue Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 1 | 17 | 2 | 0 | 20 | 0 | 2 | 32 | 5 | 0 | 39 | 0 | 3 | 3 | 3 | 1 | 9 | 0 | 0 | 2 | 0 | 0 | 2 | 70 |
| 7:45 AM | 0 | 3 | 29 | 0 | 1 | 32 | 0 | 5 | 27 | 2 | 1 | 34 | 0 | 3 | 4 | 3 | 1 | 10 | 0 | 2 | 2 | 1 | 1 | 5 | 81 |
| 8:00 AM | 0 | 3 | 12 | 0 | 0 | 15 | 0 | 1 | 35 | 1 | 1 | 37 | 0 | 3 | 5 | 2 | 0 | 10 | 0 | 2 | 1 | 0 | 0 | 3 | 65 |
| 8:15 AM | 0 | 2 | 24 | 1 | 0 | 27 | 0 | 0 | 34 | 0 | 0 | 34 | 0 | 4 | 2 | 2 | 3 | 8 | 0 | 1 | 1 | 0 | 0 | 2 | 71 |
| Total | 0 | 9 | 82 | 3 | 1 | 94 | 0 | 8 | 128 | 8 | 2 | 144 | 0 | 13 | 14 | 10 | 5 | 37 | 0 | 5 | 6 | 1 | 1 | 12 | 287 |
| Approach % | 0.0 | 9.6 | 87.2 | 3.2 | - | - | 0.0 | 5.6 | 88.9 | 5.6 | - | - | 0.0 | 35.1 | 37.8 | 27.0 | - | - | 0.0 | 41.7 | 50.0 | 8.3 | - | - | - |
| Total % | 0.0 | 3.1 | 28.6 | 1.0 | - | 32.8 | 0.0 | 2.8 | 44.6 | 2.8 | - | 50.2 | 0.0 | 4.5 | 4.9 | 3.5 | - | 12.9 | 0.0 | 1.7 | 2.1 | 0.3 | - | 4.2 | - |
| PHF | 0.000 | 0.750 | 0.707 | 0.375 | - | 0.734 | 0.000 | 0.400 | 0.914 | 0.400 | - | 0.923 | 0.000 | 0.813 | 0.700 | 0.833 | - | 0.925 | 0.000 | 0.625 | 0.750 | 0.250 | - | 0.600 | 0.886 |
| Lights | 0 | 7 | 58 | 3 | - | 68 | 0 | 8 | 115 | 8 | - | 131 | 0 | 13 | 13 | 9 | - | 35 | 0 | 4 | 5 | 0 | - | 9 | 243 |
| % Lights | - | 77.8 | 70.7 | 100.0 | - | 72.3 | - | 100.0 | 89.8 | 100.0 | - | 91.0 | - | 100.0 | 92.9 | 90.0 | - | 94.6 | - | 80.0 | 83.3 | 0.0 | - | 75.0 | 84.7 |
| Buses | 0 | 0 | 14 | 0 | - | 14 | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 20 |
| % Buses | - | 0.0 | 17.1 | 0.0 | - | 14.9 | - | 0.0 | 3.9 | 0.0 | - | 3.5 | - | 0.0 | 0.0 | 10.0 | - | 2.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 7.0 |
| Single-Unit Trucks | 0 | 0 | 9 | 0 | - | 9 | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 14 |
| % Single-Unit Trucks | - | 0.0 | 11.0 | 0.0 | - | 9.6 | - | 0.0 | 3.9 | 0.0 | - | 3.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 4.9 |
| Articulated Trucks | 0 | 2 | 0 | 0 | - | 2 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 0 | 1 | 1 | 1 | - | 3 | 8 |
| % Articulated Trucks | - | 22.2 | 0.0 | 0.0 | - | 2.1 | - | 0.0 | 1.6 | 0.0 | - | 1.4 | - | 0.0 | 7.1 | 0.0 | - | 2.7 | - | 20.0 | 16.7 | 100.0 | - | 25.0 | 2.8 |
| Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Bicycles on Road | - | 0.0 | 1.2 | 0.0 | - | 1.1 | - | 0.0 | 0.8 | 0.0 | - | 0.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.7 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - | - | - | - | 5 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Normal Avenue
Site Code:
Start Date: 04/27/2021


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Root Street Eastbound | | | | | | Root Street Westbound | | | | | | Normal Avenue Northbound | | | | | | Normal Avenue Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 1 | 33 | 4 | 2 | 38 | 0 | 1 | 57 | 2 | 0 | 60 | 0 | 2 | 3 | 0 | 2 | 5 | 0 | 3 | 5 | 4 | 0 | 12 | 115 |
| 4:15 PM | 0 | 3 | 30 | 4 | 0 | 37 | 0 | 1 | 31 | 2 | 0 | 34 | 0 | 5 | 4 | 0 | 0 | 9 | 0 | 4 | 1 | 7 | 0 | 12 | 92 |
| 4:30 PM | 0 | 1 | 34 | 10 | 0 | 45 | 1 | 2 | 35 | 1 | 0 | 39 | 0 | 4 | 9 | 1 | 0 | 14 | 0 | 2 | 5 | 2 | 1 | 9 | 107 |
| 4:45 PM | 0 | 2 | 25 | 4 | 2 | 31 | 0 | 4 | 17 | 1 | 1 | 22 | 0 | 10 | 6 | 0 | 1 | 16 | 0 | 1 | 5 | 4 | 0 | 10 | 79 |
| Total | 0 | 7 | 122 | 22 | 4 | 151 | 1 | 8 | 140 | 6 | 1 | 155 | 0 | 21 | 22 | 1 | 3 | 44 | 0 | 10 | 16 | 17 | 1 | 43 | 393 |
| Approach % | 0.0 | 4.6 | 80.8 | 14.6 | - | - | 0.6 | 5.2 | 90.3 | 3.9 | - | - | 0.0 | 47.7 | 50.0 | 2.3 | - | - | 0.0 | 23.3 | 37.2 | 39.5 | - | - | - |
| Total % | 0.0 | 1.8 | 31.0 | 5.6 | - | 38.4 | 0.3 | 2.0 | 35.6 | 1.5 | - | 39.4 | 0.0 | 5.3 | 5.6 | 0.3 | - | 11.2 | 0.0 | 2.5 | 4.1 | 4.3 | - | 10.9 | - |
| PHF | 0.000 | 0.583 | 0.897 | 0.550 | - | 0.839 | 0.250 | 0.500 | 0.614 | 0.750 | - | 0.646 | 0.000 | 0.525 | 0.611 | 0.250 | - | 0.688 | 0.000 | 0.625 | 0.800 | 0.607 | - | 0.896 | 0.854 |
| Lights | 0 | 6 | 117 | 20 | - | 143 | 1 | 7 | 121 | 6 | - | 135 | 0 | 21 | 20 | 1 | - | 42 | 0 | 8 | 12 | 14 | - | 34 | 354 |
| % Lights | - | 85.7 | 95.9 | 90.9 | - | 94.7 | 100.0 | 87.5 | 86.4 | 100.0 | - | 87.1 | - | 100.0 | 90.9 | 100.0 | - | 95.5 | - | 80.0 | 75.0 | 82.4 | - | 79.1 | 90.1 |
| Buses | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 14 |
| % Buses | - | 0.0 | 3.3 | 0.0 | - | 2.6 | 0.0 | 0.0 | 7.1 | 0.0 | - | 6.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 3.6 |
| Single-Unit Trucks | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 8 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 4.5 | - | 0.7 | 0.0 | 0.0 | 3.6 | 0.0 | - | 3.2 | - | 0.0 | 4.5 | 0.0 | - | 2.3 | - | 0.0 | 0.0 | 5.9 | - | 2.3 | 2.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 1 | 1 | - | 4 | 6 |
| % Articulated Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | - | 1.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 20.0 | 6.3 | 5.9 | - | 9.3 | 1.5 |
| Bicycles on Road | 0 | 1 | 1 | 1 | - | 3 | 0 | 1 | 2 | 0 | - | 3 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 3 | 1 | - | 4 | 11 |
| % Bicycles on Road | - | 14.3 | 0.8 | 4.5 | - | 2.0 | 0.0 | 12.5 | 1.4 | 0.0 | - | 1.9 | - | 0.0 | 4.5 | 0.0 | - | 2.3 | - | 0.0 | 18.8 | 5.9 | - | 9.3 | 2.8 |
| Pedestrians | - | - | - | - | 4 | - | - | - | - | - | 1 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Princeton Road
Site Code:
Start Date: 06/21/2022


# Turning Movement Data

| Start Time | Eastbound St. Eastbound | | | | | | Westbound St. Westbound | | | | | | Northbound St. Northbound | | | | | | Southbound St. Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 6:00 AM | 0 | 3 | 33 | 2 | 0 | 38 | 0 | 0 | 31 | 2 | 0 | 33 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 75 |
| 6:15 AM | 0 | 3 | 20 | 2 | 1 | 25 | 0 | 0 | 36 | 1 | 0 | 37 | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 69 |
| 6:30 AM | 0 | 1 | 22 | 1 | 1 | 24 | 0 | 1 | 28 | 4 | 1 | 33 | 0 | 6 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 1 | 65 |
| 6:45 AM | 0 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 27 | 1 | 0 | 28 | 0 | 5 | 1 | 2 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 71 |
| Hourly Total | 0 | 8 | 108 | 5 | 2 | 121 | 0 | 1 | 122 | 8 | 1 | 131 | 0 | 15 | 4 | 4 | 1 | 23 | 0 | 3 | 1 | 1 | 0 | 5 | 280 |
| 7:00 AM | 0 | 2 | 17 | 3 | 0 | 22 | 0 | 1 | 27 | 0 | 0 | 28 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 53 |
| 7:15 AM | 0 | 0 | 22 | 4 | 0 | 26 | 1 | 0 | 17 | 0 | 0 | 18 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 2 | 50 |
| 7:30 AM | 0 | 2 | 23 | 0 | 0 | 25 | 0 | 1 | 20 | 2 | 0 | 23 | 0 | 4 | 1 | 1 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 2 | 56 |
| 7:45 AM | 0 | 1 | 29 | 2 | 0 | 32 | 0 | 2 | 30 | 2 | 1 | 34 | 0 | 4 | 2 | 1 | 0 | 7 | 0 | 1 | 0 | 2 | 0 | 3 | 76 |
| Hourly Total | 0 | 5 | 91 | 9 | 0 | 105 | 1 | 4 | 94 | 4 | 1 | 103 | 0 | 9 | 5 | 5 | 0 | 19 | 0 | 4 | 1 | 3 | 0 | 8 | 235 |
| 8:00 AM | 0 | 1 | 15 | 2 | 0 | 18 | 0 | 1 | 21 | 1 | 0 | 23 | 0 | 3 | 1 | 2 | 0 | 6 | 0 | 2 | 0 | 1 | 0 | 3 | 50 |
| 8:15 AM | 0 | 1 | 28 | 1 | 0 | 30 | 0 | 2 | 33 | 1 | 0 | 36 | 0 | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 2 | 74 |
| 8:30 AM | 0 | 3 | 20 | 1 | 0 | 24 | 0 | 1 | 23 | 0 | 0 | 24 | 0 | 4 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 54 |
| 8:45 AM | 0 | 0 | 17 | 3 | 0 | 20 | 0 | 2 | 30 | 0 | 0 | 32 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 56 |
| Hourly Total | 0 | 5 | 80 | 7 | 0 | 92 | 0 | 6 | 107 | 2 | 0 | 115 | 0 | 12 | 2 | 6 | 0 | 20 | 0 | 4 | 1 | 2 | 0 | 7 | 234 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 0 | 41 | 3 | 0 | 44 | 0 | 4 | 30 | 2 | 0 | 36 | 0 | 4 | 0 | 2 | 0 | 6 | 0 | 1 | 0 | 2 | 1 | 3 | 89 |
| 3:15 PM | 0 | 1 | 26 | 5 | 0 | 32 | 0 | 5 | 46 | 2 | 1 | 53 | 0 | 3 | 2 | 2 | 0 | 7 | 0 | 4 | 0 | 2 | 0 | 6 | 98 |
| 3:30 PM | 0 | 0 | 32 | 4 | 0 | 36 | 0 | 4 | 35 | 1 | 1 | 40 | 0 | 3 | 1 | 3 | 1 | 7 | 0 | 4 | 0 | 1 | 0 | 5 | 88 |
| 3:45 PM | 0 | 1 | 24 | 2 | 0 | 27 | 1 | 3 | 34 | 0 | 2 | 38 | 0 | 4 | 4 | 6 | 2 | 14 | 0 | 4 | 1 | 1 | 0 | 6 | 85 |
| Hourly Total | 0 | 2 | 123 | 14 | 0 | 139 | 1 | 16 | 145 | 5 | 4 | 167 | 0 | 14 | 7 | 13 | 3 | 34 | 0 | 13 | 1 | 6 | 1 | 20 | 360 |
| 4:00 PM | 0 | 1 | 32 | 4 | 0 | 37 | 0 | 6 | 49 | 2 | 7 | 57 | 0 | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 1 | 2 | 0 | 3 | 107 |
| 4:15 PM | 0 | 1 | 31 | 2 | 0 | 34 | 0 | 5 | 42 | 3 | 3 | 50 | 0 | 5 | 2 | 5 | 1 | 12 | 0 | 2 | 1 | 0 | 0 | 3 | 99 |
| 4:30 PM | 0 | 2 | 34 | 4 | 0 | 40 | 0 | 2 | 40 | 5 | 2 | 47 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 90 |
| 4:45 PM | 0 | 0 | 24 | 5 | 0 | 29 | 0 | 2 | 41 | 3 | 1 | 46 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 2 | 4 | 82 |
| Hourly Total | 0 | 4 | 121 | 15 | 0 | 140 | 0 | 15 | 172 | 13 | 13 | 200 | 0 | 14 | 2 | 11 | 2 | 27 | 0 | 5 | 2 | 4 | 2 | 11 | 378 |
| 5:00 PM | 0 | 1 | 42 | 4 | 0 | 47 | 0 | 5 | 39 | 1 | 1 | 45 | 0 | 3 | 2 | 2 | 1 | 7 | 0 | 3 | 0 | 1 | 0 | 4 | 103 |
| 5:15 PM | 0 | 0 | 22 | 3 | 0 | 25 | 1 | 3 | 34 | 0 | 1 | 38 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 1 | 0 | 1 | 1 | 2 | 71 |
| 5:30 PM | 0 | 0 | 23 | 4 | 0 | 27 | 0 | 3 | 29 | 1 | 0 | 33 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 5:45 PM | 0 | 1 | 14 | 2 | 0 | 17 | 0 | 3 | 26 | 1 | 1 | 30 | 0 | 3 | 1 | 5 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 2 | 58 |
| Hourly Total | 0 | 2 | 101 | 13 | 0 | 116 | 1 | 14 | 128 | 3 | 3 | 146 | 0 | 12 | 5 | 10 | 1 | 27 | 0 | 5 | 0 | 3 | 1 | 8 | 297 |
| Grand Total | 0 | 26 | 624 | 63 | 2 | 713 | 3 | 56 | 768 | 35 | 22 | 862 | 0 | 76 | 25 | 49 | 7 | 150 | 0 | 34 | 6 | 19 | 4 | 59 | 1784 |
| Approach % | 0.0 | 3.6 | 87.5 | 8.8 | - | - | 0.3 | 6.5 | 89.1 | 4.1 | - | - | 0.0 | 50.7 | 16.7 | 32.7 | - | - | 0.0 | 57.6 | 10.2 | 32.2 | - | - | - |
| Total % | 0.0 | 1.5 | 35.0 | 3.5 | - | 40.0 | 0.2 | 3.1 | 43.0 | 2.0 | - | 48.3 | 0.0 | 4.3 | 1.4 | 2.7 | - | 8.4 | 0.0 | 1.9 | 0.3 | 1.1 | - | 3.3 | - |
| Lights | 0 | 22 | 531 | 43 | - | 596 | 3 | 52 | 674 | 28 | - | 757 | 0 | 54 | 24 | 46 | - | 124 | 0 | 24 | 6 | 18 | - | 48 | 1525 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | - | 84.6 | 85.1 | 68.3 | - | 83.6 | 100.0 | 92.9 | 87.8 | 80.0 | - | 87.8 | - | 71.1 | 96.0 | 93.9 | - | 82.7 | - | 70.6 | 100.0 | 94.7 | - | 81.4 | 85.5 |
| Buses | 0 | 0 | 38 | 18 | - | 56 | 0 | 1 | 25 | 0 | - | 26 | 0 | 20 | 0 | 0 | - | 20 | 0 | 0 | 0 | 0 | - | 0 | 102 |
| % Buses | - | 0.0 | 6.1 | 28.6 | - | 7.9 | 0.0 | 1.8 | 3.3 | 0.0 | - | 3.0 | - | 26.3 | 0.0 | 0.0 | - | 13.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 5.7 |
| Single-Unit Trucks | 0 | 2 | 32 | 1 | - | 35 | 0 | 0 | 39 | 2 | - | 41 | 0 | 1 | 0 | 1 | - | 2 | 0 | 2 | 0 | 1 | - | 3 | 81 |
| % Single-Unit Trucks | - | 7.7 | 5.1 | 1.6 | - | 4.9 | 0.0 | 0.0 | 5.1 | 5.7 | - | 4.8 | - | 1.3 | 0.0 | 2.0 | - | 1.3 | - | 5.9 | 0.0 | 5.3 | - | 5.1 | 4.5 |
| Articulated Trucks | 0 | 2 | 17 | 0 | - | 19 | 0 | 0 | 25 | 4 | - | 29 | 0 | 0 | 1 | 0 | - | 1 | 0 | 8 | 0 | 0 | - | 8 | 57 |
| % Articulated Trucks | - | 7.7 | 2.7 | 0.0 | - | 2.7 | 0.0 | 0.0 | 3.3 | 11.4 | - | 3.4 | - | 0.0 | 4.0 | 0.0 | - | 0.7 | - | 23.5 | 0.0 | 0.0 | - | 13.6 | 3.2 |
| Bicycles on Road | 0 | 0 | 6 | 1 | - | 7 | 0 | 3 | 5 | 1 | - | 9 | 0 | 1 | 0 | 2 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 19 |
| % Bicycles on Road | - | 0.0 | 1.0 | 1.6 | - | 1.0 | 0.0 | 5.4 | 0.7 | 2.9 | - | 1.0 | - | 1.3 | 0.0 | 4.1 | - | 2.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.1 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 22 | - | - | - | - | - | 7 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Princeton Road
Site Code:
Start Date: 06/21/2022


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Eastbound St. Eastbound | | | | | | Westbound St. Westbound | | | | | | Northbound St. Northbound | | | | | | Southbound St. Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 2 | 23 | 0 | 0 | 25 | 0 | 1 | 20 | 2 | 0 | 23 | 0 | 4 | 1 | 1 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 2 | 56 |
| 7:45 AM | 0 | 1 | 29 | 2 | 0 | 32 | 0 | 2 | 30 | 2 | 1 | 34 | 0 | 4 | 2 | 1 | 0 | 7 | 0 | 1 | 0 | 2 | 0 | 3 | 76 |
| 8:00 AM | 0 | 1 | 15 | 2 | 0 | 18 | 0 | 1 | 21 | 1 | 0 | 23 | 0 | 3 | 1 | 2 | 0 | 6 | 0 | 2 | 0 | 1 | 0 | 3 | 50 |
| 8:15 AM | 0 | 1 | 28 | 1 | 0 | 30 | 0 | 2 | 33 | 1 | 0 | 36 | 0 | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 2 | 74 |
| Total | 0 | 5 | 95 | 5 | 0 | 105 | 0 | 6 | 104 | 6 | 1 | 116 | 0 | 15 | 4 | 6 | 0 | 25 | 0 | 4 | 1 | 5 | 0 | 10 | 256 |
| Approach % | 0.0 | 4.8 | 90.5 | 4.8 | - | - | 0.0 | 5.2 | 89.7 | 5.2 | - | - | 0.0 | 60.0 | 16.0 | 24.0 | - | - | 0.0 | 40.0 | 10.0 | 50.0 | - | - | - |
| Total % | 0.0 | 2.0 | 37.1 | 2.0 | - | 41.0 | 0.0 | 2.3 | 40.6 | 2.3 | - | 45.3 | 0.0 | 5.9 | 1.6 | 2.3 | - | 9.8 | 0.0 | 1.6 | 0.4 | 2.0 | - | 3.9 | - |
| PHF | 0.000 | 0.625 | 0.819 | 0.625 | - | 0.820 | 0.000 | 0.750 | 0.788 | 0.750 | - | 0.806 | 0.000 | 0.938 | 0.500 | 0.750 | - | 0.893 | 0.000 | 0.500 | 0.250 | 0.625 | - | 0.833 | 0.842 |
| Lights | 0 | 4 | 64 | 3 | - | 71 | 0 | 5 | 98 | 1 | - | 104 | 0 | 13 | 4 | 6 | - | 23 | 0 | 0 | 1 | 4 | - | 5 | 203 |
| % Lights | - | 80.0 | 67.4 | 60.0 | - | 67.6 | - | 83.3 | 94.2 | 16.7 | - | 89.7 | - | 86.7 | 100.0 | 100.0 | - | 92.0 | - | 0.0 | 100.0 | 80.0 | - | 50.0 | 79.3 |
| Buses | 0 | 0 | 14 | 2 | - | 16 | 0 | 1 | 1 | 0 | - | 2 | 0 | 2 | 0 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 20 |
| % Buses | - | 0.0 | 14.7 | 40.0 | - | 15.2 | - | 16.7 | 1.0 | 0.0 | - | 1.7 | - | 13.3 | 0.0 | 0.0 | - | 8.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 7.8 |
| Single-Unit Trucks | 0 | 1 | 13 | 0 | - | 14 | 0 | 0 | 2 | 1 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 18 |
| % Single-Unit Trucks | - | 20.0 | 13.7 | 0.0 | - | 13.3 | - | 0.0 | 1.9 | 16.7 | - | 2.6 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 20.0 | - | 10.0 | 7.0 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 3 | 4 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | 0 | - | 4 | 15 |
| % Articulated Trucks | - | 0.0 | 4.2 | 0.0 | - | 3.8 | - | 0.0 | 2.9 | 66.7 | - | 6.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 100.0 | 0.0 | 0.0 | - | 40.0 | 5.9 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Princeton Road
Site Code:
Start Date: 06/21/2022


# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Eastbound St. Eastbound | | | | | | Westbound St. Westbound | | | | | | Northbound St. Northbound | | | | | | Southbound St. Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 0 | 1 | 32 | 4 | 0 | 37 | 0 | 6 | 49 | 2 | 7 | 57 | 0 | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 1 | 2 | 0 | 3 | 107 |
| 4:15 PM | 0 | 1 | 31 | 2 | 0 | 34 | 0 | 5 | 42 | 3 | 3 | 50 | 0 | 5 | 2 | 5 | 1 | 12 | 0 | 2 | 1 | 0 | 0 | 3 | 99 |
| 4:30 PM | 0 | 2 | 34 | 4 | 0 | 40 | 0 | 2 | 40 | 5 | 2 | 47 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 90 |
| 4:45 PM | 0 | 0 | 24 | 5 | 0 | 29 | 0 | 2 | 41 | 3 | 1 | 46 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 2 | 4 | 82 |
| Total | 0 | 4 | 121 | 15 | 0 | 140 | 0 | 15 | 172 | 13 | 13 | 200 | 0 | 14 | 2 | 11 | 2 | 27 | 0 | 5 | 2 | 4 | 2 | 11 | 378 |
| Approach % | 0.0 | 2.9 | 86.4 | 10.7 | - | - | 0.0 | 7.5 | 86.0 | 6.5 | - | - | 0.0 | 51.9 | 7.4 | 40.7 | - | - | 0.0 | 45.5 | 18.2 | 36.4 | - | - | - |
| Total % | 0.0 | 1.1 | 32.0 | 4.0 | - | 37.0 | 0.0 | 4.0 | 45.5 | 3.4 | - | 52.9 | 0.0 | 3.7 | 0.5 | 2.9 | - | 7.1 | 0.0 | 1.3 | 0.5 | 1.1 | - | 2.9 | - |
| PHF | 0.000 | 0.500 | 0.890 | 0.750 | - | 0.875 | 0.000 | 0.625 | 0.878 | 0.650 | - | 0.877 | 0.000 | 0.700 | 0.250 | 0.550 | - | 0.563 | 0.000 | 0.417 | 0.500 | 0.500 | - | 0.688 | 0.883 |
| Lights | 0 | 3 | 120 | 11 | - | 134 | 0 | 15 | 150 | 13 | - | 178 | 0 | 10 | 2 | 11 | - | 23 | 0 | 4 | 2 | 4 | - | 10 | 345 |
| % Lights | - | 75.0 | 99.2 | 73.3 | - | 95.7 | - | 100.0 | 87.2 | 100.0 | - | 89.0 | - | 71.4 | 100.0 | 100.0 | - | 85.2 | - | 80.0 | 100.0 | 100.0 | - | 90.9 | 91.3 |
| Buses | 0 | 0 | 1 | 4 | - | 5 | 0 | 0 | 7 | 0 | - | 7 | 0 | 3 | 0 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 15 |
| % Buses | - | 0.0 | 0.8 | 26.7 | - | 3.6 | - | 0.0 | 4.1 | 0.0 | - | 3.5 | - | 21.4 | 0.0 | 0.0 | - | 11.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 4.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 6 | 0 | - | 6 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 3.5 | 0.0 | - | 3.0 | - | 7.1 | 0.0 | 0.0 | - | 3.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.9 |
| Articulated Trucks | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 10 |
| % Articulated Trucks | - | 25.0 | 0.0 | 0.0 | - | 0.7 | - | 0.0 | 4.7 | 0.0 | - | 4.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 20.0 | 0.0 | 0.0 | - | 9.1 | 2.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.6 | 0.0 | - | 0.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 13 | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Well Street
Site Code:
Start Date: 06/21/2022


# Turning Movement Data

| Start Time | Root Street Eastbound | | | | | | Root Street Westbound | | | | | | Wells Street Northbound | | | | | | Welll Street Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 6:00 AM | 0 | 0 | 34 | 0 | 0 | 34 | 1 | 3 | 35 | 0 | 0 | 39 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 77 |
| 6:15 AM | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 60 |
| 6:30 AM | 0 | 0 | 23 | 0 | 1 | 23 | 0 | 1 | 28 | 0 | 1 | 29 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 2 | 0 | 2 | 1 | 4 | 59 |
| 6:45 AM | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Hourly Total | 0 | 0 | 114 | 0 | 1 | 114 | 1 | 4 | 128 | 0 | 1 | 133 | 0 | 2 | 2 | 4 | 1 | 8 | 0 | 3 | 0 | 3 | 2 | 6 | 261 |
| 7:00 AM | 0 | 0 | 19 | 0 | 1 | 19 | 0 | 0 | 24 | 1 | 1 | 25 | 0 | 3 | 1 | 1 | 1 | 5 | 0 | 1 | 0 | 1 | 1 | 2 | 51 |
| 7:15 AM | 0 | 1 | 26 | 1 | 0 | 28 | 0 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 52 |
| 7:30 AM | 0 | 1 | 22 | 0 | 0 | 23 | 0 | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 50 |
| 7:45 AM | 0 | 0 | 31 | 0 | 0 | 31 | 1 | 0 | 32 | 0 | 0 | 33 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Hourly Total | 0 | 2 | 98 | 1 | 1 | 101 | 1 | 0 | 98 | 4 | 1 | 103 | 0 | 3 | 2 | 4 | 1 | 9 | 0 | 4 | 0 | 1 | 1 | 5 | 218 |
| 8:00 AM | 0 | 2 | 19 | 0 | 0 | 21 | 0 | 1 | 25 | 1 | 0 | 27 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 52 |
| 8:15 AM | 0 | 3 | 26 | 1 | 0 | 30 | 0 | 0 | 33 | 1 | 0 | 34 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 4 | 70 |
| 8:30 AM | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 5 | 52 |
| 8:45 AM | 0 | 0 | 21 | 0 | 2 | 21 | 0 | 0 | 28 | 2 | 0 | 30 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 58 |
| Hourly Total | 0 | 5 | 88 | 1 | 2 | 94 | 0 | 1 | 110 | 4 | 0 | 115 | 0 | 6 | 0 | 3 | 0 | 9 | 0 | 12 | 0 | 2 | 1 | 14 | 232 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 1 | 2 | 46 | 0 | 4 | 49 | 0 | 0 | 42 | 3 | 0 | 45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 0 | 7 | 102 |
| 3:15 PM | 0 | 0 | 30 | 1 | 1 | 31 | 0 | 2 | 44 | 2 | 3 | 48 | 0 | 5 | 1 | 3 | 0 | 9 | 0 | 1 | 0 | 3 | 6 | 4 | 92 |
| 3:30 PM | 0 | 1 | 36 | 2 | 3 | 39 | 1 | 0 | 36 | 1 | 0 | 38 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 1 | 0 | 3 | 1 | 4 | 87 |
| 3:45 PM | 1 | 1 | 35 | 2 | 6 | 39 | 0 | 1 | 36 | 1 | 0 | 38 | 0 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 82 |
| Hourly Total | 2 | 4 | 147 | 5 | 14 | 158 | 1 | 3 | 158 | 7 | 3 | 169 | 0 | 9 | 2 | 9 | 0 | 20 | 0 | 6 | 1 | 9 | 8 | 16 | 363 |
| 4:00 PM | 1 | 1 | 36 | 2 | 0 | 40 | 0 | 1 | 57 | 1 | 0 | 59 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 1 | 4 | 3 | 106 |
| 4:15 PM | 1 | 1 | 42 | 0 | 1 | 44 | 0 | 2 | 47 | 1 | 0 | 50 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 3 | 1 | 3 | 0 | 7 | 109 |
| 4:30 PM | 0 | 0 | 36 | 1 | 1 | 37 | 0 | 1 | 43 | 1 | 0 | 45 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 5 | 3 | 89 |
| 4:45 PM | 0 | 0 | 30 | 0 | 1 | 30 | 0 | 1 | 44 | 3 | 0 | 48 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 3 | 1 | 5 | 87 |
| Hourly Total | 2 | 2 | 144 | 3 | 3 | 151 | 0 | 5 | 191 | 6 | 0 | 202 | 1 | 9 | 1 | 9 | 0 | 20 | 0 | 7 | 2 | 9 | 10 | 18 | 391 |
| 5:00 PM | 2 | 1 | 46 | 1 | 0 | 50 | 0 | 0 | 42 | 1 | 0 | 43 | 0 | 2 | 2 | 0 | 0 | 4 | 1 | 4 | 2 | 2 | 1 | 9 | 106 |
| 5:15 PM | 0 | 1 | 28 | 1 | 1 | 30 | 0 | 2 | 38 | 0 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 3 | 74 |
| 5:30 PM | 2 | 0 | 24 | 1 | 0 | 27 | 0 | 2 | 35 | 2 | 0 | 39 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 70 |
| 5:45 PM | 1 | 0 | 21 | 1 | 0 | 23 | 1 | 0 | 31 | 3 | 0 | 35 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 59 |
| Hourly Total | 5 | 2 | 119 | 4 | 1 | 130 | 1 | 4 | 146 | 6 | 0 | 157 | 0 | 4 | 3 | 2 | 1 | 9 | 1 | 7 | 2 | 3 | 6 | 13 | 309 |
| Grand Total | 9 | 15 | 710 | 14 | 22 | 748 | 4 | 17 | 831 | 27 | 5 | 879 | 1 | 33 | 10 | 31 | 3 | 75 | 1 | 39 | 5 | 27 | 28 | 72 | 1774 |
| Approach % | 1.2 | 2.0 | 94.9 | 1.9 | - | - | 0.5 | 1.9 | 94.5 | 3.1 | - | - | 1.3 | 44.0 | 13.3 | 41.3 | - | - | 1.4 | 54.2 | 6.9 | 37.5 | - | - | - |
| Total % | 0.5 | 0.8 | 40.0 | 0.8 | - | 42.2 | 0.2 | 1.0 | 46.8 | 1.5 | - | 49.5 | 0.1 | 1.9 | 0.6 | 1.7 | - | 4.2 | 0.1 | 2.2 | 0.3 | 1.5 | - | 4.1 | - |
| Lights | 9 | 14 | 609 | 12 | - | 644 | 4 | 16 | 735 | 20 | - | 775 | 1 | 28 | 10 | 30 | - | 69 | 1 | 29 | 5 | 21 | - | 56 | 1544 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | 100.0 | 93.3 | 85.8 | 85.7 | - | 86.1 | 100.0 | 94.1 | 88.4 | 74.1 | - | 88.2 | 100.0 | 84.8 | 100.0 | 96.8 | - | 92.0 | 100.0 | 74.4 | 100.0 | 77.8 | - | 77.8 | 87.0 |
| Buses | 0 | 0 | 36 | 0 | - | 36 | 0 | 0 | 24 | 0 | - | 24 | 0 | 3 | 0 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 63 |
| % Buses | 0.0 | 0.0 | 5.1 | 0.0 | - | 4.8 | 0.0 | 0.0 | 2.9 | 0.0 | - | 2.7 | 0.0 | 9.1 | 0.0 | 0.0 | - | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 3.6 |
| Single-Unit Trucks | 0 | 0 | 37 | 2 | - | 39 | 0 | 1 | 38 | 3 | - | 42 | 0 | 1 | 0 | 1 | - | 2 | 0 | 6 | 0 | 4 | - | 10 | 93 |
| % Single-Unit Trucks | 0.0 | 0.0 | 5.2 | 14.3 | - | 5.2 | 0.0 | 5.9 | 4.6 | 11.1 | - | 4.8 | 0.0 | 3.0 | 0.0 | 3.2 | - | 2.7 | 0.0 | 15.4 | 0.0 | 14.8 | - | 13.9 | 5.2 |
| Articulated Trucks | 0 | 0 | 22 | 0 | - | 22 | 0 | 0 | 29 | 2 | - | 31 | 0 | 0 | 0 | 0 | - | 0 | 0 | 4 | 0 | 0 | - | 4 | 57 |
| % Articulated Trucks | 0.0 | 0.0 | 3.1 | 0.0 | - | 2.9 | 0.0 | 0.0 | 3.5 | 7.4 | - | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 | - | 5.6 | 3.2 |
| Bicycles on Road | 0 | 1 | 6 | 0 | - | 7 | 0 | 0 | 5 | 2 | - | 7 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 2 | - | 2 | 17 |
| % Bicycles on Road | 0.0 | 6.7 | 0.8 | 0.0 | - | 0.9 | 0.0 | 0.0 | 0.6 | 7.4 | - | 0.8 | 0.0 | 3.0 | 0.0 | 0.0 | - | 1.3 | 0.0 | 0.0 | 0.0 | 7.4 | - | 2.8 | 1.0 |
| Pedestrians | - | - | - | - | 22 | - | - | - | - | - | 5 | - | - | - | - | - | 3 | - | - | - | - | - | 28 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Well Street
Site Code:
Start Date: 06/21/2022


# Turning Movement Peak Hour Data (7:30 AM)

| Start Time | Root Street Eastbound | | | | | | Root Street Westbound | | | | | | Wells Street Northbound | | | | | | Welll Street Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 1 | 22 | 0 | 0 | 23 | 0 | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 50 |
| 7:45 AM | 0 | 0 | 31 | 0 | 0 | 31 | 1 | 0 | 32 | 0 | 0 | 33 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 8:00 AM | 0 | 2 | 19 | 0 | 0 | 21 | 0 | 1 | 25 | 1 | 0 | 27 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 52 |
| 8:15 AM | 0 | 3 | 26 | 1 | 0 | 30 | 0 | 0 | 33 | 1 | 0 | 34 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 4 | 70 |
| Total | 0 | 6 | 98 | 1 | 0 | 105 | 1 | 1 | 115 | 3 | 0 | 120 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 6 | 0 | 1 | 1 | 7 | 237 |
| Approach % | 0.0 | 5.7 | 93.3 | 1.0 | - | - | 0.8 | 0.8 | 95.8 | 2.5 | - | - | 0.0 | 40.0 | 20.0 | 40.0 | - | - | 0.0 | 85.7 | 0.0 | 14.3 | - | - | - |
| Total % | 0.0 | 2.5 | 41.4 | 0.4 | - | 44.3 | 0.4 | 0.4 | 48.5 | 1.3 | - | 50.6 | 0.0 | 0.8 | 0.4 | 0.8 | - | 2.1 | 0.0 | 2.5 | 0.0 | 0.4 | - | 3.0 | - |
| PHF | 0.000 | 0.500 | 0.790 | 0.250 | - | 0.847 | 0.250 | 0.250 | 0.871 | 0.750 | - | 0.882 | 0.000 | 0.250 | 0.250 | 0.250 | - | 0.625 | 0.000 | 0.500 | 0.000 | 0.250 | - | 0.438 | 0.846 |
| Lights | 0 | 6 | 63 | 1 | - | 70 | 1 | 1 | 105 | 2 | - | 109 | 0 | 1 | 1 | 2 | - | 4 | 0 | 4 | 0 | 1 | - | 5 | 188 |
| % Lights | - | 100.0 | 64.3 | 100.0 | - | 66.7 | 100.0 | 100.0 | 91.3 | 66.7 | - | 90.8 | - | 50.0 | 100.0 | 100.0 | - | 80.0 | - | 66.7 | - | 100.0 | - | 71.4 | 79.3 |
| Buses | 0 | 0 | 12 | 0 | - | 12 | 0 | 0 | 1 | 0 | - | 1 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 14 |
| % Buses | - | 0.0 | 12.2 | 0.0 | - | 11.4 | 0.0 | 0.0 | 0.9 | 0.0 | - | 0.8 | - | 50.0 | 0.0 | 0.0 | - | 20.0 | - | 0.0 | - | 0.0 | - | 0.0 | 5.9 |
| Single-Unit Trucks | 0 | 0 | 15 | 0 | - | 15 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 0 | - | 2 | 19 |
| % Single-Unit Trucks | - | 0.0 | 15.3 | 0.0 | - | 14.3 | 0.0 | 0.0 | 1.7 | 0.0 | - | 1.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 33.3 | - | 0.0 | - | 28.6 | 8.0 |
| Articulated Trucks | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 7 | 1 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 16 |
| % Articulated Trucks | - | 0.0 | 8.2 | 0.0 | - | 7.6 | 0.0 | 0.0 | 6.1 | 33.3 | - | 6.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 6.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Root Street with Well Street
Site Code:
Start Date: 06/21/2022

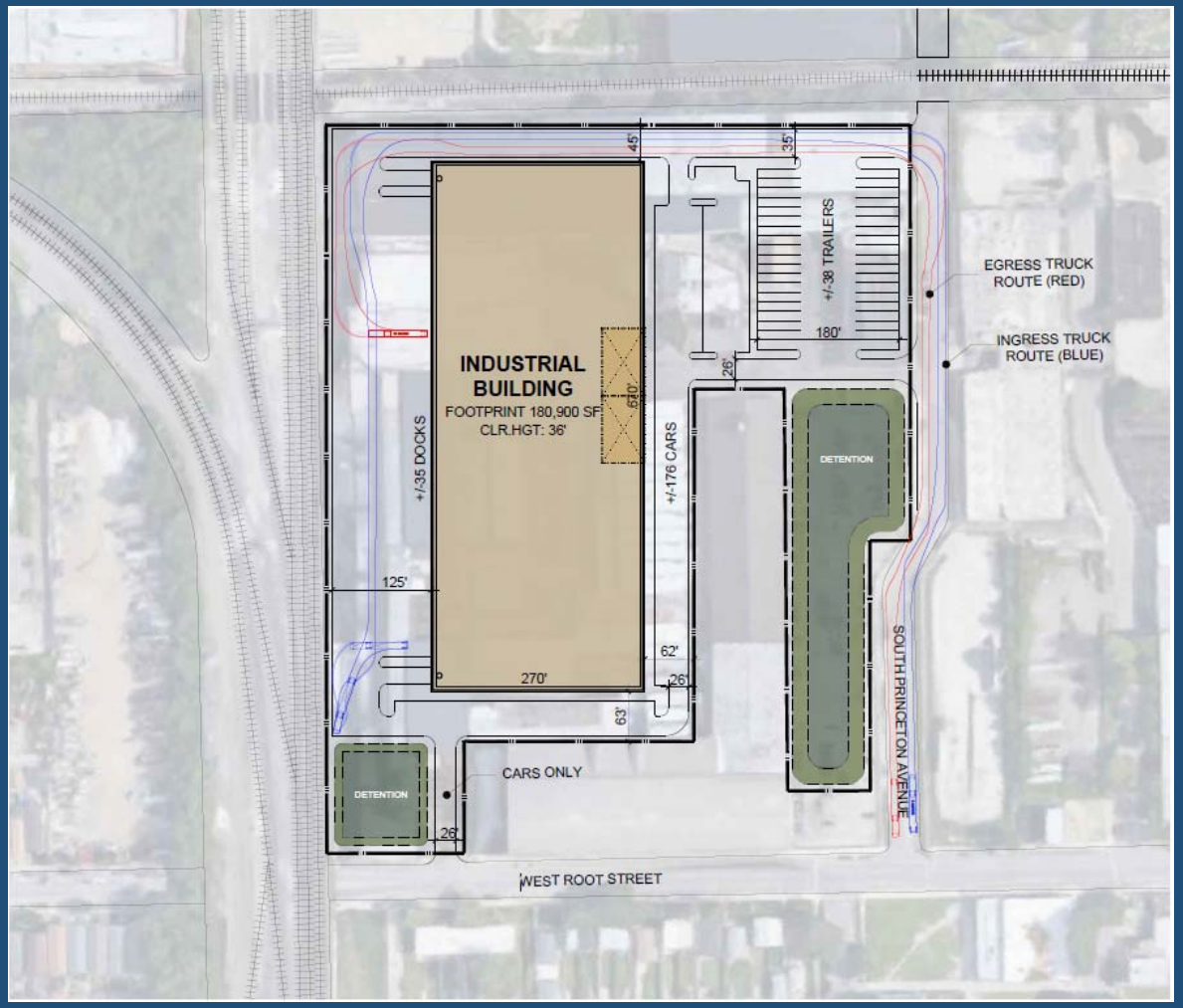

# Turning Movement Peak Hour Data (4:00 PM)

| Start Time | Root Street Eastbound | | | | | | Root Street Westbound | | | | | | Wells Street Northbound | | | | | | Welll Street Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:00 PM | 1 | 1 | 36 | 2 | 0 | 40 | 0 | 1 | 57 | 1 | 0 | 59 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 1 | 4 | 3 | 106 |
| 4:15 PM | 1 | 1 | 42 | 0 | 1 | 44 | 0 | 2 | 47 | 1 | 0 | 50 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 3 | 1 | 3 | 0 | 7 | 109 |
| 4:30 PM | 0 | 0 | 36 | 1 | 1 | 37 | 0 | 1 | 43 | 1 | 0 | 45 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 5 | 3 | 89 |
| 4:45 PM | 0 | 0 | 30 | 0 | 1 | 30 | 0 | 1 | 44 | 3 | 0 | 48 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 2 | 0 | 3 | 1 | 5 | 87 |
| Total | 2 | 2 | 144 | 3 | 3 | 151 | 0 | 5 | 191 | 6 | 0 | 202 | 1 | 9 | 1 | 9 | 0 | 20 | 0 | 7 | 2 | 9 | 10 | 18 | 391 |
| Approach % | 1.3 | 1.3 | 95.4 | 2.0 | - | - | 0.0 | 2.5 | 94.6 | 3.0 | - | - | 5.0 | 45.0 | 5.0 | 45.0 | - | - | 0.0 | 38.9 | 11.1 | 50.0 | - | - | - |
| Total % | 0.5 | 0.5 | 36.8 | 0.8 | - | 38.6 | 0.0 | 1.3 | 48.8 | 1.5 | - | 51.7 | 0.3 | 2.3 | 0.3 | 2.3 | - | 5.1 | 0.0 | 1.8 | 0.5 | 2.3 | - | 4.6 | - |
| PHF | 0.500 | 0.500 | 0.857 | 0.375 | - | 0.858 | 0.000 | 0.625 | 0.838 | 0.500 | - | 0.856 | 0.250 | 0.750 | 0.250 | 0.450 | - | 0.625 | 0.000 | 0.583 | 0.500 | 0.750 | - | 0.643 | 0.897 |
| Lights | 2 | 2 | 142 | 3 | - | 149 | 0 | 5 | 170 | 6 | - | 181 | 1 | 8 | 1 | 9 | - | 19 | 0 | 6 | 2 | 9 | - | 17 | 366 |
| % Lights | 100.0 | 100.0 | 98.6 | 100.0 | - | 98.7 | - | 100.0 | 89.0 | 100.0 | - | 89.6 | 100.0 | 88.9 | 100.0 | 100.0 | - | 95.0 | - | 85.7 | 100.0 | 100.0 | - | 94.4 | 93.6 |
| Buses | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 7 | 0 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Buses | 0.0 | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | 3.7 | 0.0 | - | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 2.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 9 |
| % Single-Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 4.2 | 0.0 | - | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 14.3 | 0.0 | 0.0 | - | 5.6 | 2.3 |
| Articulated Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Articulated Trucks | 0.0 | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | 3.1 | 0.0 | - | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | - | 5.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.3 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 10 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

# Preliminary Site Plan

# Site Plan

THE MISSNER GROUP



# ITE Trip Generation Worksheets

# General Light Industrial
# (110)

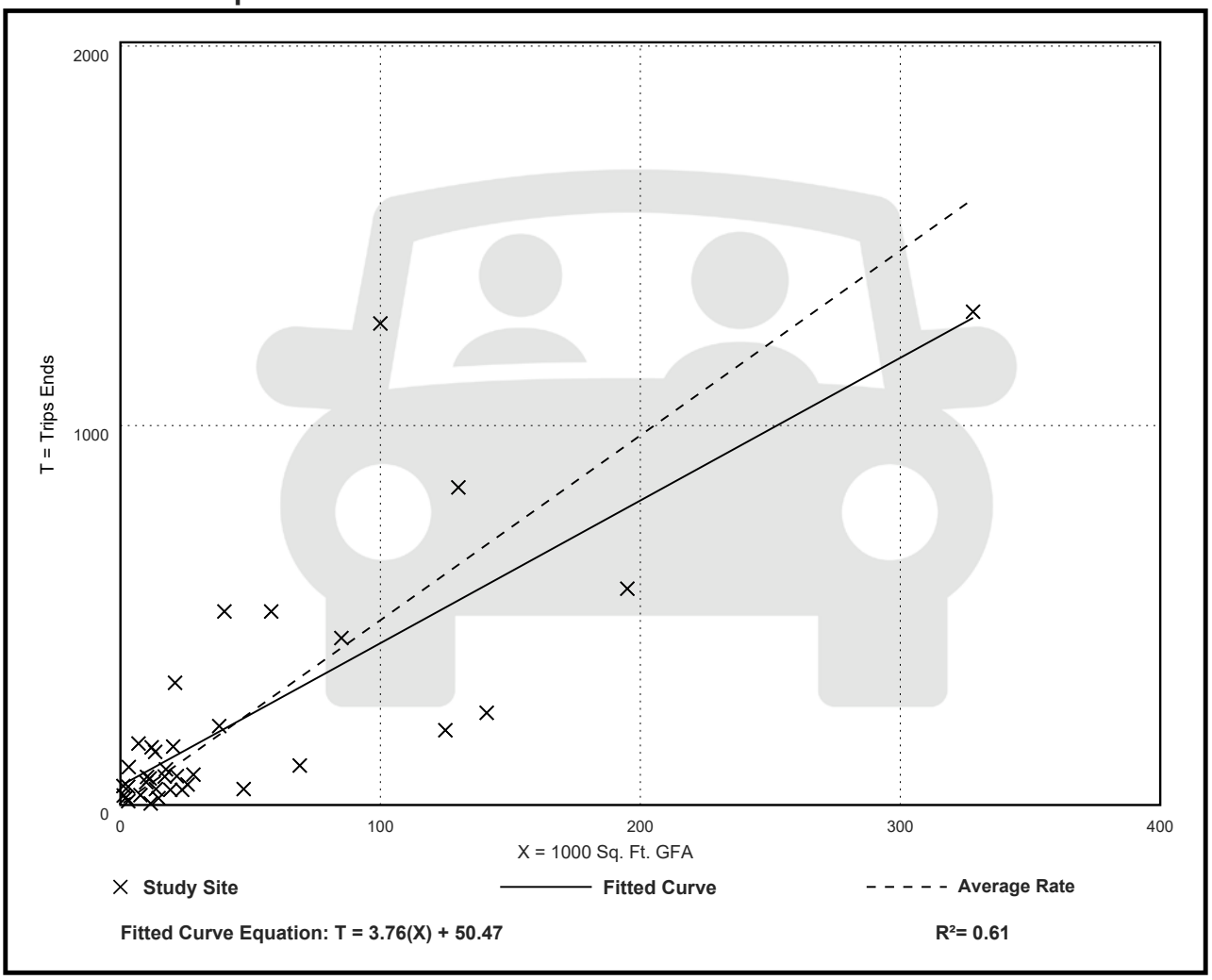
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 45
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 4.87 | 0.34 - 43.86 | 4.08 |

## Data Plot and Equation



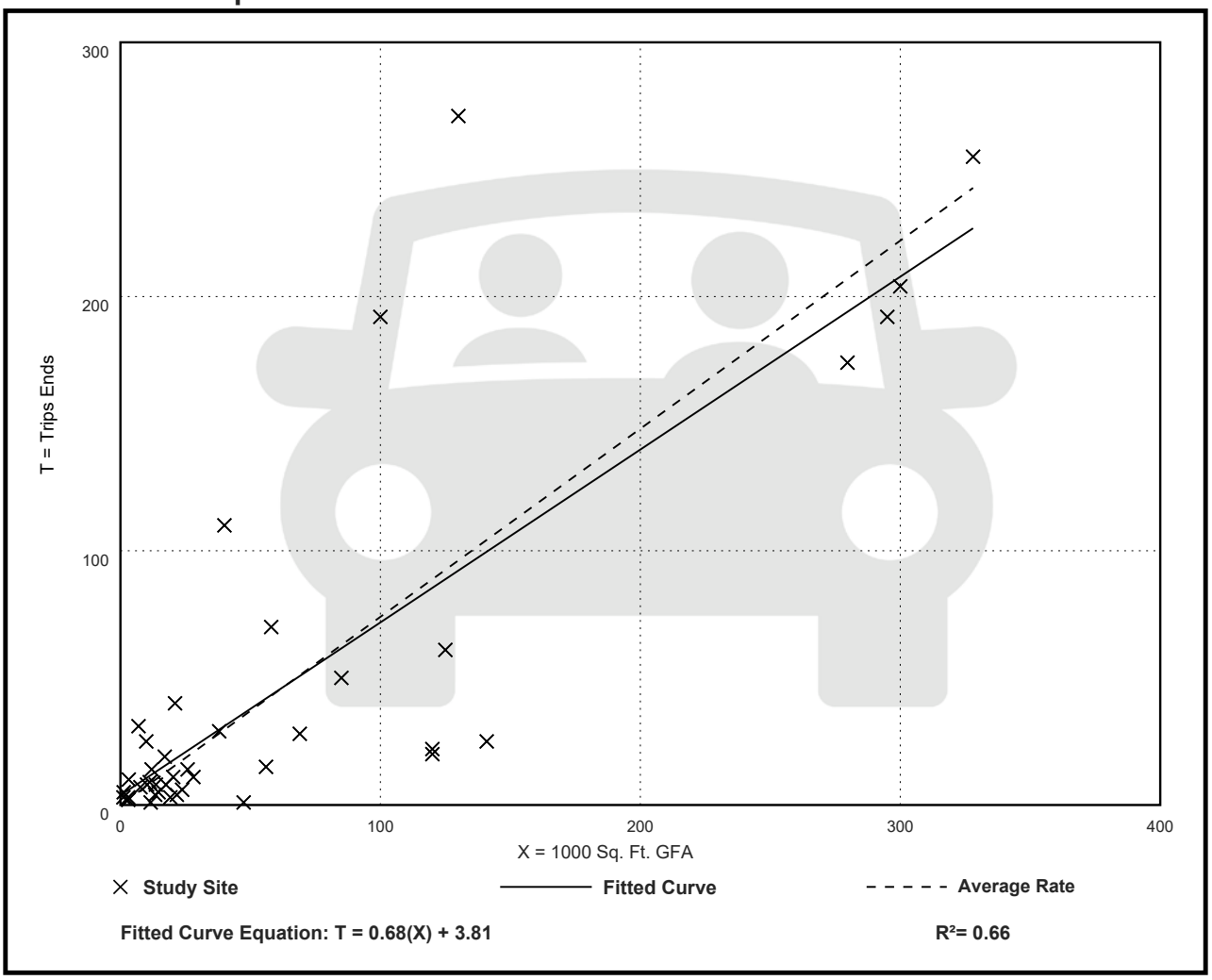
# General Light Industrial
# (110)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 88% entering, 12% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.74 | 0.02 - 4.46 | 0.61 |

## Data Plot and Equation



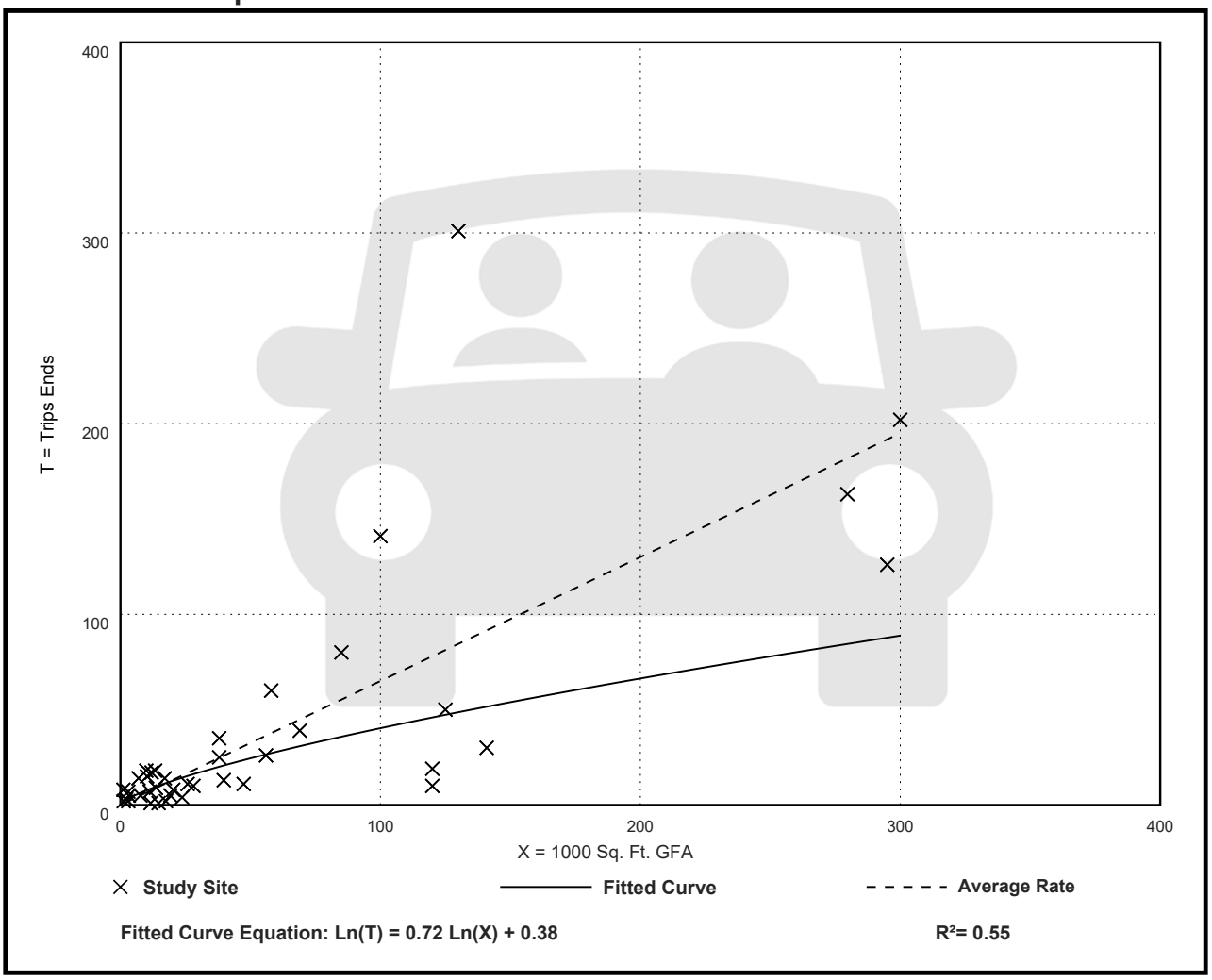
# General Light Industrial
# (110)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 40
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 14% entering, 86% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.65 | 0.07 - 7.02 | 0.56 |

## Data Plot and Equation



# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

| Signalized Intersections | | |
|---|---|---|
| Level of Service | Interpretation | Average Control Delay (seconds per vehicle) |
| A | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping. | ≤10 |
| B | Good progression, with more vehicles stopping than for Level of Service A. | >10 - 20 |
| C | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | >20 - 35 |
| D | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable. | >35 - 55 |
| E | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent. | >55 - 80 |
| F | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. | >80.0 |

| Unsignalized Intersections | |
|---|---|
| Level of Service | Average Total Delay (SEC/VEH) |
| A | 0 - 10 |
| B | > 10 - 15 |
| C | > 15 - 25 |
| D | > 25 - 35 |
| E | > 35 - 50 |
| F | > 50 |

Source: *Highway Capacity Manual*, 2010.

# Capacity Analysis Summary Sheets

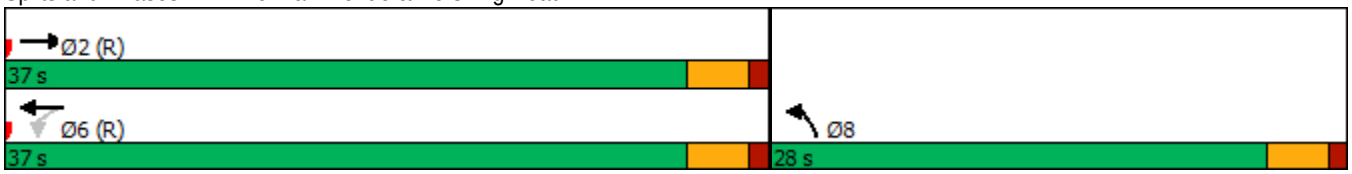
Year 2022 Base Weekday Morning Peak Hour Conditions

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 627 | 12 | 21 | 628 | 20 | 31 |
| Future Volume (vph) | 627 | 12 | 21 | 628 | 20 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 |
| Lane Width (ft) | 10 | 10 | 10 | 10 | 16 | 16 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 115 | | 0 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 80 | | 25 | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.997 | | | | 0.918 | |
| Flt Protected | | | 0.950 | | 0.981 | |
| Satd. Flow (prot) | 2705 | 0 | 1246 | 3007 | 1461 | 0 |
| Flt Permitted | | | 0.331 | | 0.981 | |
| Satd. Flow (perm) | 2705 | 0 | 434 | 3007 | 1461 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 4 | | | | 34 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 679 | | | 1450 | 1670 | |
| Travel Time (s) | 15.4 | | | 33.0 | 38.0 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 23% | 33% | 33% | 17% | 0% | 32% |
| Bus Blockages (#/hr) | 4 | 4 | 4 | 4 | 0 | 0 |
| Parking (#/hr) | | | | | 0 | 0 |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 710 | 0 | 23 | 698 | 56 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 2 | | | 6 | 8 | |
| Permitted Phases | | | 6 | | | |
| Detector Phase | 2 | | 6 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (%) | 56.9% | | 56.9% | 56.9% | 43.1% | |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | Max | | Max | Max | Max | |
| Act Effct Green (s) | 33.0 | | 33.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.51 | | 0.51 | 0.51 | 0.37 | |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| v/c Ratio | 0.52 | | 0.10 | 0.46 | 0.10 | |
| Control Delay | 8.5 | | 9.9 | 11.5 | 8.0 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | 8.5 | | 9.9 | 11.5 | 8.0 | |
| LOS | A | | A | B | A | |
| Approach Delay | 8.5 | | | 11.4 | 8.0 | |
| Approach LOS | A | | | B | A | |
| Queue Length 50th (ft) | 106 | | 4 | 86 | 5 | |
| Queue Length 95th (ft) | 156 | | 16 | 125 | 26 | |
| Internal Link Dist (ft) | 599 | | | 1370 | 1590 | |
| Turn Bay Length (ft) | | | 115 | | | |
| Base Capacity (vph) | 1375 | | 220 | 1526 | 560 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.52 | | 0.10 | 0.46 | 0.10 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 65 | | | |
| Offset: 60 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green | | | |
| Natural Cycle: 65 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay: 9.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 28.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Normal Avenue & Pershing Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 645 | 13 | 12 | 640 | 9 | 21 |
| Future Vol, veh/h | 645 | 13 | 12 | 640 | 9 | 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 | - | - | 60 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 24 | 23 | 42 | 18 | 0 | 24 |
| Mvmt Flow | 694 | 14 | 13 | 688 | 10 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 708 | 0 | 1071 | 354 |
| Stage 1 | - | - | - | - | 701 | - |
| Stage 2 | - | - | - | - | 370 | - |
| Critical Hdwy | - | - | 4.94 | - | 6.8 | 7.38 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.62 | - | 3.5 | 3.54 |
| Pot Cap-1 Maneuver | - | - | 666 | - | 219 | 583 |
| Stage 1 | - | - | - | - | 459 | - |
| Stage 2 | - | - | - | - | 675 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 666 | - | 215 | 583 |
| Mov Cap-2 Maneuver | - | - | - | - | 215 | - |
| Stage 1 | - | - | - | - | 459 | - |
| Stage 2 | - | - | - | - | 662 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 15.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 385 | - | - | 666 | - |
| HCM Lane V/C Ratio | 0.084 | - | - | 0.019 | - |
| HCM Control Delay (s) | 15.2 | - | - | 10.5 | - |
| HCM Lane LOS | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 18.8 |
| Intersection LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 645 | 21 | 47 | 642 | 10 | 46 |
| Future Vol, veh/h | 645 | 21 | 47 | 642 | 10 | 46 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 24 | 19 | 11 | 18 | 10 | 11 |
| Mvmt Flow | 686 | 22 | 50 | 683 | 11 | 49 |
| Number of Lanes | 2 | 0 | 1 | 2 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 3 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 3 |
| HCM Control Delay | 26 | 12.4 | 10.9 |
| HCM LOS | D | B | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 |
|---|---|---|---|---|---|---|
| Vol Left, % | 18% | 0% | 0% | 100% | 0% | 0% |
| Vol Thru, % | 0% | 100% | 91% | 0% | 100% | 100% |
| Vol Right, % | 82% | 0% | 9% | 0% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 56 | 430 | 236 | 47 | 321 | 321 |
| LT Vol | 10 | 0 | 0 | 47 | 0 | 0 |
| Through Vol | 0 | 430 | 215 | 0 | 321 | 321 |
| RT Vol | 46 | 0 | 21 | 0 | 0 | 0 |
| Lane Flow Rate | 60 | 457 | 251 | 50 | 341 | 341 |
| Geometry Grp | 7 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.118 | 0.823 | 0.442 | 0.088 | 0.565 | 0.373 |
| Departure Headway (Hd) | 7.157 | 6.48 | 6.332 | 6.342 | 5.958 | 3.934 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 500 | 558 | 570 | 566 | 608 | 912 |
| Service Time | 4.903 | 4.208 | 4.06 | 4.073 | 3.689 | 1.665 |
| HCM Lane V/C Ratio | 0.12 | 0.819 | 0.44 | 0.088 | 0.561 | 0.374 |
| HCM Control Delay | 10.9 | 32.6 | 14 | 9.7 | 16.2 | 9 |
| HCM Lane LOS | B | D | B | A | C | A |
| HCM 95th-tile Q | 0.4 | 8.3 | 2.2 | 0.3 | 3.5 | 1.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 117 | 4 | 7 | 166 | 10 | 17 | 18 | 13 | 7 | 8 | 1 |
| Future Vol, veh/h | 12 | 117 | 4 | 7 | 166 | 10 | 17 | 18 | 13 | 7 | 8 | 1 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 25 | 33 | 0 | 0 | 10 | 0 | 0 | 6 | 8 | 14 | 13 | 100 |
| Mvmt Flow | 13 | 131 | 4 | 8 | 187 | 11 | 19 | 20 | 15 | 8 | 9 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.9 | 8.6 | 8 | 8.2 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 35% | 9% | 4% | 44% |
| Vol Thru, % | 38% | 88% | 91% | 50% |
| Vol Right, % | 27% | 3% | 5% | 6% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 48 | 133 | 183 | 16 |
| LT Vol | 17 | 12 | 7 | 7 |
| Through Vol | 18 | 117 | 166 | 8 |
| RT Vol | 13 | 4 | 10 | 1 |
| Lane Flow Rate | 54 | 149 | 206 | 18 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.069 | 0.196 | 0.241 | 0.025 |
| Departure Headway (Hd) | 4.637 | 4.721 | 4.217 | 5.064 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 774 | 765 | 855 | 708 |
| Service Time | 2.658 | 2.721 | 2.229 | 3.088 |
| HCM Lane V/C Ratio | 0.07 | 0.195 | 0.241 | 0.025 |
| HCM Control Delay | 8 | 8.9 | 8.6 | 8.2 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 0.7 | 0.9 | 0.1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 123 | 7 | 8 | 156 | 8 | 20 | 5 | 8 | 5 | 1 | 7 |
| Future Vol, veh/h | 7 | 123 | 7 | 8 | 156 | 8 | 20 | 5 | 8 | 5 | 1 | 7 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 14 | 33 | 0 | 0 | 8 | 88 | 15 | 0 | 0 | 100 | 0 | 14 |
| Mvmt Flow | 8 | 146 | 8 | 10 | 186 | 10 | 24 | 6 | 10 | 6 | 1 | 8 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.6 | 8.5 | 8.3 | 9.4 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 61% | 5% | 5% | 38% |
| Vol Thru, % | 15% | 90% | 91% | 8% |
| Vol Right, % | 24% | 5% | 5% | 54% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 33 | 137 | 172 | 13 |
| LT Vol | 20 | 7 | 8 | 5 |
| Through Vol | 5 | 123 | 156 | 1 |
| RT Vol | 8 | 7 | 8 | 7 |
| Lane Flow Rate | 39 | 163 | 205 | 15 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.054 | 0.203 | 0.239 | 0.027 |
| Departure Headway (Hd) | 4.973 | 4.472 | 4.205 | 6.234 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 721 | 806 | 858 | 576 |
| Service Time | 2.994 | 2.484 | 2.216 | 4.256 |
| HCM Lane V/C Ratio | 0.054 | 0.202 | 0.239 | 0.026 |
| HCM Control Delay | 8.3 | 8.6 | 8.5 | 9.4 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 0.8 | 0.9 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 127 | 1 | 3 | 168 | 4 | 3 | 1 | 3 | 8 | 0 | 1 |
| Future Vol, veh/h | 8 | 127 | 1 | 3 | 168 | 4 | 3 | 1 | 3 | 8 | 0 | 1 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 35 | 0 | 0 | 11 | 25 | 33 | 0 | 0 | 38 | 0 | 0 |
| Mvmt Flow | 9 | 149 | 1 | 4 | 198 | 5 | 4 | 1 | 4 | 9 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 204 | 0 | 0 | 150 | 0 | 0 | 377 | 380 | 150 | 380 | 378 | 202 |
| Stage 1 | - | - | - | - | - | - | 168 | 168 | - | 210 | 210 | - |
| Stage 2 | - | - | - | - | - | - | 209 | 212 | - | 170 | 168 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.43 | 6.5 | 6.2 | 7.48 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.48 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.48 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.797 | 4 | 3.3 | 3.842 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1380 | - | - | 1444 | - | - | 528 | 556 | 902 | 518 | 557 | 844 |
| Stage 1 | - | - | - | - | - | - | 766 | 763 | - | 717 | 732 | - |
| Stage 2 | - | - | - | - | - | - | 727 | 731 | - | 754 | 763 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1379 | - | - | 1444 | - | - | 523 | 550 | 902 | 511 | 551 | 843 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 523 | 550 | - | 511 | 551 | - |
| Stage 1 | - | - | - | - | - | - | 761 | 758 | - | 711 | 729 | - |
| Stage 2 | - | - | - | - | - | - | 724 | 728 | - | 745 | 758 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.1 | 10.7 | 11.9 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 643 | 1379 | - | - | 1444 | - | - | 534 |
| HCM Lane V/C Ratio | 0.013 | 0.007 | - | - | 0.002 | - | - | 0.02 |
| HCM Control Delay (s) | 10.7 | 7.6 | 0 | - | 7.5 | 0 | - | 11.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

# Capacity Analysis Summary Sheets

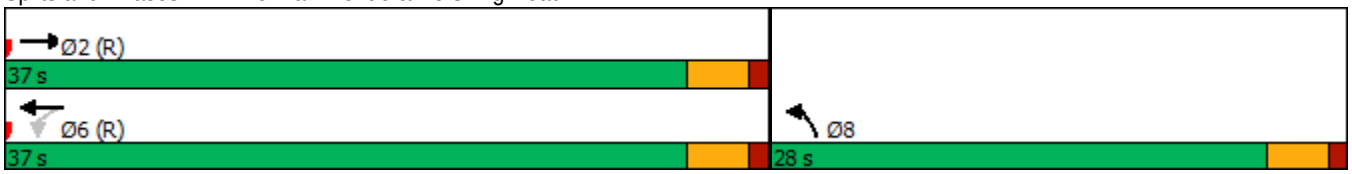
Year 2022 Base Weekday Evening Peak Hour Conditions

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 509 | 7 | 42 | 898 | 23 | 17 |
| Future Volume (vph) | 509 | 7 | 42 | 898 | 23 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 |
| Lane Width (ft) | 10 | 10 | 10 | 10 | 16 | 16 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 115 | | 0 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 80 | | 25 | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | 1.00 | | 0.99 | |
| Frt | 0.998 | | | | 0.942 | |
| Flt Protected | | | 0.950 | | 0.972 | |
| Satd. Flow (prot) | 3119 | 0 | 1203 | 3198 | 1762 | 0 |
| Flt Permitted | | | 0.425 | | 0.972 | |
| Satd. Flow (perm) | 3119 | 0 | 537 | 3198 | 1762 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 3 | | | | 18 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 679 | | | 1450 | 1670 | |
| Travel Time (s) | 15.4 | | | 33.0 | 38.0 | |
| Confl. Peds. (#/hr) | | 2 | 2 | | | 4 |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 0% | 40% | 10% | 0% | 0% |
| Bus Blockages (#/hr) | 4 | 4 | 0 | 4 | 0 | 0 |
| Parking (#/hr) | | | | | 0 | 0 |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 537 | 0 | 44 | 935 | 42 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 2 | | | 6 | 8 | |
| Permitted Phases | | | 6 | | | |
| Detector Phase | 2 | | 6 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (%) | 56.9% | | 56.9% | 56.9% | 43.1% | |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | Max | | Max | Max | Max | |
| Act Effct Green (s) | 33.0 | | 33.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.51 | | 0.51 | 0.51 | 0.37 | |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| v/c Ratio | 0.34 | | 0.16 | 0.58 | 0.06 | |
| Control Delay | 7.0 | | 10.5 | 12.9 | 9.5 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | 7.0 | | 10.5 | 12.9 | 9.5 | |
| LOS | A | | B | B | A | |
| Approach Delay | 7.0 | | | 12.8 | 9.5 | |
| Approach LOS | A | | | B | A | |
| Queue Length 50th (ft) | 35 | | 9 | 125 | 6 | |
| Queue Length 95th (ft) | 60 | | 26 | 177 | 23 | |
| Internal Link Dist (ft) | 599 | | | 1370 | 1590 | |
| Turn Bay Length (ft) | | | 115 | | | |
| Base Capacity (vph) | 1584 | | 272 | 1623 | 661 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.34 | | 0.16 | 0.58 | 0.06 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 65 | | | |
| Offset: 60 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green | | | |
| Natural Cycle: 65 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.58 | | | |
| Intersection Signal Delay: 10.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 45.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Normal Avenue & Pershing Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 512 | 14 | 8 | 914 | 26 | 12 |
| Future Vol, veh/h | 512 | 14 | 8 | 914 | 26 | 12 |
| Conflicting Peds, #/hr | 0 | 2 | 2 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 7 | 0 | 0 | 12 | 0 | 0 |
| Mvmt Flow | 528 | 14 | 8 | 942 | 27 | 12 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 544 | 0 | 1024 | 273 |
| Stage 1 | - | - | - | - | 537 | - |
| Stage 2 | - | - | - | - | 487 | - |
| 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 | - | - | 1035 | - | 235 | 731 |
| Stage 1 | - | - | - | - | 556 | - |
| Stage 2 | - | - | - | - | 589 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1033 | - | 233 | 729 |
| Mov Cap-2 Maneuver | - | - | - | - | 233 | - |
| Stage 1 | - | - | - | - | 555 | - |
| Stage 2 | - | - | - | - | 584 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 19 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 297 | - | - | 1033 | - |
| HCM Lane V/C Ratio | 0.132 | - | - | 0.008 | - |
| HCM Control Delay (s) | 19 | - | - | 8.5 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 16.6 |
| Intersection LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 511 | 13 | 72 | 913 | 9 | 37 |
| Future Vol, veh/h | 511 | 13 | 72 | 913 | 9 | 37 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 7 | 0 | 3 | 12 | 0 | 0 |
| Mvmt Flow | 544 | 14 | 77 | 971 | 10 | 39 |
| Number of Lanes | 2 | 0 | 1 | 2 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 3 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 3 |
| HCM Control Delay | 17.8 | 16.2 | 10.6 |
| HCM LOS | C | C | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 |
|---|---|---|---|---|---|---|
| Vol Left, % | 20% | 0% | 0% | 100% | 0% | 0% |
| Vol Thru, % | 0% | 100% | 93% | 0% | 100% | 100% |
| Vol Right, % | 80% | 0% | 7% | 0% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 46 | 341 | 183 | 72 | 457 | 457 |
| LT Vol | 9 | 0 | 0 | 72 | 0 | 0 |
| Through Vol | 0 | 341 | 170 | 0 | 457 | 457 |
| RT Vol | 37 | 0 | 13 | 0 | 0 | 0 |
| Lane Flow Rate | 49 | 362 | 195 | 77 | 486 | 486 |
| Geometry Grp | 7 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.096 | 0.655 | 0.343 | 0.127 | 0.756 | 0.484 |
| Departure Headway (Hd) | 7.065 | 6.507 | 6.338 | 5.955 | 5.605 | 3.588 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 508 | 558 | 570 | 606 | 651 | 986 |
| Service Time | 4.799 | 4.228 | 4.058 | 3.655 | 3.305 | 1.387 |
| HCM Lane V/C Ratio | 0.096 | 0.649 | 0.342 | 0.127 | 0.747 | 0.493 |
| HCM Control Delay | 10.6 | 20.8 | 12.3 | 9.5 | 23.6 | 9.8 |
| HCM Lane LOS | B | C | B | A | C | A |
| HCM 95th-tile Q | 0.3 | 4.7 | 1.5 | 0.4 | 6.9 | 2.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 157 | 24 | 10 | 204 | 7 | 23 | 24 | 1 | 11 | 18 | 19 |
| Future Vol, veh/h | 8 | 157 | 24 | 10 | 204 | 7 | 23 | 24 | 1 | 11 | 18 | 19 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, % | 0 | 3 | 4 | 0 | 14 | 0 | 0 | 4 | 0 | 18 | 6 | 11 |
| Mvmt Flow | 9 | 185 | 28 | 12 | 240 | 8 | 27 | 28 | 1 | 13 | 21 | 22 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.1 | 9.5 | 8.6 | 8.7 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 48% | 4% | 5% | 23% |
| Vol Thru, % | 50% | 83% | 92% | 38% |
| Vol Right, % | 2% | 13% | 3% | 40% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 48 | 189 | 221 | 48 |
| LT Vol | 23 | 8 | 10 | 11 |
| Through Vol | 24 | 157 | 204 | 18 |
| RT Vol | 1 | 24 | 7 | 19 |
| Lane Flow Rate | 56 | 222 | 260 | 56 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.081 | 0.272 | 0.319 | 0.081 |
| Departure Headway (Hd) | 5.133 | 4.406 | 4.422 | 5.163 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 696 | 816 | 814 | 692 |
| Service Time | 3.178 | 2.435 | 2.45 | 3.209 |
| HCM Lane V/C Ratio | 0.08 | 0.272 | 0.319 | 0.081 |
| HCM Control Delay | 8.6 | 9.1 | 9.5 | 8.7 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 1.1 | 1.4 | 0.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.1 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 148 | 17 | 17 | 202 | 14 | 15 | 2 | 12 | 6 | 2 | 4 |
| Future Vol, veh/h | 4 | 148 | 17 | 17 | 202 | 14 | 15 | 2 | 12 | 6 | 2 | 4 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 25 | 1 | 24 | 0 | 12 | 0 | 27 | 0 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 5 | 168 | 19 | 19 | 230 | 16 | 17 | 2 | 14 | 7 | 2 | 5 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.2 | 9.1 | 8.5 | 8.3 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 52% | 2% | 7% | 50% |
| Vol Thru, % | 7% | 88% | 87% | 17% |
| Vol Right, % | 41% | 10% | 6% | 33% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 29 | 169 | 233 | 12 |
| LT Vol | 15 | 4 | 17 | 6 |
| Through Vol | 2 | 148 | 202 | 2 |
| RT Vol | 12 | 17 | 14 | 4 |
| Lane Flow Rate | 33 | 192 | 265 | 14 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.048 | 0.248 | 0.31 | 0.02 |
| Departure Headway (Hd) | 5.256 | 4.658 | 4.215 | 5.161 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 682 | 774 | 855 | 694 |
| Service Time | 3.281 | 2.671 | 2.225 | 3.187 |
| HCM Lane V/C Ratio | 0.048 | 0.248 | 0.31 | 0.02 |
| HCM Control Delay | 8.5 | 9.2 | 9.1 | 8.3 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 1 | 1.3 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 4 | 159 | 3 | 6 | 212 | 7 | 11 | 1 | 10 | 8 | 2 | 10 |
| Future Vol, veh/h | 4 | 159 | 3 | 6 | 212 | 7 | 11 | 1 | 10 | 8 | 2 | 10 |
| Conflicting Peds, #/hr | 10 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| Mvmt Flow | 4 | 177 | 3 | 7 | 236 | 8 | 12 | 1 | 11 | 9 | 2 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 254 | 0 | 0 | 180 | 0 | 0 | 451 | 455 | 179 | 457 | 452 | 253 |
| Stage 1 | - | - | - | - | - | - | 187 | 187 | - | 264 | 264 | - |
| Stage 2 | - | - | - | - | - | - | 264 | 268 | - | 193 | 188 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.23 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.23 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.23 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.617 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1323 | - | - | 1408 | - | - | 522 | 504 | 869 | 496 | 506 | 791 |
| Stage 1 | - | - | - | - | - | - | 819 | 749 | - | 718 | 694 | - |
| Stage 2 | - | - | - | - | - | - | 746 | 691 | - | 784 | 748 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1310 | - | - | 1408 | - | - | 508 | 494 | 869 | 481 | 496 | 782 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 508 | 494 | - | 481 | 496 | - |
| Stage 1 | - | - | - | - | - | - | 817 | 747 | - | 709 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 727 | 680 | - | 771 | 746 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.2 | 11 | 11.3 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 625 | 1310 | - | - | 1408 | - | - | 598 |
| HCM Lane V/C Ratio | 0.039 | 0.003 | - | - | 0.005 | - | - | 0.037 |
| HCM Control Delay (s) | 11 | 7.8 | 0 | - | 7.6 | 0 | - | 11.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

# Capacity Analysis Summary Sheets

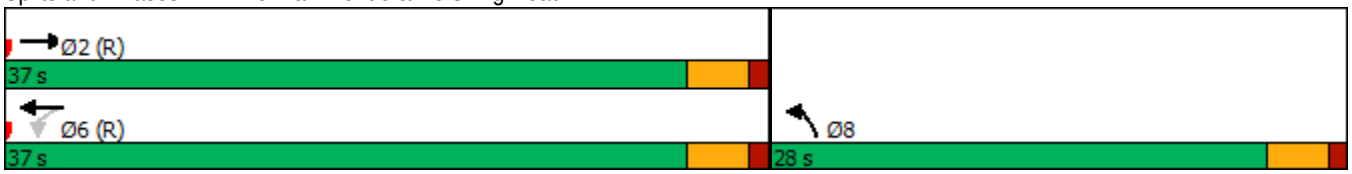
2028 Projected Weekday Morning Peak Hour Conditions

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 666 | 27 | 34 | 684 | 23 | 33 |
| Future Volume (vph) | 666 | 27 | 34 | 684 | 23 | 33 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 |
| Lane Width (ft) | 10 | 10 | 10 | 10 | 16 | 16 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 115 | | 0 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 80 | | 25 | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.994 | | | | 0.921 | |
| Flt Protected | | | 0.950 | | 0.980 | |
| Satd. Flow (prot) | 2695 | 0 | 1256 | 3033 | 1467 | 0 |
| Flt Permitted | | | 0.302 | | 0.980 | |
| Satd. Flow (perm) | 2695 | 0 | 399 | 3033 | 1467 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 9 | | | | 37 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 679 | | | 1450 | 1670 | |
| Travel Time (s) | 15.4 | | | 33.0 | 38.0 | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 23% | 30% | 32% | 16% | 4% | 30% |
| Bus Blockages (#/hr) | 4 | 4 | 4 | 4 | 0 | 0 |
| Parking (#/hr) | | | | | 0 | 0 |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 770 | 0 | 38 | 760 | 63 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 2 | | | 6 | 8 | |
| Permitted Phases | | | 6 | | | |
| Detector Phase | 2 | | 6 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (%) | 56.9% | | 56.9% | 56.9% | 43.1% | |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | Max | | Max | Max | Max | |
| Act Effct Green (s) | 33.0 | | 33.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.51 | | 0.51 | 0.51 | 0.37 | |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| v/c Ratio | 0.56 | | 0.19 | 0.49 | 0.11 | |
| Control Delay | 8.6 | | 11.7 | 11.9 | 8.1 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | 8.6 | | 11.7 | 11.9 | 8.1 | |
| LOS | A | | B | B | A | |
| Approach Delay | 8.6 | | | 11.9 | 8.1 | |
| Approach LOS | A | | | B | A | |
| Queue Length 50th (ft) | 117 | | 8 | 96 | 6 | |
| Queue Length 95th (ft) | 171 | | 25 | 139 | 28 | |
| Internal Link Dist (ft) | 599 | | | 1370 | 1590 | |
| Turn Bay Length (ft) | | | 115 | | | |
| Base Capacity (vph) | 1372 | | 202 | 1539 | 565 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.56 | | 0.19 | 0.49 | 0.11 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 65 | | | |
| Offset: 60 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green | | | |
| Natural Cycle: 65 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.56 | | | |
| Intersection Signal Delay: 10.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 37.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Normal Avenue & Pershing Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 671 | 28 | 50 | 707 | 11 | 27 |
| Future Vol, veh/h | 671 | 28 | 50 | 707 | 11 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 23 | 11 | 10 | 17 | 0 | 19 |
| Mvmt Flow | 722 | 30 | 54 | 760 | 12 | 29 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 752 | 0 | 1225 | 376 |
| Stage 1 | - | - | - | - | 737 | - |
| Stage 2 | - | - | - | - | 488 | - |
| Critical Hdwy | - | - | 4.3 | - | 6.8 | 7.28 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.3 | - | 3.5 | 3.49 |
| Pot Cap-1 Maneuver | - | - | 803 | - | 174 | 575 |
| Stage 1 | - | - | - | - | 439 | - |
| Stage 2 | - | - | - | - | 588 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 803 | - | 162 | 575 |
| Mov Cap-2 Maneuver | - | - | - | - | 162 | - |
| Stage 1 | - | - | - | - | 439 | - |
| Stage 2 | - | - | - | - | 549 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.6 | 17.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 331 | - | - | 803 | - |
| HCM Lane V/C Ratio | 0.123 | - | - | 0.067 | - |
| HCM Control Delay (s) | 17.4 | - | - | 9.8 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 22.5 |
| Intersection LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 676 | 22 | 48 | 747 | 10 | 47 |
| Future Vol, veh/h | 676 | 22 | 48 | 747 | 10 | 47 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 23 | 18 | 10 | 17 | 10 | 11 |
| Mvmt Flow | 719 | 23 | 51 | 795 | 11 | 50 |
| Number of Lanes | 2 | 0 | 1 | 2 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 3 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 3 |
| HCM Control Delay | 32.2 | 14.7 | 11.2 |
| HCM LOS | D | B | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 |
|---|---|---|---|---|---|---|
| Vol Left, % | 18% | 0% | 0% | 100% | 0% | 0% |
| Vol Thru, % | 0% | 100% | 91% | 0% | 100% | 100% |
| Vol Right, % | 82% | 0% | 9% | 0% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 57 | 451 | 247 | 48 | 374 | 374 |
| LT Vol | 10 | 0 | 0 | 48 | 0 | 0 |
| Through Vol | 0 | 451 | 225 | 0 | 374 | 374 |
| RT Vol | 47 | 0 | 22 | 0 | 0 | 0 |
| Lane Flow Rate | 61 | 479 | 263 | 51 | 397 | 397 |
| Geometry Grp | 7 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.124 | 0.887 | 0.476 | 0.091 | 0.666 | 0.444 |
| Departure Headway (Hd) | 7.384 | 6.66 | 6.512 | 6.417 | 6.033 | 4.026 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 484 | 547 | 553 | 558 | 600 | 890 |
| Service Time | 5.14 | 4.397 | 4.249 | 4.158 | 3.773 | 1.765 |
| HCM Lane V/C Ratio | 0.126 | 0.876 | 0.476 | 0.091 | 0.662 | 0.446 |
| HCM Control Delay | 11.2 | 41.6 | 15.1 | 9.8 | 20 | 10 |
| HCM Lane LOS | B | E | C | A | C | A |
| HCM 95th-tile Q | 0.4 | 10.1 | 2.5 | 0.3 | 5 | 2.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.1 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 145 | 4 | 7 | 188 | 14 | 18 | 19 | 13 | 14 | 8 | 1 |
| Future Vol, veh/h | 15 | 145 | 4 | 7 | 188 | 14 | 18 | 19 | 13 | 14 | 8 | 1 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 33 | 28 | 0 | 0 | 9 | 7 | 0 | 5 | 8 | 7 | 13 | 100 |
| Mvmt Flow | 17 | 163 | 4 | 8 | 211 | 16 | 20 | 21 | 15 | 16 | 9 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.6 | 9 | 8.2 | 8.4 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 36% | 9% | 3% | 61% |
| Vol Thru, % | 38% | 88% | 90% | 35% |
| Vol Right, % | 26% | 2% | 7% | 4% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 50 | 164 | 209 | 23 |
| LT Vol | 18 | 15 | 7 | 14 |
| Through Vol | 19 | 145 | 188 | 8 |
| RT Vol | 13 | 4 | 14 | 1 |
| Lane Flow Rate | 56 | 184 | 235 | 26 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.075 | 0.251 | 0.28 | 0.037 |
| Departure Headway (Hd) | 4.82 | 4.912 | 4.288 | 5.162 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 743 | 733 | 841 | 694 |
| Service Time | 2.849 | 2.932 | 2.306 | 3.194 |
| HCM Lane V/C Ratio | 0.075 | 0.251 | 0.279 | 0.037 |
| HCM Control Delay | 8.2 | 9.6 | 9 | 8.4 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 1 | 1.1 | 0.1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 130 | 7 | 8 | 189 | 21 | 24 | 8 | 8 | 8 | 2 | 7 |
| Future Vol, veh/h | 11 | 130 | 7 | 8 | 189 | 21 | 24 | 8 | 8 | 8 | 2 | 7 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 9 | 32 | 0 | 0 | 7 | 43 | 13 | 0 | 0 | 88 | 0 | 14 |
| Mvmt Flow | 13 | 155 | 8 | 10 | 225 | 25 | 29 | 10 | 10 | 10 | 2 | 8 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.8 | 9.1 | 8.5 | 9.5 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 60% | 7% | 4% | 47% |
| Vol Thru, % | 20% | 88% | 87% | 12% |
| Vol Right, % | 20% | 5% | 10% | 41% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 40 | 148 | 218 | 17 |
| LT Vol | 24 | 11 | 8 | 8 |
| Through Vol | 8 | 130 | 189 | 2 |
| RT Vol | 8 | 7 | 21 | 7 |
| Lane Flow Rate | 48 | 176 | 260 | 20 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.068 | 0.22 | 0.305 | 0.035 |
| Departure Headway (Hd) | 5.115 | 4.492 | 4.229 | 6.282 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 700 | 802 | 851 | 570 |
| Service Time | 3.145 | 2.509 | 2.243 | 4.315 |
| HCM Lane V/C Ratio | 0.069 | 0.219 | 0.306 | 0.035 |
| HCM Control Delay | 8.5 | 8.8 | 9.1 | 9.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 0.8 | 1.3 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 137 | 1 | 3 | 214 | 4 | 3 | 1 | 3 | 8 | 0 | 1 |
| Future Vol, veh/h | 8 | 137 | 1 | 3 | 214 | 4 | 3 | 1 | 3 | 8 | 0 | 1 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 35 | 0 | 0 | 10 | 25 | 33 | 0 | 0 | 38 | 0 | 0 |
| Mvmt Flow | 9 | 161 | 1 | 4 | 252 | 5 | 4 | 1 | 4 | 9 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 258 | 0 | 0 | 162 | 0 | 0 | 443 | 446 | 162 | 446 | 444 | 256 |
| Stage 1 | - | - | - | - | - | - | 180 | 180 | - | 264 | 264 | - |
| Stage 2 | - | - | - | - | - | - | 263 | 266 | - | 182 | 180 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.43 | 6.5 | 6.2 | 7.48 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.48 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.48 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.797 | 4 | 3.3 | 3.842 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1318 | - | - | 1429 | - | - | 476 | 510 | 888 | 466 | 511 | 788 |
| Stage 1 | - | - | - | - | - | - | 755 | 754 | - | 669 | 694 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 692 | - | 743 | 754 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1317 | - | - | 1429 | - | - | 471 | 504 | 888 | 459 | 505 | 787 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 471 | 504 | - | 459 | 505 | - |
| Stage 1 | - | - | - | - | - | - | 749 | 748 | - | 663 | 691 | - |
| Stage 2 | - | - | - | - | - | - | 676 | 689 | - | 733 | 748 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.1 | 11.1 | 12.7 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 597 | 1317 | - | - | 1429 | - | - | 481 |
| HCM Lane V/C Ratio | 0.014 | 0.007 | - | - | 0.002 | - | - | 0.022 |
| HCM Control Delay (s) | 11.1 | 7.8 | 0 | - | 7.5 | 0 | - | 12.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 147 | 206 | 14 | 1 | 3 |
| Future Vol, veh/h | 25 | 147 | 206 | 14 | 1 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 29 | 9 | 0 | 0 | 0 |
| Mvmt Flow | 26 | 155 | 217 | 15 | 1 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 232 | 0 | - | 0 | 432 | 225 |
| Stage 1 | - | - | - | - | 225 | - |
| Stage 2 | - | - | - | - | 207 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1348 | - | - | - | 584 | 819 |
| Stage 1 | - | - | - | - | 817 | - |
| Stage 2 | - | - | - | - | 832 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1348 | - | - | - | 572 | 819 |
| Mov Cap-2 Maneuver | - | - | - | - | 572 | - |
| Stage 1 | - | - | - | - | 800 | - |
| Stage 2 | - | - | - | - | 832 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.1 | 0 | 9.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1348 | - | - | - | 739 |
| HCM Lane V/C Ratio | 0.02 | - | - | - | 0.006 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 9.9 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 2 | 4 | 25 | 50 | 16 |
| Future Vol, veh/h | 2 | 2 | 4 | 25 | 50 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 100 | 50 | 32 | 12 | 0 |
| Mvmt Flow | 2 | 2 | 4 | 26 | 53 | 17 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 96 | 62 | 70 | 0 | - | 0 |
| Stage 1 | 62 | - | - | - | - | - |
| Stage 2 | 34 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 7.2 | 4.6 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.2 | 2.65 | - | - | - |
| Pot Cap-1 Maneuver | 908 | 785 | 1275 | - | - | - |
| Stage 1 | 966 | - | - | - | - | - |
| Stage 2 | 994 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 905 | 785 | 1275 | - | - | - |
| Mov Cap-2 Maneuver | 905 | - | - | - | - | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 994 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.3 | 1.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1275 | - | 841 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.005 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 2 | 16 | 24 | 15 | 37 |
| Future Vol, veh/h | 5 | 2 | 16 | 24 | 15 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 42 | 53 | 0 |
| Mvmt Flow | 5 | 2 | 17 | 25 | 16 | 39 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 95 | 36 | 55 | 0 | - | 0 |
| Stage 1 | 36 | - | - | - | - | - |
| Stage 2 | 59 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 909 | 1042 | 1563 | - | - | - |
| Stage 1 | 992 | - | - | - | - | - |
| Stage 2 | 969 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 899 | 1042 | 1563 | - | - | - |
| Mov Cap-2 Maneuver | 899 | - | - | - | - | - |
| Stage 1 | 981 | - | - | - | - | - |
| Stage 2 | 969 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 2.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1563 | - | 936 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.008 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

# Capacity Analysis Summary Sheets

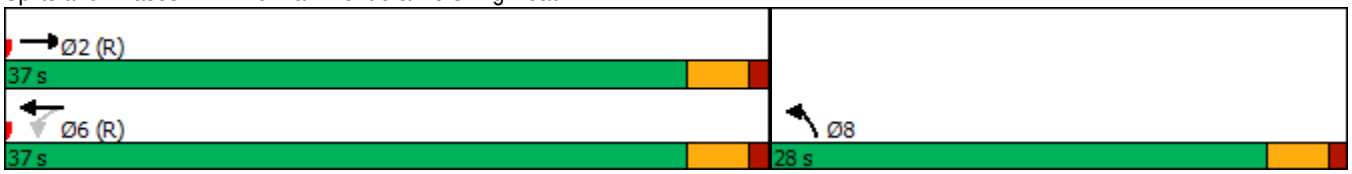
2028 Projected Weekday Evening Peak Hour Conditions

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 556 | 9 | 44 | 945 | 35 | 29 |
| Future Volume (vph) | 556 | 9 | 44 | 945 | 35 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 |
| Lane Width (ft) | 10 | 10 | 10 | 10 | 16 | 16 |
| Grade (%) | 0% | | | 0% | 0% | |
| Storage Length (ft) | | 0 | 115 | | 0 | 0 |
| Storage Lanes | | 0 | 1 | | 1 | 0 |
| Taper Length (ft) | | | 80 | | 25 | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 |
| Ped Bike Factor | 1.00 | | 1.00 | | 0.99 | |
| Frt | 0.998 | | | | 0.939 | |
| Flt Protected | | | 0.950 | | 0.973 | |
| Satd. Flow (prot) | 3115 | 0 | 1195 | 3198 | 1627 | 0 |
| Flt Permitted | | | 0.396 | | 0.973 | |
| Satd. Flow (perm) | 3115 | 0 | 497 | 3198 | 1627 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | 3 | | | | 30 | |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 679 | | | 1450 | 1670 | |
| Travel Time (s) | 15.4 | | | 33.0 | 38.0 | |
| Confl. Peds. (#/hr) | | 2 | 2 | | | 4 |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 11% | 41% | 10% | 3% | 14% |
| Bus Blockages (#/hr) | 4 | 4 | 0 | 4 | 0 | 0 |
| Parking (#/hr) | | | | | 0 | 0 |
| Mid-Block Traffic (%) | 0% | | | 0% | 0% | |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 588 | 0 | 46 | 984 | 66 | 0 |
| Turn Type | NA | | Perm | NA | Prot | |
| Protected Phases | 2 | | | 6 | 8 | |
| Permitted Phases | | | 6 | | | |
| Detector Phase | 2 | | 6 | 6 | 8 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (s) | 37.0 | | 37.0 | 37.0 | 28.0 | |
| Total Split (%) | 56.9% | | 56.9% | 56.9% | 43.1% | |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | Max | | Max | Max | Max | |
| Act Effct Green (s) | 33.0 | | 33.0 | 33.0 | 24.0 | |
| Actuated g/C Ratio | 0.51 | | 0.51 | 0.51 | 0.37 | |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| v/c Ratio | 0.37 | | 0.18 | 0.61 | 0.11 | |
| Control Delay | 6.8 | | 11.0 | 13.4 | 9.2 | |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Total Delay | 6.8 | | 11.0 | 13.4 | 9.2 | |
| LOS | A | | B | B | A | |
| Approach Delay | 6.8 | | | 13.3 | 9.2 | |
| Approach LOS | A | | | B | A | |
| Queue Length 50th (ft) | 35 | | 9 | 135 | 9 | |
| Queue Length 95th (ft) | 60 | | 27 | 190 | 31 | |
| Internal Link Dist (ft) | 599 | | | 1370 | 1590 | |
| Turn Bay Length (ft) | | | 115 | | | |
| Base Capacity (vph) | 1582 | | 252 | 1623 | 619 | |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.37 | | 0.18 | 0.61 | 0.11 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 65 | | | |
| Offset: 60 (92%), Referenced to phase 2:EBT and 6:WBTL, Start of Green | | | |
| Natural Cycle: 65 | | | |
| Control Type: Pretimed | | | |
| Maximum v/c Ratio: 0.61 | | | |
| Intersection Signal Delay: 10.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 46.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Normal Avenue & Pershing Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 569 | 16 | 13 | 947 | 42 | 51 |
| Future Vol, veh/h | 569 | 16 | 13 | 947 | 42 | 51 |
| Conflicting Peds, #/hr | 0 | 2 | 2 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 60 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 7 | 0 | 0 | 12 | 0 | 0 |
| Mvmt Flow | 587 | 16 | 13 | 976 | 43 | 53 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 605 | 0 | 1111 | 304 |
| Stage 1 | - | - | - | - | 597 | - |
| Stage 2 | - | - | - | - | 514 | - |
| 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 | - | - | 983 | - | 206 | 698 |
| Stage 1 | - | - | - | - | 518 | - |
| Stage 2 | - | - | - | - | 571 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 981 | - | 203 | 697 |
| Mov Cap-2 Maneuver | - | - | - | - | 203 | - |
| Stage 1 | - | - | - | - | 517 | - |
| Stage 2 | - | - | - | - | 564 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 20.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 332 | - | - | 981 | - |
| HCM Lane V/C Ratio | 0.289 | - | - | 0.014 | - |
| HCM Control Delay (s) | 20.2 | - | - | 8.7 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 20.7 |
| Intersection LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 607 | 13 | 74 | 951 | 9 | 38 |
| Future Vol, veh/h | 607 | 13 | 74 | 951 | 9 | 38 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 7 | 0 | 3 | 12 | 0 | 0 |
| Mvmt Flow | 646 | 14 | 79 | 1012 | 10 | 40 |
| Number of Lanes | 2 | 0 | 1 | 2 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 3 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 3 |
| HCM Control Delay | 24.3 | 19 | 10.9 |
| HCM LOS | C | C | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 |
|---|---|---|---|---|---|---|
| Vol Left, % | 19% | 0% | 0% | 100% | 0% | 0% |
| Vol Thru, % | 0% | 100% | 94% | 0% | 100% | 100% |
| Vol Right, % | 81% | 0% | 6% | 0% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 47 | 405 | 215 | 74 | 476 | 476 |
| LT Vol | 9 | 0 | 0 | 74 | 0 | 0 |
| Through Vol | 0 | 405 | 202 | 0 | 476 | 476 |
| RT Vol | 38 | 0 | 13 | 0 | 0 | 0 |
| Lane Flow Rate | 50 | 430 | 229 | 79 | 506 | 506 |
| Geometry Grp | 7 | 8 | 8 | 7 | 7 | 7 |
| Degree of Util (X) | 0.102 | 0.791 | 0.411 | 0.134 | 0.809 | 0.544 |
| Departure Headway (Hd) | 7.32 | 6.617 | 6.455 | 6.142 | 5.756 | 3.872 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 489 | 547 | 557 | 587 | 627 | 936 |
| Service Time | 5.077 | 4.358 | 4.196 | 3.842 | 3.492 | 1.572 |
| HCM Lane V/C Ratio | 0.102 | 0.786 | 0.411 | 0.135 | 0.807 | 0.541 |
| HCM Control Delay | 10.9 | 30 | 13.7 | 9.8 | 28.4 | 11.1 |
| HCM Lane LOS | B | D | B | A | D | B |
| HCM 95th-tile Q | 0.3 | 7.4 | 2 | 0.5 | 8.2 | 3.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.7 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 179 | 25 | 10 | 234 | 14 | 24 | 25 | 1 | 15 | 19 | 22 |
| Future Vol, veh/h | 8 | 179 | 25 | 10 | 234 | 14 | 24 | 25 | 1 | 15 | 19 | 22 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, % | 0 | 3 | 4 | 0 | 12 | 0 | 0 | 4 | 0 | 20 | 5 | 14 |
| Mvmt Flow | 9 | 211 | 29 | 12 | 275 | 16 | 28 | 29 | 1 | 18 | 22 | 26 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.6 | 10.2 | 8.9 | 9 |
| HCM LOS | A | B | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 48% | 4% | 4% | 27% |
| Vol Thru, % | 50% | 84% | 91% | 34% |
| Vol Right, % | 2% | 12% | 5% | 39% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 50 | 212 | 258 | 56 |
| LT Vol | 24 | 8 | 10 | 15 |
| Through Vol | 25 | 179 | 234 | 19 |
| RT Vol | 1 | 25 | 14 | 22 |
| Lane Flow Rate | 59 | 249 | 304 | 66 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.087 | 0.312 | 0.378 | 0.098 |
| Departure Headway (Hd) | 5.313 | 4.501 | 4.481 | 5.374 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 670 | 796 | 801 | 663 |
| Service Time | 3.378 | 2.541 | 2.519 | 3.439 |
| HCM Lane V/C Ratio | 0.088 | 0.313 | 0.38 | 0.1 |
| HCM Control Delay | 8.9 | 9.6 | 10.2 | 9 |
| HCM Lane LOS | A | A | B | A |
| HCM 95th-tile Q | 0.3 | 1.3 | 1.8 | 0.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.5 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 180 | 21 | 18 | 211 | 17 | 15 | 3 | 12 | 18 | 5 | 8 |
| Future Vol, veh/h | 5 | 180 | 21 | 18 | 211 | 17 | 15 | 3 | 12 | 18 | 5 | 8 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 20 | 2 | 19 | 0 | 12 | 6 | 27 | 0 | 0 | 11 | 0 | 0 |
| Mvmt Flow | 6 | 205 | 24 | 20 | 240 | 19 | 17 | 3 | 14 | 20 | 6 | 9 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.7 | 9.5 | 8.8 | 8.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 50% | 2% | 7% | 58% |
| Vol Thru, % | 10% | 87% | 86% | 16% |
| Vol Right, % | 40% | 10% | 7% | 26% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 30 | 206 | 246 | 31 |
| LT Vol | 15 | 5 | 18 | 18 |
| Through Vol | 3 | 180 | 211 | 5 |
| RT Vol | 12 | 21 | 17 | 8 |
| Lane Flow Rate | 34 | 234 | 280 | 35 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.051 | 0.303 | 0.335 | 0.051 |
| Departure Headway (Hd) | 5.425 | 4.656 | 4.317 | 5.253 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 659 | 773 | 833 | 681 |
| Service Time | 3.465 | 2.678 | 2.338 | 3.292 |
| HCM Lane V/C Ratio | 0.052 | 0.303 | 0.336 | 0.051 |
| HCM Control Delay | 8.8 | 9.7 | 9.5 | 8.6 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 1.3 | 1.5 | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 203 | 3 | 6 | 225 | 7 | 11 | 1 | 10 | 8 | 2 | 10 |
| Future Vol, veh/h | 4 | 203 | 3 | 6 | 225 | 7 | 11 | 1 | 10 | 8 | 2 | 10 |
| Conflicting Peds, #/hr | 11 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 13 | 0 | 0 |
| Mvmt Flow | 4 | 226 | 3 | 7 | 250 | 8 | 12 | 1 | 11 | 9 | 2 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 269 | 0 | 0 | 229 | 0 | 0 | 514 | 519 | 228 | 521 | 516 | 268 |
| Stage 1 | - | - | - | - | - | - | 236 | 236 | - | 279 | 279 | - |
| Stage 2 | - | - | - | - | - | - | 278 | 283 | - | 242 | 237 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.23 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.23 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.23 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.617 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1306 | - | - | 1351 | - | - | 474 | 464 | 816 | 449 | 466 | 776 |
| Stage 1 | - | - | - | - | - | - | 772 | 713 | - | 704 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 733 | 681 | - | 738 | 713 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1292 | - | - | 1351 | - | - | 461 | 455 | 816 | 434 | 457 | 766 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 461 | 455 | - | 434 | 457 | - |
| Stage 1 | - | - | - | - | - | - | 769 | 710 | - | 694 | 672 | - |
| Stage 2 | - | - | - | - | - | - | 714 | 670 | - | 724 | 710 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 11.6 | 11.7 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 574 | 1292 | - | - | 1351 | - | - | 558 |
| HCM Lane V/C Ratio | 0.043 | 0.003 | - | - | 0.005 | - | - | 0.04 |
| HCM Control Delay (s) | 11.6 | 7.8 | 0 | - | 7.7 | 0 | - | 11.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 192 | 233 | 1 | 14 | 25 |
| Future Vol, veh/h | 3 | 192 | 233 | 1 | 14 | 25 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 2 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 4 | 12 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 202 | 245 | 1 | 15 | 26 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 248 | 0 | - | 0 | 456 | 248 |
| Stage 1 | - | - | - | - | 248 | - |
| Stage 2 | - | - | - | - | 208 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1330 | - | - | - | 566 | 796 |
| Stage 1 | - | - | - | - | 798 | - |
| Stage 2 | - | - | - | - | 832 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1327 | - | - | - | 562 | 794 |
| Mov Cap-2 Maneuver | - | - | - | - | 562 | - |
| Stage 1 | - | - | - | - | 794 | - |
| Stage 2 | - | - | - | - | 830 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1327 | - | - | - | 692 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.059 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 3 | 1 | 58 | 17 | 2 |
| Future Vol, veh/h | 16 | 3 | 1 | 58 | 17 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 33 | 100 | 2 | 6 | 0 |
| Mvmt Flow | 17 | 3 | 1 | 61 | 18 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 82 | 19 | 20 | 0 | - | 0 |
| Stage 1 | 19 | - | - | - | - | - |
| Stage 2 | 63 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.53 | 5.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.597 | 3.1 | - | - | - |
| Pot Cap-1 Maneuver | 925 | 976 | 1139 | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 965 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 924 | 976 | 1139 | - | - | - |
| Mov Cap-2 Maneuver | 924 | - | - | - | - | - |
| Stage 1 | 1008 | - | - | - | - | - |
| Stage 2 | 965 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 0.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1139 | - | 932 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.021 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 38 | 16 | 4 | 21 | 15 | 5 |
| Future Vol, veh/h | 38 | 16 | 4 | 21 | 15 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 10 | 13 | 0 |
| Mvmt Flow | 40 | 17 | 4 | 22 | 16 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 49 | 19 | 21 | 0 | - | 0 |
| Stage 1 | 19 | - | - | - | - | - |
| Stage 2 | 30 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 965 | 1065 | 1608 | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 998 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 962 | 1065 | 1608 | - | - | - |
| Mov Cap-2 Maneuver | 962 | - | - | - | - | - |
| Stage 1 | 1006 | - | - | - | - | - |
| Stage 2 | 998 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.9 | 1.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1608 | - | 990 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.057 | - | - |
| HCM Control Delay (s) | 7.2 | 0 | 8.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |