**EXHIBIT** PWC-604

# Traffic Impact Study Proposed Pheasant Run Industrial Park

St. Charles, Illinois



Prepared For:





October 12, 2021

# 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 the Pheasant Run Industrial Park, a proposed industrial development to be located in St. Charles, Illinois. The site is located in the southeast quadrant of the intersection of Illinois Route 64 (Main Street/North Avenue) with Kautz Road. As proposed, the site will be redeveloped with approximately 1,172,718 square feet of general light industrial space in four buildings. Access to the development will be provided off IL 64 via its existing signalized intersection with Pheasant Run Drive and via its unsignalized intersection with Keil Road and off Kautz Road via two full movement access drives.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. Figure 2 shows an aerial view of the site.

The sections of this report present the following:

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

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

- 1. Year 2021 Base Conditions Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2021 adjusted to represent pre-pandemic conditions.
- 2. Year 2027 No-Build Conditions Analyzes the capacity of the existing roadway system using Year 2020 base traffic volumes increased by the traffic projected to be generated by the under-construction McGrath Automotive Dealership and Brooke Toria Estates developments and an ambient area growth factor not attributable to any particular development.
- 3. Year 2027 Total Projected Conditions Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2027 no-build traffic volumes and the traffic estimated to be generated by the proposed development.





**Site Location** 

Pheasant Run Industrial Park West Chicago, Illinois





Aerial View of Site Pheasant Run Industrial Park West Chicago, Illinois



# 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 roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

#### Site Location

The site of the proposed development is located in the southeast quadrant of the intersection of IL 64 and Kautz Road. McGrath Auto Dealership, which is currently under construction, is located in the southeast quadrant of the intersection of IL 64 with Pheasant Run Drive. Land uses in the site are primarily industrial and commercial and include Charlestowne Mall, Walmart, and Pheasant Run Crossing to the north and East Gate Commons (EGC) and numerous industrial developments to the west. The DuPage Airport is located south of the site.

## McGrath Auto Dealership

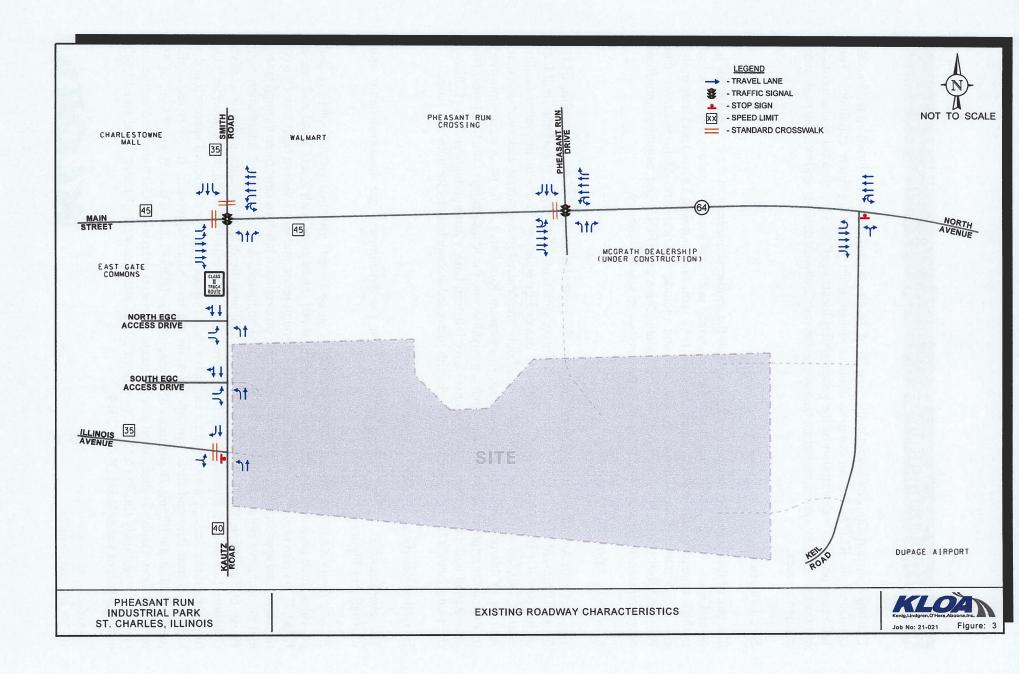
The McGrath Auto Dealership is to be located in the southeast quadrant of the intersection of IL 64 with Pheasant Run Drive and is currently under construction. As proposed, the ultimate buildout of the parcel will consist of three automotive dealership buildings and a maintenance facility totaling 140,880 square feet. It should be noted only one dealership building is under construction. As part of this development, the south leg of Pheasant Run Drive at IL 64 is being improved including the removal of the existing landscape median and the lengthening of the turn lanes. The access road will continue to provide an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northbound approach with increased storage lengths for both turn lanes.

# **Existing Roadway System Characteristics**

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

Illinois Route 64 (Main Street, North Avenue) is an east-west, principal arterial roadway that provides three lanes in each direction. At its signalized intersection with Kautz Road and Smith Road, IL 64 provides dual left-turn lanes, three through lanes, and an exclusive right-turn lane on the eastbound approach and a left-turn/U-turn lane, an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane on the westbound approach. At its signalized intersection with Pheasant Run Drive, IL 64 provides a left-turn/U-turn lane, three through lanes, and an exclusive right-turn lane on both approaches. At its unsignalized access with Keil Road, IL 64 provides a U-turn lane, three through lanes, and an exclusive right-turn lane on the eastbound approach and a left-turn/U-turn lane and three through lanes on the westbound approach. IL 64 is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit of 45 miles per hour (mph), is designated as a Strategic Regional Arterial (SRA) route, and carries an annual average daily traffic (AADT) volume of 32,900 vehicles west of Kautz Road and 32,400 vehicles east of Kautz Road (IDOT 2019).





Kautz Road is a north-south, major collector roadway that extends south from IL 64 and provides two southbound lanes and one northbound lane narrowing to one lane in each direction south of Illinois Avenue. At its signalized intersection with IL 64, Kautz Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northbound approach and is aligned opposite Smith Road. At its unsignalized intersection with Illinois Road, Kautz Road provides an exclusive left-turn lane and a through lane on the northbound approach and a through lane and an exclusive right-turn lane on the southbound approach. At its unsignalized intersections with the EGC access drives, Kautz Road provides an exclusive left-turn lane and a through lane on the northbound approaches and a through lane and shared through lanes on the southbound approaches. Both access drives provide an exclusive left-turn lane and an exclusive right-turn lane and are under stop sign control. Kautz Road is under the jurisdiction of the City of St. Charles, has a posted speed limit of 40 mph, is designated as a Class II Truck Route, and carries an AADT volume of 8,150 vehicles (IDOT 2018).

Smith Road is a north-south, major collector roadway that extends north from IL 64 and provides two northbound lanes and one southbound lane narrowing to one lane in each direction north of the Charlestowne Mall access road. At its signalized intersection with IL 64, Smith Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach and is aligned opposite Kautz Road. Smith Road is under the jurisdiction of the City of St. Charles, has a posted speed limit of 35 mph, and carries an AADT volume of 7,050 vehicles (IDOT 2016).

Keil Road is a north-south, private road that extends south from IL 64 and provides one lane in each direction. At its unsignalized intersection with IL 64, Keil Road provides a shared left-turn/right-turn lane on the northbound approach and is under stop sing control. Keil Road is signed for "Private Road Authorized Airport Use Only" and a speed table is provided approximately 1,500 feet south of IL 64. Keil Road is under the jurisdiction of the City of West Chicago.

*Illinois Avenue* is an east-west, local roadway that extends west from Kautz Road and provides one lane in each direction. At its unsignalized intersection with Kautz Road, Illinois Avenue provides a shared left-turn/right-turn lane on the eastbound approach. Illinois Avenue is under the jurisdiction of the City of St. Charles.



## **Existing Traffic Volumes**

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units at the following intersections:

- IL 64 with Kautz Road and Smith Road
- IL 64 with Pheasant Run Drive
- IL 64 with Keil Road
- Kautz Road with Illinois Avenue
- Kautz Road with the EGC access drives

The traffic counts were conducted on Wednesday, January 27, 2021 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the weekday morning peak period and between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period. Copies of the traffic count summary sheets are included in the Appendix. In order to accurately represent Year 2021 normal traffic conditions due to the ongoing pandemic, the traffic volumes were compared with counts previously conducted at the intersection of IL 64 with Kautz Road and Smith Road by KLOA, Inc. in 2017. The 2017 traffic counts, increased by an ambient growth factor as discussed later in the report, were found to be 35 percent higher during the weekday morning and 30 percent higher during the weekday evening. As such, all traffic volumes were increased accordingly to determine the Year 2021 base traffic volumes. The existing unadjusted traffic volumes are illustrated in Figure 4. The Year 2021 base heavy vehicle traffic volumes are illustrated in Figure 5. The Year 2021 base heavy vehicle traffic volumes are illustrated in Figure 5.

## Crash Analysis

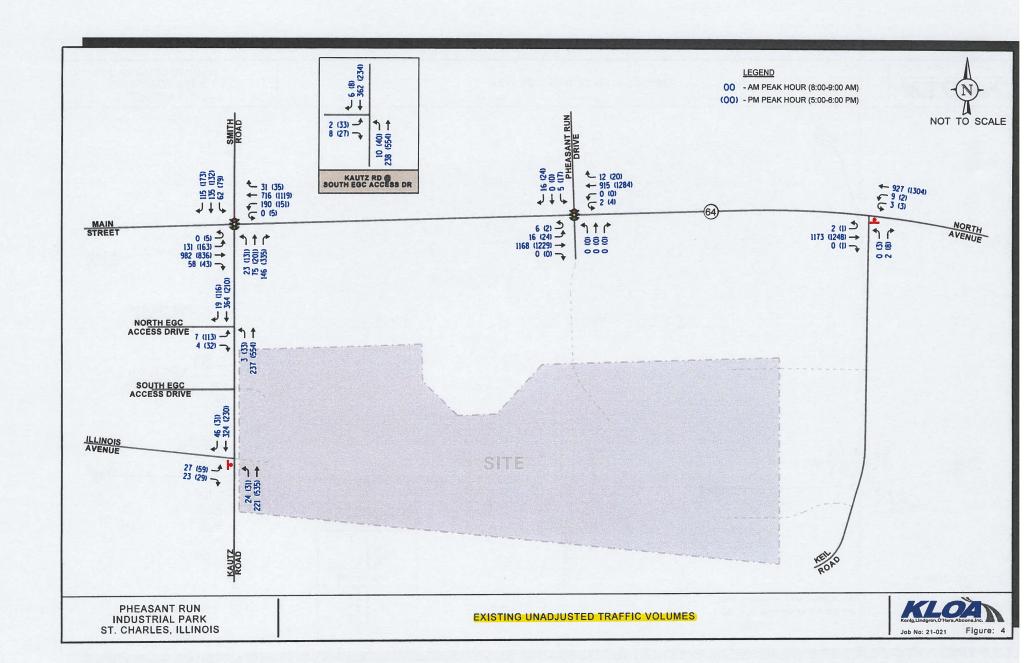
KLOA, Inc. obtained crash data for the most recent available past five years (2016 to 2020) at the following intersections:

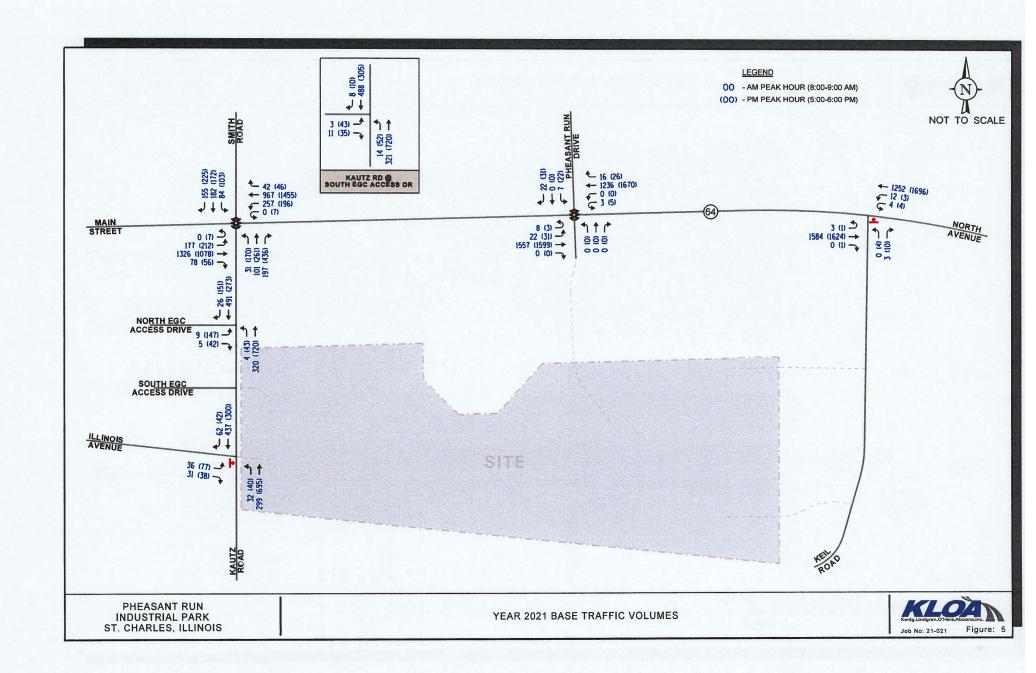
- IL 64 with Kautz Road and Smith Road
- IL 64 with Pheasant Run Drive
- IL 64 with Keil Road
- Kautz Road with Illinois Avenue
- Kautz Road with the EGC access drives

A review of the crash data revealed two crashes were reported at the intersection of IL 64 with Keil Road, three crashes were reported at the intersection of Kautz Road with Illinois Avenue, two crashes were reported at the intersection of Kautz Road with the north EGC access drive, and one crash occurred at the intersection of Kautz Road with the south EGC access drive. Further, no fatalities were reported at any of the study area intersections during the review period. A summary of the crash data for the remaining intersections is shown in **Tables 1 and 2**. <sup>1</sup>

<sup>&</sup>lt;sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present,







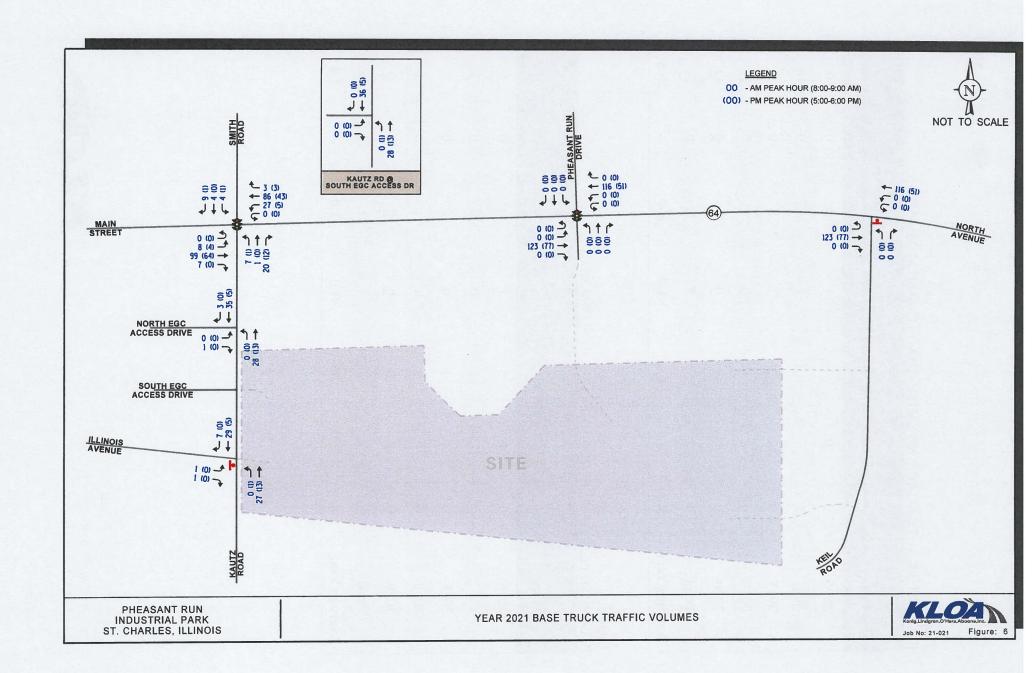


Table 1 IL 64 WITH KAUTZ ROAD AND SMITH ROAD - CRASH SUMMARY

			Type of	Accident Fre	quency		
Year	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2016	2	0	3	1	3	0	9
2017	1	1	10	1	3	0	16
2018	1	0	3	1	2	0	7
2019	0	1	8	0	1	0	10
2020	<u>0</u>	<u>0</u>	9	<u>0</u>	<u>3</u>	<u>0</u>	<u>12</u>
Total	4	2	33	3	12	0	54
Average/Year	<1.0	<1.0	6.6	<1.0	2.4		10.8

Table 2 IL 64 WITH PHEASANT RUN DRIVE - CRASH SUMMARY

			Type of .	Accident Fre	quency		
Year	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2016	0	0	0	1	0	0	1
2017	0	0	3	0	0	0	3
2018	0	1	3	0	0	0	4
2019	0	0	2	1	1	0	4
2020	0	<u>0</u>	<u>0</u>	0	<u>0</u>	0	<u>0</u>
Total	0	1	8	2	1	0	12
Average/Year		<1.0	1.6	<1.0	<1.0		2.4

# 3. Traffic Characteristics of the Proposed Development

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

## Proposed Site and Development Plan

As proposed, the site will be developed with approximately 1,172,718 square feet of general light industrial space in four buildings. Access to the site will be accommodated via the following:

- Pheasant Run Drive, which has a signalized intersection with IL 64 north of the site. As previously mentioned, this access road is being improved as part of the McGrath Dealership and will be extended south to the site. This access road will serve both passenger vehicles and truck traffic.
- A proposed full movement access drive on Kautz Road that will form the fourth (east) leg of the intersection of Kautz Road with the south EGC access drive. This access drive will provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and a shared through/right-turn lane. Outbound movements will be under stop sign control. As part of the development, the existing striped median on Kautz Road north of this access drive, which currently provides a northbound left-turn lane serving the north EGC access drive, will be restriped to provide a northbound (north EGC access drive) and a southbound (proposed site access drive) left-turn lane. These turn lanes will provide 100 feet of storage each and a 100-foot shared taper. This access drive will serve passenger vehicles and truck traffic.
- A proposed full movement access drive on Kautz Road that will form the fourth (east) leg of the intersection of Kautz Road with Illinois Avenue. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. As part of the development, the existing striped median on Kautz Road north of this access drive, which currently provides a northbound left-turn lane serving the south EGC access drive, will be restriped to provide a northbound (south EGC access drive) and a southbound (proposed site access drive) left-turn lane. These turn lanes will provide 130 feet of storage and a 100-foot shared taper. This access drive will serve passenger vehicles only.
- A proposed full movement access drive on Keil Road located approximately 800 feet south
  of IL 64. 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 and truck traffic.
- A proposed full movement access drive on Keil Road located approximately 1,740 feet south of IL 64. 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 and truck traffic.



As previously indicated, Keil Road is currently signed for authorized airport use only. It is recommended that the sign is moved to south of the southern Keil Road access drive. Furthermore, the design and location of the existing speed tables on Keil should be evaluated further to determine if they can be traversed by the projected truck traffic or need to be removed. A copy of the proposed site plan is included in the Appendix.

#### Directional Distribution

The directions from which employees and trucks will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 7** illustrates the directional distribution of the site-generated traffic. Figure 7 also shows the distance, in feet, between the existing and proposed access intersections.

#### Truck Access

It is important to note that truck traffic from the two westernmost buildings (denoted as buildings C and D on the included site plan) will access the site primarily from Kautz Road while the truck traffic the two easternmost buildings (denoted as buildings A and B on the included site plan) will access the site primarily from Pheasant Run Drive and Keil Road. These routes will serve to reduce onsite conflicts and help improve on site circulation and safety. As part of the development the existing speed table on Keil Road should be investigated further to determine if they can be traversed by truck traffic or will need to be removed.

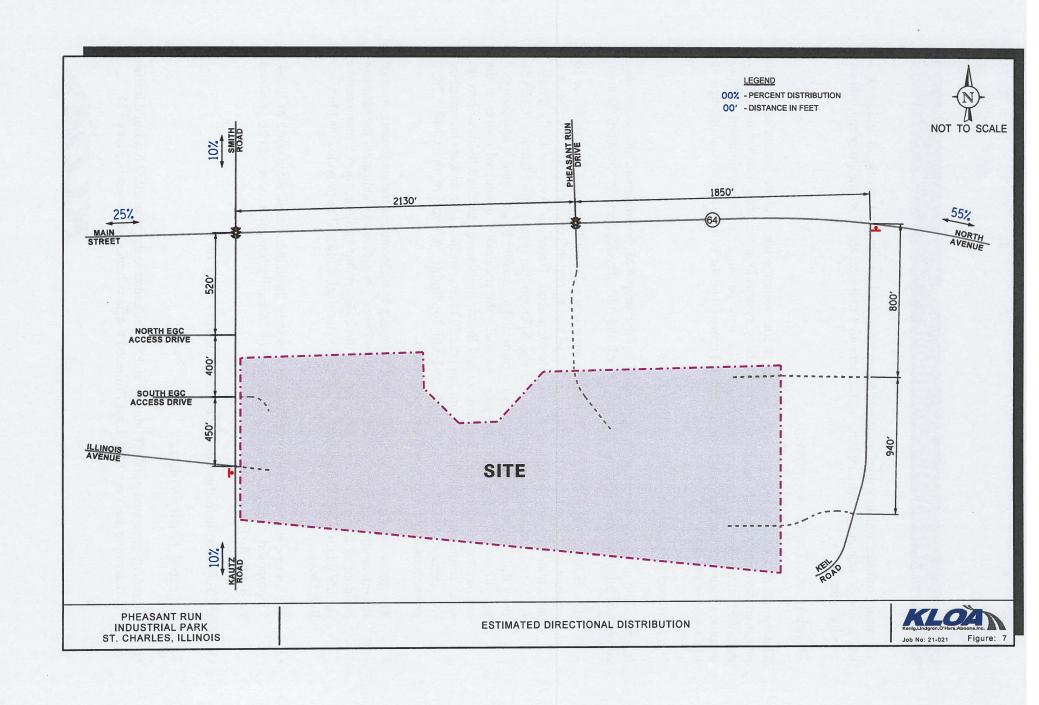
## Development-Generated Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition. The "General Light Industrial" (Land-Use Code 110) was used for the development. It is important to note that ITE rates indicate that general light industrial developments typically generate minimal truck trips during the peak hours. However, in order to provide a conservative analysis, it was assumed that 10 percent of traffic generated by the development during the peak hours was truck traffic. **Table 3** summarizes the trips projected to be generated by the development.

Table 3
ESTIMATED SITE GENERATED TRAFFIC

ITE Land- Use			Weekd Morni eak H	ng		Weeko Eveni Peak H	ng	Daily Two-Way Trips		
Code	Type/Size	In	Out	Total	In	Out	Total	In	Out	
110	General Light Industrial (1,172,718 s.f.)	242	33	275	26	175	201	2,239	2,239	
	Passenger Vehicles (90%)	218	30	248	23	157	180	2,015	2,015	
	Trucks (10%)	24	3	27	3	18	21	224	224	





# 4. Projected Traffic Conditions

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

## Development Traffic Assignment

The estimated weekday morning and evening traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 7). The new passenger traffic assignment for the proposed industrial development is illustrated in **Figure 8** and the new truck traffic assignment is illustrated in **Figure 9**.

## Background (No-Build) Traffic Conditions

In the addition to the traffic to be generated by the proposed development, the study also considered the following additional regional growth and other developments proposed in the area:

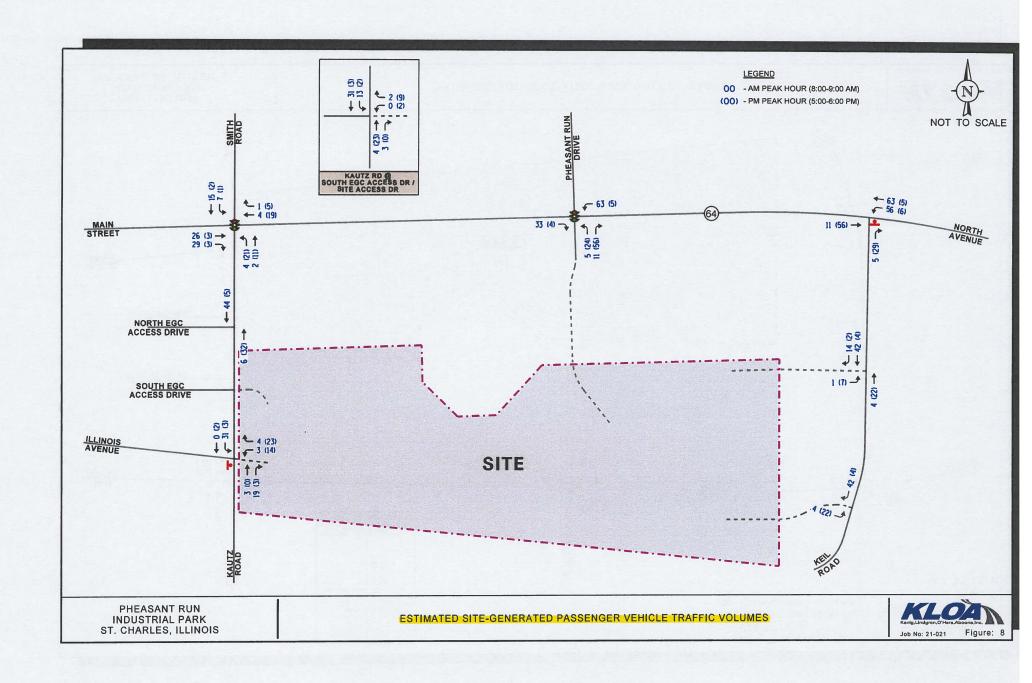
- The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the traffic volumes in the study area are projected to increase by an annually compounded growth rate of 0.8 percent per year. As such, the previously conducted counts at the intersection of IL 64 with Kautz Road and Smith Road were increased by three percent when compared to 2021 traffic counts and the 2021 base traffic volumes were increased by five percent to project Year 2027 no-build conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.
- The under-construction McGrath Auto Dealership to be located in the southeast corner of the intersection of IL 64 with Pheasant Run Drive. As previously indicated, the ultimate buildout of the dealership will consist of three dealership buildings and a maintenance facility totaling 140,880 square feet. Access to the dealership will be provided via Pheasant Run Drive.
- The under-construction Brooke Toria Estates to be located on Smith Road north of IL 64. As proposed, the development will consist of 16 family homes. Access will be provided via Smith Road.

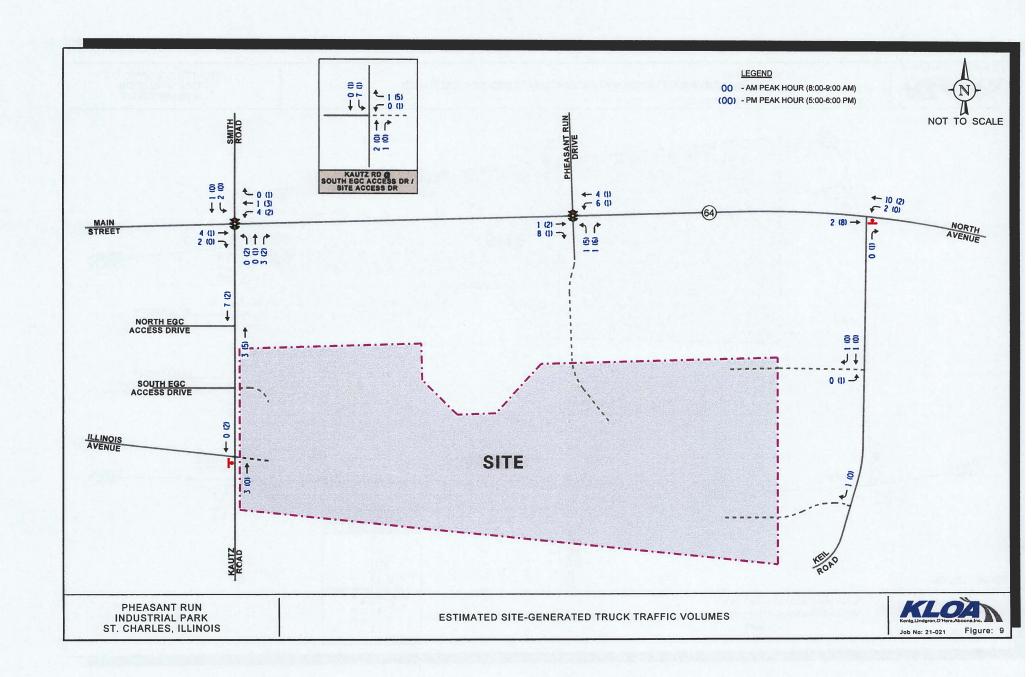
The Year 2027 no-build traffic volumes are illustrated in Figure 10.

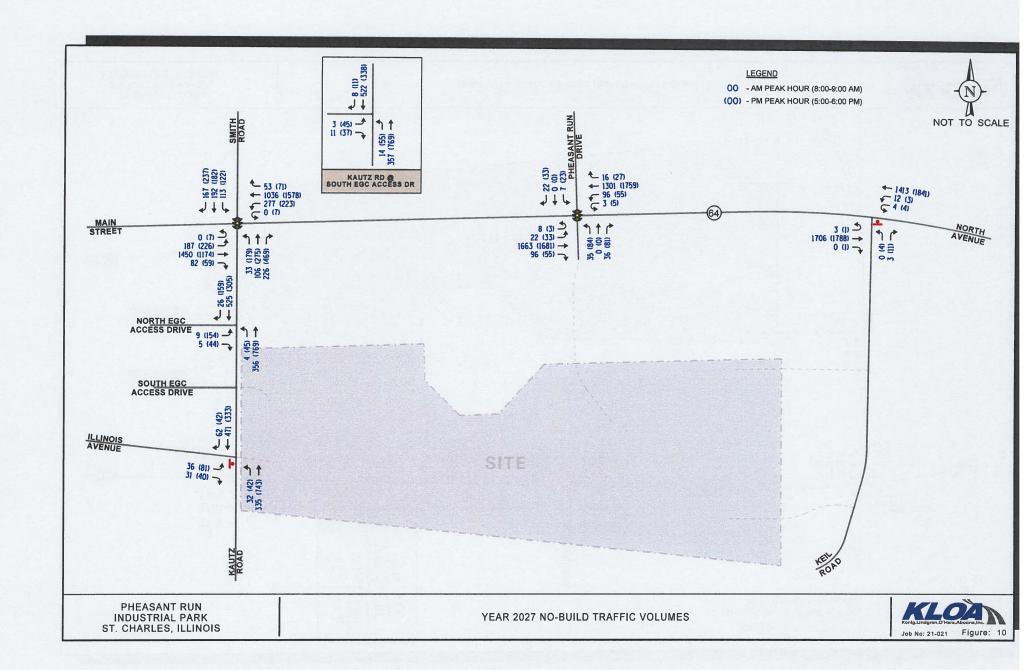
# Total Projected Traffic Volumes

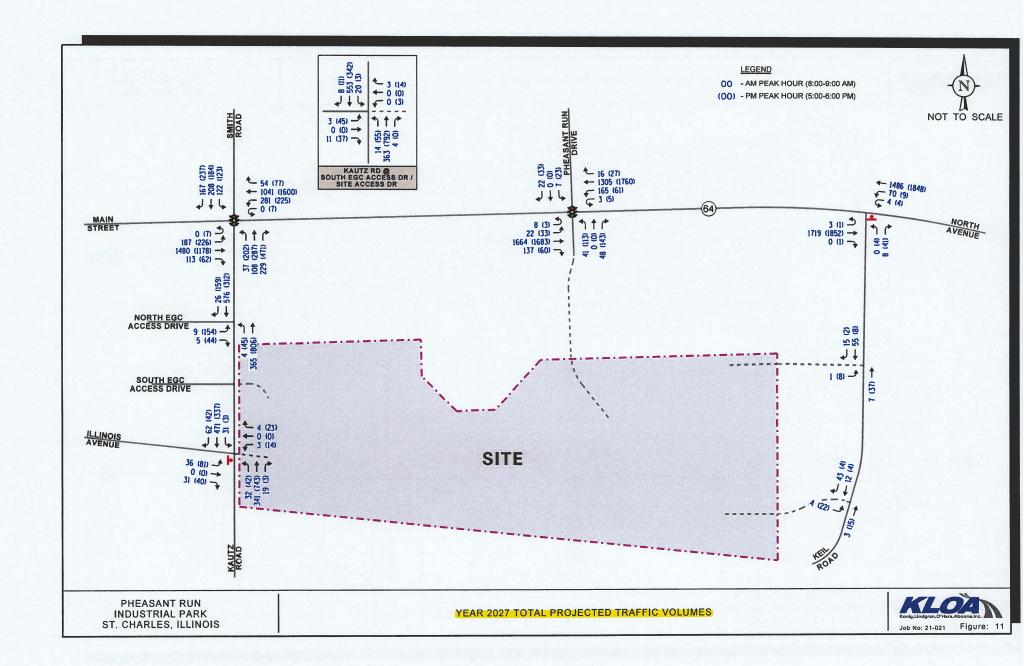
The development-generated traffic (Figures 7 and 8) was added to the Year 2027 No-Build traffic volumes to determine the Year 2027 Total Projected traffic volumes, as shown in Figure 11.











# 5. Traffic Analysis and Recommendations

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

## Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the Year 2021 base, Year 2027 no-build, and Year 2027 Total Projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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 projected Year 2021 base, Year 2027 no-build, and Year 2027 total projected conditions are presented in **Tables 4** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.



Table 5
CAPACITY ANALYSIS RESULTS – SIGNALIZED - IL 64 WITH KAUTZ ROAD AND SMITH ROAD

O'H TIOTT	TANALIS	D ILLD		TOIVAL	ILED - I	L UT W	IIIKA	O IZ NO	IAD AN	DSMILI	TIKUA			
	Peak	E	Castboun	ıd	W	estboun	ıd	N	orthbou	nd	Se	outhbou	nd	Overall
	Hour	L/U	Т	R	L/U	Т	R	L	T	R	L	T	R	Overan
1 ions	Weekday Morning Peak	E 66.4	C 25.9	B 12.1	E 61.9	B 19.4	A 9.4	D 36.7	D 52.1	F 98.7	E 63.9	E 58.6	D 38.5	D
202 ndit	Hour		C - 29.4		(	C - 27.7			E - 78.6			E - 56.5		36.6
Year 2021 Base Conditions	Weekday Evening	E 77.7	C 27.0	B 12.4	E 77.1	C 24.6	B 11.4	D E F 42.6 62.2 99+			D 40.3	E		
B	Peak Hour		C - 34.5			C - 30.5			F – 99+			E - 59.8	}	56.0
7 S	Weekday Morning	E 66.9	C 27.7	B 12.3	E 59.7	C 26.5	A 9.5	D 37.0	D 52.5	F 99+	D 40.5	E 59.6	E 66.7	D
2027 Suild ition	Peak Hour		C – 31.3		(	C - 32.6			F – 97.9			E – 57.6		41.1
Year 2027 No-Build Conditions	Weekday Evening	E 79.1	C 28.4	B 12.8	E 70.8	C 27.3	B 11.0	D 43.9	E 65.3	F 99+	D 42.7	E 58.3	E 73.7	Е
	Peak Hour		D – 35.9	)	C - 32.0				F – 99+			63.0		
ted	Weekday Morning	E 66.9	C 28.2	B 12.7	E C B 60.1 27.4 10.0			D D F 37.6 52.7 99+			D 41.7	D		
2027 ojec ition	Peak Hour		C - 31.3		(	C - 33.4			F – 99+			E - 58.8		42.0
Year 2027 Total Projected Conditions	Weekday Evening	E 79.1	C 28.6	B 12.9	E 68.6	C 31.6	B 11.5	D 46.5	E 66.8	F 99+	D 43.5	E 58.6	E 74.3	E
L	Peak Hour		D - 35.9		D-35.3			F – 99+				64.6		
	es Level of Servasured in second		L – Left- T – Thro		R – Righ U – U-Tı									



Table 5

CAPACITY ANALYSIS RESULTS – SIGNALIZED – IL 64 WITH PHEASANT RUN DRIVE

CAITHEIT	Peak	E	astboun	ıd		estboun		No	orthbou		Se	nd	0 "		
	Hour	L/U	Т	R	L/U	T	R	L	Т	R	L	Т	R	Overall	
suo	Weekday Morning	E 65.4	A 1.4		E 60.0	A 4.6	A 1.1		-		D 54.6		E 61.5	A	
2021 nditi	Peak Hour		A - 2.6			A - 4.7						E – 59.8		4.1	
Year 2021 Base Conditions	Weekday Evening	F 82.2	A 1.4		E 71.0	A 5.8	A 1.1	-	1	-	E 66.1	1	E 73.9	A	
B	Peak Hour		A-3.1			A - 5.9			-			E - 70.7		5.6	
S	Weekday Morning	E 71.2	A 7.2	A 3.6	E 66.1	A 9.2	A 4.8	D 47.7	_	E 61.9	D 43.6	1	E 61.5	B	
2027 Suild ition	Peak Hour		A – 8.1		I	3 – 13.1			D – 54.9			E – 57.1		11.7	
Year 2027 No-Build Conditions	Weekday Evening	E 74.0	A	A 4.8	E 79.5	B 13.1	A 5.8	E 56.3	_	E 77.7	D 50.0		E 74.2	В	
	Peak Hour		P A A A A A A A A A A A A A A A A A A A			B-15.2			E-66.7			E-64.1			
pə:	Weekday Morning	E 71.5	B 10.2	A 4.4	E 58.7	A 9.6	A 5.0	D 47.8		E 64.4	D 42.9	-	E 60.9	В	
2027 oject tions	Peak Hour		B – 10.8		I	3 – 15.0			E – 56.8			E – 56.4		14.2	
Year 2027 Total Projected Conditions	Weekday Evening	E 75.3	B 11.3	A 6.6	F 83.7	B 16.9	A 8.0	E 51.5		E 77.9	D 44.0	_	E 64.7	B	
É	Peak Hour		B – 12.4			3 – 19.1			E – 66.2			E – 56.2		19.7	
	es Level of Servasured in second		L – Left- T – Thro		R – Right U – U-Tu										



Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2021 BASE TRAFFIC CONDITIONS

		Morning Hour	Weekday Evening Peak Hour			
Intersection	LOS	Delay	LOS	Delay		
IL 64 with Keil Road						
Eastbound U-Turn	В	13.0	C	17.5		
Westbound Left Turn	C	24.8	C	21.7		
Northbound Approach	C	19.0	D	32.3		
Kautz Road with Illinois Avenue						
Eastbound Approach	В	14.2	C	16.7		
Northbound Left Turn	A	8.7	A	8.1		
Kautz Road with the North EGC Access I	Drive					
Eastbound Left Turn	В	13.5	C	18.8		
Eastbound Right Turn	В	10.6	A	9.9		
Northbound Left Turn	A	8.6	A	8.4		
Kautz Road with the South EGC Access I	Prive					
Eastbound Left Turn	В	14.1	C	17.9		
Eastbound Right Turn	B	10.1	A	9.4		
Northbound Left Turn	A	8.6	A	8.0		



Table 7
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2027 NO-BUILD TRAFFIC CONDITIONS

		Morning Hour	Weekday Evening Peak Hour			
Intersection	LOS	Delay	LOS	Delay		
IL 64 with Keil Road						
Eastbound U-Turn	В	14.5	C	19.6		
Westbound Left Turn	D	28.3	D	25.4		
Northbound Approach	C	20.5	Е	39.0		
Kautz Road with Illinois Avenue						
Eastbound Approach	В	14.9	C	18.2		
Northbound Left Turn	A	8.9	A	8.2		
Kautz Road with the North EGC Access	Drive					
Eastbound Left Turn	В	14.0	C	20.6		
Eastbound Right Turn	В	10.8	В	10.1		
Northbound Left Turn	A	8.8	A	8.5		
Kautz Road with the South EGC Access	Drive					
Eastbound Left Turn	В	14.8	C	19.2		
Eastbound Right Turn	В	10.2	A	9.2		
Northbound Left Turn	Α	8.7	Α	8.1		

Table 8
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2027 TOTAL PROJECTED TRAFFIC CONDITIONS

C F C h Site Ac C B A	15.2 55.2 21.0 ecess Drive 17.1 14.1 8.9	C D E C C	19.7 32.2 36.8 23.3 17.3
F C h Site Ac C B	55.2 21.0 ecess Drive 17.1 14.1	D E C C	32.2 36.8 23.3
F C h Site Ac C B	55.2 21.0 ecess Drive 17.1 14.1	D E C C	32.2 36.8 23.3
C h Site Ac C B	21.0 ecess Drive 17.1 14.1	E C C	36.8 23.3
h Site Ac C B	17.1 14.1	C C	23.3
C B	17.1 14.1	C	
В	14.1	C	
			17.3
A	8.9		
		Α	8.2
Α	8.2	A	9.2
В	14.7	C	21.2
В	11.0	В	10.1
A	9.0	A	8.5
and the	North Site A	Access Drive	
C	17.5	C	24.9
В	10.3	A	9.5
		C	22.0
В	11.4	C	16.8
A	8.8	Α	8.1
Α	8.8	В	10.4
	B B A c and the C B B A	A 8.2  B 14.7  B 11.0  A 9.0  c and the North Site A  C 17.5  B 10.3    B 11.4  A 8.8	A 8.2 A  B 14.7 C B 11.0 B A 9.0 A  e and the North Site Access Drive C 17.5 C B 10.3 A C B 11.4 C A 8.8 A



#### Discussion and Recommendations

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

#### IL 64 with Kautz Road and Smith Road

The results of the capacity analysis indicate that overall, this intersection currently operates at Level of Service (LOS) D during the weekday morning peak hour and LOS E during the weekday evening peak hour. Further, eastbound, and westbound through movements on IL 64 operate at LOS C or better during both peak hours. It should be noted that left-turn movements and northbound and southbound through movements at this intersection operate at LOS D to E during both peak hours. This delay is the result of the long cycle length (130 to 150 seconds) and the fact that IL 64 is an SRA and through movements on IL 64 receive a majority of the green time. In addition, the northbound right-turn movement operates at LOS F during both hours. This delay is the result of limited green time and the fact that a northbound overlap phase cannot be provided as westbound U-turns are permitted on IL 64.

Under Year 2027 no-build traffic conditions, this intersection is projected to continue to operate at LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hours.

Under Year 2027 total projected traffic conditions, this intersection is projected to continue to operate at LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hour. Further, through movements on IL 64 are projected to operate at LOS C during both peak hours. Overall, the proposed development will increase the volume of traffic at this intersection by less two to four percent and the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection.

#### IL 64 with the Pheasant Run Drive

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Further, eastbound and westbound through movements operate at LOS A during both peak hours. It should be noted that left-turn movements from the southbound approach at this intersection operate at LOS E to F during both peak hours. This delay is the result of the long cycle length (130 to 150 seconds) and the fact that IL 64 is an SRA and through movements on IL 64 receive a majority of the green time.

Under Year 2027 no-build traffic conditions, the south leg of this intersection will serve the McGarth Automotive Dealership and this intersection is projected to operate at LOS B during both peak hours. Further, eastbound and westbound through movements are projected to operate at LOS B or better during both peak hours and all approaches are projected to operate at the same LOS.



Under Year 2027 total projected conditions, the south leg of this intersection is projected to continue to operate at LOS B during both peak hours. Further, eastbound and westbound through movements are projected to continue to operate at LOS B or better during both peak hours. As with existing conditions, eastbound and westbound left-turn movements are projected to operate at LOS E to F during the peak hours. However, these movements are projected to operate with volume to capacity (v/c) ratios of less than one. In addition, the northbound and southbound approaches are projected to operate at an acceptable LOS D to E during both peak hours. As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed development and the addition of development-generated traffic will not have a significant impact on the operations of IL 64.

#### IL 64 with Keil Road

The results of the capacity analyses show that the northbound approach at this intersection operates at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour. Further, eastbound and westbound left-turn/U-turn movements operate at LOS C or better.

Under Year 2027 no-build traffic conditions, the northbound approach at this intersection is projected to operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour. Further, eastbound and westbound left-turn/U-turn movements operate at LOS D or better.

Under Year 2027 total projected conditions, Keil Road will carry traffic traveling to and from the site access drives south of this intersection. It should be noted that the development is not projected to increase the volume of northbound left-turn movements at this intersection. The northbound approach at this intersection is projected to operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour. The westbound left turn is projected to operate at LOS F during the weekday morning peak hour and LOS D during the weekday evening peak hour. However, this movement is projected to operate with a volume to capacity (v/c) ratio of less than one and 95<sup>th</sup> percentile queues that can be accommodated within the existing turn lane. As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed development and the addition of development-generated will not have a significant impact on the operations of IL 64.

#### Kautz Road with Illinois Avenue and the South Site Access Drive

The results of the capacity analyses show that the eastbound approach at this intersection operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. Further, northbound left-turn movements operate at LOS A during both peak hours. Under Year 2027 no-build traffic conditions, all critical movements are projected to operate at the same LOS.



As proposed, a full movement access drive serving the site will form the fourth (east) leg of this intersection. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. As part of the development, the existing striped median on Kautz Road north of Illinois Avenue, which currently accommodates a northbound left-turn lane serving the south EGC access drive, will be restriped to provide a northbound (south EGC access drive) and a southbound (proposed south site access drive) left-turn lane. These turn lanes will provide 130 feet of storage and a 100-foot shared taper. This access drive will serve passenger vehicles only.

Under Year 2027 total projected conditions, westbound movements out of the site are projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour and eastbound movements from Illinois Avenue are projected to operate at LOS C during both peak hours. Further, the southbound and northbound left-turn movements at this intersection are projected to operate at LOS A during both peak hours with 95<sup>th</sup> percentile queues of one to two vehicles which can be accommodated within the left-turn lanes. As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed development and the addition of the proposed access drive and development-generated traffic will not have a significant impact on the operations of Kautz Road or Illinois Avenue.

#### Kautz Road with the North EGC Access Drive

The results of the capacity analyses show that all critical movements at this intersection operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2027 no-build and Year 2027 total projected traffic conditions, all critical movements are projected to continue to operate at LOS C or better. As part of the development the northbound left-turn lane serving this access drive will be shortened to provide 100 feet of storage. As the northbound left-turn movement is projected to operate at LOS A during both peak hours with 95<sup>th</sup> percentile queues of one to two vehicles, this turn lane will be adequate in accommodating left-turning traffic. As such, this intersection has sufficient reserve capacity to accommodate development-generated traffic.

#### Kautz Road with the South EGC Access Drive and the North Site Access Drive

The results of the capacity analyses show that the eastbound approach at this intersection operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. Further, northbound left-turn movements operate at LOS A during both peak hours. Under Year 2027 no-build traffic conditions, all critical movements are projected to operate at the same LOS.



As proposed, a full movement access drive serving the site will form the fourth (east) leg of this intersection. This access drive will provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and a shared through/right-turn lane. Outbound movements will be under stop sign control. As part of the development, the existing striped median on Kautz Road north of this access drive, which currently accommodates a northbound left-turn lane serving the north EGC access drive, will be restriped to provide a northbound (north EGC access drive) and a southbound (proposed site access drive) left-turn lane. These turn lanes will provide 100 feet of storage for each lane and a 100-foot shared taper. This access drive will serve passenger vehicles and truck traffic.

Under Year 2027 total projected conditions, westbound movements out of the site are projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour and eastbound movements from the south EGC access drive are projected to operate at LOS C or better during both peak hours. Further, southbound and northbound left-turn movements at this intersection are projected to operate at LOS A during both peak hours with 95<sup>th</sup> percentile queues of one to two vehicles which can be accommodated within the proposed left-turn lanes. As such, this intersection will be adequate in accommodating the traffic estimated to be generated by the proposed development and the addition of the proposed access drive and development-generated traffic will not have a significant impact on the operations of Kautz Road or the EGC access drive.



# 6. Conclusion

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

- The roadway system has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development.
- The proposed access system on IL 64, Kautz Road, and Keil Road will be adequate in accommodating the development-generated traffic and will ensure that efficient and flexible access is provided.
- The traffic entering the proposed development off IL 64 will be accommodated by the existing Pheasant Run Drive signalized intersection.
- As part of the development, the striped median on Kautz Road will be restriped to provide southbound left-turn lanes serving the site access drives.
- Outbound movements from the Kautz Road and Keil Road access drives should be under stop sign control.



# Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

**Traffic Count Summary Sheets** 



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

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

Count Name: Kautz Road with Illinois Avenue Site Code: Start Date: 01/27/2021 Page No: 1

**Turning Movement Data** 

Start Time			Illinois Avenue Eastbound			lun	mig ivio	Kautz Road Northbound	Julu				Kautz Road Southbound			
Start Time	U-Tum	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Tum	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	3	4	U	7	0	0	25	0	25	0	40	5	0	45	77
6:15 AM	0	3	0	0	3	0	2	28	0	30	0	41	2	0	43	76
6:30 AM	0	2	2	0	4	0	3	47	0	50	0	59	11	0	70	124
6:45 AM	0	4	5	0	9	0	10	43	0	53	0	108	21	0	129	191
Hourly Total	0	12	11	0	23	0	15	143	0	158	0	248	39	0	287	468
7:00 AM	0	3	7	0	10	0	8	53	0	61	0	62	10	0	72	143
7:15 AM	0	9	2	0	11	0	3	54	0	57	0	67	8	0	75	143
7:30 AM	0	5	9	0	14	0	3	63	0	66	0	68	14	U	82	162
7:45 AM	0	7	6	0	13	0	9	54	0	63	0	105	12	0	117	193
Hourly Total	0	24	24	0	48	0	23	224	0	247	0	302	44	0	346	641
8:00 AM	0	6	6	0	12	0	9	50	0	59	0	84	12	0	96	167
8:15 AM	0	5	5	0	10	0	5	37	0	42	0	77	17	0	94	146
8:30 AM	0	6	5	0	11	0	1	41	0	42	0	54	6	0	60	113
8:45 AM	0	5	6	0	11	0	9	29	0	38	0	67	11	0	78	127
Hourly Total	0	22	22	0	44	0	24	157	0	181	0	282	46	0	328	553
*** BREAK ***	-							HEATER IN	-							
4:00 PM	0	23	10	0	33	0	11	109	0	120	0	59	8	0	67	220
4:15 PM	0	11	4	0	15	0	7	83	0	90	0	74	11	U	85	190
4:30 PM	0	19	6	0	25	0	5	141	0	146	0	52	7	U	59	230
4:45 PM	0	13	4	0	17	0	11	115	0	126	0	68	11	0	79	222
Hourly Total	0	66	24	0	90	0	34	448	0	482	0	253	37	0	290	862
5:00 PM	0	11	7	0	18	0	10	146	0	156	0	49	6	0	55	229
5:15 PM	0	16	12	0	28	0	5	133	0	138	0	59	7	0	66	232
5:30 PM	0	11	8	0	19	0	10	74	0	84	0	53	7	0	60	163
5:45 PM	0	10	11	0	21	0	7	71	0	78	0	53	9	0	62	161
Hourly Total	0	48	38	0	86	0	32	424	0	456	0	214	29	0	243	785
Grand Total	0	172	119	0	291	0	128	1396	0	1524	0	1299	195	0	1494	3309
Approach %	0.0	59.1	40.9		-	0.0	8.4	91.6		- 1	0.0	86.9	13.1			-
Total %	0.0	5.2	3.6		8.8	0.0	3.9	42.2		46.1	0.0	39.3	5.9		45.1	
Lights	0	164	116	-	280	0	123	1333	1 4 5 1 5	1456	0	1233	179		1412	3148
% Lights		95.3	97.5		96.2		96.1	95.5		95.5	-	94.9	91.8		94.5	95.1
Buses	0	0	0		0	0	0	1		1	0	2	0	La Liveria	2	3
% Buses	-	0.0	0.0		0.0	1	0.0	0.1		0.1	1 1.	0.2	0.0		0.1	0.1
Single-Unit Trucks	0	5	3		8	0	5	26		31	0	28	9		37	76
% Single-Unit Trucks		2.9	2.5		2.7	_	3.9	1.9	1156	2.0		2.2	4.6		2.5	2.3
Articulated Trucks	0	3	0		3	0	0	36		36	0	36	7		43	82



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

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

Count Name: Kautz Road with Illinois Avenue Site Code: Start Date: 01/27/2021 Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

					Turring	INIOVEII	ICHT L C	ak i loui i	Jala (1	. 13 AIVI)						
			Illinois Avenue					Kautz Road					Kautz Road			
0			Eastbound					Northbound					Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	9	2	0	11	0	3	54	U	57	0	67	8	0	75	143
7:30 AM	0	5	9	0	14	0	3	63	0	66	0	68	14	0	82	162
7:45 AM	0	7	6	U	13	0	9	54	U	63	0	105	12	0	117	193
8:00 AM	0	6	6	U	12	0	9	50	0	59	0	84	12	U	96	167
Total	0	27	23	0	50	0	24	221	U	245	0	324	46	0	370	665
Approach %	0.0	54.0	46.0			0.0	9.8	90.2			0.0	87.6	12.4			
Total %	0.0	4.1	3.5	4.4.4	7.5	0.0	3.6	33.2		36.8	0.0	48.7	6.9		55.6	-
PHF	0.000	0.750	0.639	Train -	0.893	0.000	0.667	0.877		0.928	0.000	0.771	0.821	-	0.791	0.861
Lights	0	26	22		48	0	24	201		225	0	304	41		345	618
% Lights		96.3	95.7		96.0		100.0	91.0		91.8		93.8	89.1	-	93.2	92.9
Buses	0	0	0		0	0	0	1		1	0	2	0		2	3
% Buses		0.0	0.0		0.0	- File-Daim	0.0	0.5		0.4		0.6	0.0	-	0.5	0.5
Single-Unit Trucks	0	0	1		1	0	0	8		8	0	4	2		6	15
% Single-Unit Trucks		0.0	4.3		2.0		0.0	3.6		3.3		1.2	4.3		1.6	2.3
Articulated Trucks	0	1	0		1	0	0	11		11	0	14	3		17	29
% Articulated Trucks	Dec.	3.7	0.0		2.0		0.0	5.0		4.5		4.3	6.5		4.6	4.4
Bicycles on Road	0	0	0		0	0	0	0	Continue of the	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					0		1
% Pedestrians	_						-									



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

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

Count Name: Kautz Road with Illinois Avenue Site Code: Start Date: 01/27/2021 Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

					rumniç	ivioven	ient Pea	ak Hour	Dala (4	.30 PIVI)	A STATE OF					
			Illinois Avenue					Kautz Road					Kautz Road			
Start Time			Eastbound					Northbound					Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	19	6	0	25	0	5	141	0	146	0	52	7	0	59	230
4:45 PM	0	13	4	0	17	0	11	115	0	126	0	68	11	0	79	222
5:00 PM	0	11	7	0	18	0	10	146	0	156	0	49	6	0	55	. 229
5:15 PM	0	16	12	0	28	0	5	133	0	138	0	59	7	0	66	232
Total	0	59	29	0	88	0	31	535	0	566	0	228	31	0	259	913
Approach %	0.0	67.0	33.0			0.0	5.5	94.5			0.0	88.0	12.0			
Total %	0.0	6.5	3.2		9.6	0.0	3.4	58.6		62.0	0.0	25.0	3.4		28.4	2011
PHF	0.000	0.776	0.604		0.786	0.000	0.705	0.916		0.907	0.000	0.838	0.705		0.820	0.984
Lights	0	59	29		88	0	30	527		557	0	225	31		256	901
% Lights		100.0	100.0		100.0		96.8	98.5		98.4		98.7	100.0		98.8	98.7
Buses	0	0	0		0	0	0	0		0	0	0	0	-	0	0
% Buses		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0	0.0
Single-Unit Trucks	0	0	0		0	0	1	4		5	0	2	0	-	2	7
% Single-Unit Trucks		0.0	0.0		0.0		3.2	0.7	-	0.9		0.9	0.0		0.8	0.8
Articulated Trucks	0	0	0	- 4 4 5 4 4 4 4	0	0	0	4		4	0	1	0		1	5
% Articulated Trucks		0.0	0.0		0.0		0.0	0.7		0.7	Land Care	0.4	0.0		0.4	0.5
Bicycles on Road	0	0	0		0	0	0	0		0	0	0	0		0	0
% Bicycles on Road		0.0	0.0	-	0.0		0.0	0.0		0.0		0.0	0.0		0.0	0.0
Pedestrians				0		-			U					0		-
% Pedestrians					and a											



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

Count Name: Kautz Road with Target North Access Site Code: Start Date: 01/27/2021 Page No: 1

**Turning Movement Data** 

Start Time			arget North Acce Eastbound	ss				Kautz Road Northbound					Kautz Road Southbound			
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	1	0	0	1	0	0	27	0	27	0	48	0	0	48	76
6:15 AM	0	0	0	0	0	0	0	31	0	31	0	40	2	0	42	73
6:30 AM	0	0	1	0	1	0	2	45	0	47	0	67	0	U	67	115
6:45 AM	0	1	4	0	5	0	11	44	0	45	0	126	8	U	134	184
Hourly Total	0	2	5	0	7	0	3	147	0	150	0	281	10	0	291	448
7:00 AM	0	0	0	0	0	0	0	54	0	54	0	69	11	0	70	124
7:15 AM	0	1	1	0	2	0	0	61	0	61	0	71	4	0	75	138
7:30 AM	0	2	2	0	4	0	2	63	0	65	0	82	1	U	83	152
7:45 AM	0	1	1	0	2	0	1	57	0	58	0	114	9	U	123	183
Hourly Total	0	4	4	0	8	0	3	235	0	238	0	336	15	0	351	597
8:00 AM	0	3	0	U	3	0	0	55	0	55	0	97	5	0	102	160
8:15 AM	0	6	0	U	6	0	2	39	0	41	0	94	6	U	100	147
8:30 AM	0	4	0	0	4	0	0	51	()	51	0	56	9	U	65	120
8:45 AM	0	2	0	0	2	0	1	31	0	32	0	78	16	0	94	128
Hourly Total	0	15	0	0	15	0	3	176	0	179	0	325	36	0	361	555
*** BREAK ***		-									-					
4:00 PM	0	27	12	0	39	0	4	124	0	128	0	53	29	U	82	249
4:15 PM	0	22	7	0	29	0	4	96	0	100	0	69	26	0	95	224
4:30 PM	0	24	6	0	30	0	10	144	()	154	0	51	27	0	78	262
4:45 PM	0	32	8	0	40	0	11	117	0	128	0	60	29	0	89	257
Hourly Total	0	105	33	0	138	0	29	481	0	510	0	233	111	0	344	992
5:00 PM	0	23	11	0	34	0	6	149	0	155	0	41	28	0	69	258
5:15 PM	0	34	7	0	41	0	6	143	0	149	0	58	32	0	90	280
5:30 PM	0	30	6	U	36	0	10	73	0	83	0	54	32	0	86	205
5:45 PM	0	22	8	0	30	0	8	66	0	74	0	47	24	0	71	175
Hourly Total	0	109	32	0	141	0	30	431	0	461	0	200	116	0	316	918
Grand Total	0	235	74	0	309	0	68	1470	0	1538	0	1375	288	0	1663	3510
Approach %	0.0	76.1	23.9			0.0	4.4	95.6		-	0.0	82.7	17.3	-		
Total %	0.0	6.7	2.1	-	8.8	0.0	1.9	41.9		43.8	0.0	39.2	8.2		47.4	
Lights	0	233	73		306	0	68	1398		1466	0	1293	285		1578	3350
% Lights	-	99.1	98.6		99.0		100.0	95.1		95.3		94.0	99.0		94.9	95.4
Buses	0	0	1	-	1	0	0	1		1	0	1	1	-	2	4
% Buses		0.0	1.4		0.3	- 4	0.0	0.1		0.1	-	0.1	0.3	5-1F.AVE	0.1	0.1
Single-Unit Trucks	0	1	0		1	0	0	31		31	0	37	2		39	71
% Single-Unit Trucks		0.4	0.0		0.3		0.0	2.1		2.0		2.7	0.7		2.3	2.0
Articulated Trucks	0	1	0.0		1	0	0	40		40	0	44	0		44	85



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

Count Name: Kautz Road with Target North Access Site Code: Start Date: 01/27/2021 Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

	The second second				1 GITTIII Q	JIVIOVCII	ICHT C	ak i loui	Dala (1	. IJ AIVI)						
		T:	arget North Acce	ess				Kautz Road					Kautz Road			
Start Time			Eastbound					Northbound					Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	1	1	0	2	0	0	61	U	61	0	71	4	0	75	138
7:30 AM	0	2	2	0	4	0	2	63	0	65	0	82	1	0	83	152
7:45 AM	0	1	1	0	2	0	1	57	U	58	0	114	9	0	123	183
8:00 AM	0	3	0	0	3	0	0	55	0	55	0	97	5	0	102	160
Total	0	7	4	U	11	0	3	236	0	239	0	364	19	0	383	633
Approach %	0.0	63.6	36.4		-	0.0	1.3	98.7			0.0	95.0	5.0	-		- 4
Total %	0.0	1.1	0.6		1.7	0.0	0.5	37.3		37.8	0.0	57.5	3.0		60.5	
PHF	0.000	0.583	0.500	3-4	0.688	0.000	0.375	0.937		0.919	0.000	0.798	0.528		0.778	0.865
Lights	0	7	3		10	0	3	215		218	0	339	17		356	584
% Lights	1	100.0	75.0		90.9		100.0	91.1		91.2	•	93.1	89.5		93.0	92.3
Buses	0	0	1		1	0	0	1		1	0	1	1		2	4
% Buses	-	0.0	25.0		9.1		0.0	0.4		0.4		0.3	5.3		0.5	0.6
Single-Unit Trucks	0	0	0		0	0	0	8		8	0	7	1		8	16
% Single-Unit Trucks		0.0	0.0		0.0	D	0.0	3.4		3.3		1.9	5.3	4-4-5	2.1	2.5
Articulated Trucks	0	0	0		0	0	0	12		12	0	17	0		17	29
% Articulated Trucks		0.0	0.0	-	0.0		0.0	5.1		5.0		4.7	0.0	-	4.4	4.6
Bicycles on Road	0	0	0		0	0	0	0		0	0	0	0		0	0
% Bicycles on Road		0.0	0.0	1-0	0.0		0.0	0.0		0.0		0.0	0.0		0.0	0.0
Pedestrians				0					0		E-17.474			0		
% Pedestrians	Nation to an					- 1	-							-		



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

Count Name: Kautz Road with Target North Access Site Code: Start Date: 01/27/2021 Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

	1					9		ait i ioai	- a	.00,						A STATE OF THE PARTY OF THE PAR
		T	Target North Acce	ess				Kautz Road					Kautz Road			
Start Time			Eastbound					Northbound					Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	24	6	U	30	0	10	144	0	154	0	51	27	U	78	262
4:45 PM	0	32	8	0	40	0	11	117	0	128	0	60	29	U	89	257
5:00 PM	0	23	11	0	34	0	6	149	0	155	0	41	28	0	69	258
5:15 PM	0	34	7	0	41	0	6	143	0	149	0	58	32	0	90	280
Total	0	113	32	0	145	0	33	553	0	586	0	210	116	U	326	1057
Approach %	0.0	77.9	22.1			0.0	5.6	94.4			0.0	64.4	35.6	-		
Total %	0.0	10.7	3.0		13.7	0.0	3.1	52.3		55.4	0.0	19.9	11.0		30.8	
PHF	0.000	0.831	0.727		0.884	0.000	0.750	0.928		0.945	0.000	0.875	0.906		0.906	0.944
Lights	0	113	32		145	0	33	544		577	0	206	116		322	1044
% Lights		100.0	100.0		100.0	HITE-DEE	100.0	98.4		98.5		98.1	100.0		98.8	98.8
Buses	0	0	0		0	0	0	0		0	0	0	0	-	0	0
% Buses		0.0	0.0		0.0	- 44	0.0	0.0	BALL TARE	0.0	-	0.0	0.0		0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	5		5	0	3	0	-	3	8
% Single-Unit Trucks		0.0	0.0		0.0		0.0	0.9		0.9		1.4	0.0		0.9	0.8
Articulated Trucks	0	0	0		0	0	0	4		4	0	1	0		1	5
% Articulated Trucks		0.0	0.0	with a second	0.0		0.0	0.7		0.7		0.5	0.0		0.3	0.5
Bicycles on Road	0	0	0		0	0	0	0		0	0	0	0		0	0
% Bicycles on Road		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0	0.0
Pedestrians				0	July Control				0		-			0		-
% Pedestrians											-					Eng Lat.



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

Count Name: Kautz Road with Target South Access Site Code: Start Date: 01/27/2021 Page No: 1

**Turning Movement Data** 

Start Time		Та	arget South Acce	ess				Kautz Road Northbound					Kautz Road Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	1	27	0	28	0	48	0	0	48	76
6:15 AM	0	0	0	0	0	0	0	30	U	30	0	44	0	0	44	74
6:30 AM	0	0	1	0	1	0	2	48	U	50	0	69	0	0	69	120
6:45 AM	0	1	0	0	1	0	1	43	0	44	0	125	1	U	126	171
Hourly Total	0	1	1	0	2	0	4	148	0	152	0	286	1	0	287	441
7:00 AM	0	0	3	0	3	0	4	55	0	59	0	67	1	0	68	130
7:15 AM	0	0	2	O	2	0	2	56	0	58	0	77	1	0	78	138
7:30 AM	0	1	1	0	2	0	4	63	U	67	0	74	0	0	74	143
7:45 AM	0	0	3	U	3	0	1	57	0	58	0	112	2	U	114	175
Hourly Total	0	1	9	0	10	0	11	231	0	242	0	330	4	0	334	586
8:00 AM	0	1	2	0	3	0	3	58	0	61	0	97	3	0	100	164
8:15 AM	0	1	1	U	2	0	2	39	0	41	0	91	1	0	92	135
8:30 AM	0	4	4	0	8	0	0	47	0	47	0	63	1	0	64	119
8:45 AM	0	2	3	0	5	0	3	33	0	36	0	75	2	0	77	118
Hourly Total	0	8	10	0	18	0	8	177	0	185	0	326	7	0	333	536
*** BREAK ***	-	-	- D		-		E	<u> </u>					11.00		-	
4:00 PM	0	7	6	0	13	0	8	113	0	121	0	59	4	0	63	197
4:15 PM	0	13	10	0	23	0	9	92	0	101	0	73	3	U	76	200
4:30 PM	0	8	5	0	13	0	9	141	0	150	0	53	1	0	54	217
4:45 PM	0	8	14	0	22	0	14	120	0	134	0	65	3	0	68	224
Hourly Total	0	36	35	0	71	0	40	466	0	506	0	250	11	0	261	838
5:00 PM	0	5	3	0	8	0	7	152	U	159	0	51	0	0	51	218
5:15 PM	0	12	5	0	17	0	10	131	0	141	0	61	4	0	65	223
5:30 PM	0	4	4	0	8	0	6	90	0	96	0	54	5	0	59	163
5:45 PM	0	11	10	0	21	0	14	66	0	80	0	53	4	0	57	158
Hourly Total	0	32	22	0	54	0	37	439	0	476	0	219	13	0	232	762
Grand Total	0	78	77	0	155	0	100	1461	0	1561	0	1411	36	0	1447	3163
Approach %	0.0	50.3	49.7			0.0	6.4	93.6			0.0	97.5	2.5			
Total %	0.0	2.5	2.4		4.9	0.0	3.2	46.2	-	49.4	0.0	44.6	1.1		45.7	
Lights	0	78	76	-	154	0	100	1392		1492	0	1328	36		1364	3010
% Lights		100.0	98.7		99.4	24-11-22-21	100.0	95.3		95.6		94.1	100.0	-	94.3	95.2
Buses	0	0	0		0	0	0	1		1	0	2	0		2	3
% Buses	-	0.0	0.0		0.0		0.0	0.1		0.1		0.1	0.0		0.1	0.1
Single-Unit Trucks	0	0.0	1		1	0	0	30		30	0	36	0		36	67
% Single-Unit Trucks	-	0.0	1.3		0.6		0.0	2.1	1 - 1 - 1 - 1 - 1 - 1	1.9		2.6	0.0	-	2.5	2.1
Articulated Trucks	0	0.0	0		0.0	0	0.0	38		38	0	45	0		45	83



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

Count Name: Kautz Road with Target South Access Site Code: Start Date: 01/27/2021 Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

				1 01111113	,				10 / 1111)						
	Ta	arget South Acce	ess						AT THE STREET						
		Eastbound					Northbound					Southbound			
U-Tum	Left	Right	Peds	App. Total	U-Tum	Left	Thru	Peds	App. Total	U-Tum	Thru	Right	Peds	App. Total	Int. Total
0	0	2	0	2	0	2	56	U	58	0	77	1	0	78	138
0	1	1	U	2	0	4	63	0	67	0	74	0	0	74	143
0	0	3	0	3	0	1	57	0	58	0	112	2	0	114	175
0	1	2	0	3	0	3	58	0	61	0	97	3	0	100	164
0	2	8	0	10	0	10	234	0	244	0	360	6	0	366	620
0.0	20.0	80.0			0.0	4.1	95.9	-		0.0	98.4	1.6		-	
0.0	0.3	1.3		1.6	0.0	1.6	37.7		39.4	0.0	58.1	1.0		59.0	-
0.000	0.500	0.667		0.833	0.000	0.625	0.929		0.910	0.000	0.804	0.500		0.803	0.886
0	2	8		10	0	10	213		223	0	333	6		339	572
	100.0	100.0		100.0		100.0	91.0		91.4	-	92.5	100.0		92.6	92.3
0	0	0		0	0	0	1		1	0	2	0		2	3
	0.0	0.0		0.0		0.0	0.4		0.4	-	0.6	0.0		0.5	0.5
0	0	0		0	0	0	8	-	8	0	8	0		8	16
	0.0	0.0		0.0		0.0	3.4		3.3		2.2	0.0	-	2.2	2.6
0	0	0		0	0	0	12		12	0	17	0		17	29
	0.0	0.0		0.0		0.0	5.1		4.9		4.7	0.0		4.6	4.7
0			-	0	0	0	0		0	0	0	0		0	0
-			-	0.0		0.0	0.0	-	0.0		0.0	0.0		0.0	0.0
	-		0					0					U		
						-	-						3-2-4		
	0 0 0 0 0 0.0 0.0 0.0 0 0 - 0 - 0	U-Turn Left  0 0 0 1 0 1 0 0 0 1 0 0 1 0 0 0 1 0 2 0.0 20.0 0.0 0.500 0 2 - 100.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0 0 0 - 0.0	U-Turn         Left         Eastbound Right           0         0         2           0         1         1           0         0         3           0         1         2           0         2         8           0.0         20.0         80.0           0.0         0.3         1.3           0.000         0.500         0.667           0         2         8           -         100.0         100.0           0         0         0           -         0.0         0.0           0         0         0           -         0.0         0.0           0         0         0           -         0.0         0.0           0         0         0           -         0.0         0.0           0         0         0           -         0.0         0.0           -         0.0         0.0           -         0.0         0.0           -         0.0         0.0           -         0.0         0.0           -         0.0	U-Turn         Left         Right         Peds           0         0         2         0           0         1         1         0           0         1         2         0           0         1         2         0           0         2         8         0           0.0         20.0         80.0         -           0.0         0.3         1.3         -           0.00         0.500         0.667         -           0         2         8         -           -         100.0         100.0         -           0         0         0         -           -         0.0         0         -           0         0         0         -           0         0         0         -           0         0         0         -           0         0         0         -           0         0         0         -           0         0         0         -           0         0         0         -           0         0         0         -	Target South Access Eastbound           U-Turn         Left         Right         Peds         App. Total           0         0         2         0         2           0         1         1         0         2           0         1         1         0         2           0         1         2         0         3           0         2         8         0         10           0.0         20.0         80.0         -         -           0.0         20.0         80.0         -         -           0.0         0.3         1.3         -         1.6           0.00         0.3         1.3         -         1.6           0.000         0.500         0.667         -         0.833           0         2         8         -         10           -         100.0         100.0         -         100.0           0         0         0         -         0           -         0.0         0.0         -         0.0           -         0.0         0.0         -         0.0           0         0 </td <td>  U-Tum</td> <td>  U-Turn</td> <td>  Cu-Turn</td> <td>  U-Tum</td> <td>U-Turn         Left         Right         Peds         App. Total         U-Turn         Left         Thru         Peds         App. Total           0         0         2         0         2         0         2         56         0         58           0         1         1         0         2         0         4         63         0         67           0         0         3         0         3         0         1         57         0         58           0         1         2         0         3         0         1         57         0         58           0         1         2         0         3         0         1         57         0         58           0         1         2         0         3         0         3         58         0         61           0         2         8         0         10         0         10         234         0         244           0.0         20         80.0         -         -         0.0         4.1         95.9         -         -         -           0.0         0         3.3<!--</td--><td>  Cumber   C</td><td>  Target South Access   Eastbound   Eastbound   U-Turn   Left   Thru   Peds   App. Total   U-Turn   Thru    </td><td>  Column   C</td><td>  Curium   Left   Right   Peds   App. Total   U-Tum   Left   Thru   Peds   App. Total   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   U-Tum   Thru   Right   Peds   U-Tum   U-Tum   Thru   U-Tum   U</td><td>  Target South Access   Eastbound   Left   Right   Peds   App. Total   Left   Thru   Thru   Peds   App. Total   Left   Thru   Peds   App. Total   Thru   Thru  </td></td>	U-Tum	U-Turn	Cu-Turn	U-Tum	U-Turn         Left         Right         Peds         App. Total         U-Turn         Left         Thru         Peds         App. Total           0         0         2         0         2         0         2         56         0         58           0         1         1         0         2         0         4         63         0         67           0         0         3         0         3         0         1         57         0         58           0         1         2         0         3         0         1         57         0         58           0         1         2         0         3         0         1         57         0         58           0         1         2         0         3         0         3         58         0         61           0         2         8         0         10         0         10         234         0         244           0.0         20         80.0         -         -         0.0         4.1         95.9         -         -         -           0.0         0         3.3 </td <td>  Cumber   C</td> <td>  Target South Access   Eastbound   Eastbound   U-Turn   Left   Thru   Peds   App. Total   U-Turn   Thru    </td> <td>  Column   C</td> <td>  Curium   Left   Right   Peds   App. Total   U-Tum   Left   Thru   Peds   App. Total   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   U-Tum   Thru   Right   Peds   U-Tum   U-Tum   Thru   U-Tum   U</td> <td>  Target South Access   Eastbound   Left   Right   Peds   App. Total   Left   Thru   Thru   Peds   App. Total   Left   Thru   Peds   App. Total   Thru   Thru  </td>	Cumber   C	Target South Access   Eastbound   Eastbound   U-Turn   Left   Thru   Peds   App. Total   U-Turn   Thru	Column   C	Curium   Left   Right   Peds   App. Total   U-Tum   Left   Thru   Peds   App. Total   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   Duble   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   Thru   Right   Peds   U-Tum   U-Tum   Thru   Right   Peds   U-Tum   U-Tum   Thru   U-Tum   U	Target South Access   Eastbound   Left   Right   Peds   App. Total   Left   Thru   Thru   Peds   App. Total   Left   Thru   Peds   App. Total   Thru   Thru



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

Count Name: Kautz Road with Target South Access Site Code: Start Date: 01/27/2021 Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

	1				Tarring	IVIOVCII	icht C	ak Houi	Data (7	.50 1 101)						1
		Ta	arget South Acce	ess				Kautz Road					Kautz Road			P 3 1 5 5
Start Time	S - T - T - T - T		Eastbound					Northbound					Southbound			
Otal Timo	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	8	5	U	13	0	9	141	0	150	0	53	1	U	54	217
4:45 PM	0	8	14	0	22	0	14	120	0	134	0	65	3	U	68	224
5:00 PM	0	5	3	0	8	0	7	152	0	159	0	51	0	U	51	218
5:15 PM	0	12	5	0	17	0	10	131	0	141	0	61	4	0	65	223
Total	0	33	27	. 0	60	0	40	544	0	584	0	230	8	U	238	882
Approach %	0.0	55.0	45.0			0.0	6.8	93.2		-	0.0	96.6	3.4			
Total %	0.0	3.7	3.1		6.8	0.0	4.5	61.7		66.2	0.0	26.1	0.9		27.0	-
PHF	0.000	0.688	0.482		0.682	0.000	0.714	0.895	House	0.918	0.000	0.885	0.500		0.875	0.984
Lights	0	33	27		60	0	40	535	- 1	575	0	227	8		235	870
% Lights	1 - 4 - 5 to	100.0	100.0		100.0		100.0	98.3		98.5		98.7	100.0		98.7	98.6
Buses	0	0	0		0	0	0	0		0	0 .	0	0	- 1	0	0
% Buses		0.0	0.0		0.0		0.0	0.0	-	0.0		0.0	0.0		0.0	0.0
Single-Unit Trucks	0	0	0		0	0	0	5		5	0	2	0	-	2	7
% Single-Unit Trucks		0.0	0.0		0.0		0.0	0.9		0.9		0.9	0.0		0.8	0.8
Articulated Trucks	0	0	0		0	0	0	4		4	0	1	0		1	5
% Articulated Trucks	-	0.0	0.0		0.0		0.0	0.7		0.7		0.4	0.0		0.4	0.6
Bicycles on Road	0	0	0	I I I	0	0	0	0		0	0	0	0		0	0
% Bicycles on Road		0.0	0.0	2	0.0		0.0	0.0		0.0		0.0	0.0		0.0	0.0
Pedestrians		-		0					0			4-6-16-1		U		
% Pedestrians													<u>-</u>			-



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

Count Name: Main Street with Kautz Road Site Code: Start Date: 01/27/2021 Page No: 1

**Turning Movement Data** 

				Street bound						Street bound						Road bound						Road bound			
Start Time	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-Tum	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	9	121	11	0	141	0	24	97	2	0	123	0	2	8	18	0	28	0	4	9	9	0	22	314
6:15 AM	0	11	166	10	0	187	0	19	111	3	0	133	0	2	8	20	0	30	0	6	17	12	0	35	385
6:30 AM	0	21	200	14	0	235	0	38	157	5	0	200	0	3	8	29	U	40	0	8	15	15	()	38	513
6:45 AM	0	23	208	19	0	250	0	76	127	7	0	210	0	8	16	25	0	49	0	10	36	24	0	70	579
Hourly Total	0	64	695	54	0	813	0	157	492	17	0	666	0	15	40	92	0	147	0	28	77	60	0	165	1791
7:00 AM	0	29	218	6	0	253	1	33	141	7	0	182	0	5	14	34	U	53	0	12	33	17	U	62	550
7:15 AM	0	23	250	14	U	287	0	38	149	8	0	195	0	4	11	45	0	60	0	20	25	18	0	63	605
7:30 AM	0	35	236	14	U	285	0	39	192	9	0	240	0	. 6	20	39	U	65	0	9	25	25	0	59	649
7:45 AM	0	45	258	16	0	319	0	60	180	9	U	249	0	9	21	26	0	56	0	19	38	43	0	100	724
Hourly Total	0	132	962	50	0	1144	1	170	662	33	0	866	0	24	66	144	0	234	0	60	121	103	0	284	2528
8:00 AM	0	28	182	14	U	224	0	53	161	5	U	219	0	4	21	36	0	61	0	14	36	29	U	79	583
8:15 AM	0	21	158	21	0	200	1	42	180	4	U	227	0	10	11	24	O	45	0	14	27	33	()	74	546
8:30 AM	0	41	176	10	0	227	0	40	177	10	U	227	0	8	14	33	U	55	0	12	15	34	0	61	570
8:45 AM	0	28	137	25	0	190	0	43	197	7	0	247	0	8	5	23	U	36	0	7	29	31	0	67	540
Hourly Total	0	118	653	70	0	841	1	178	715	26	0	920	0	30	51	116	0	197	0	47	107	127	0	281	2239
*** BREAK ***	-		-	-	- I	-	-		-	-	-	- 9.4	-		-	E EL			17.5	-			-	-3.	-
4:00 PM	1	42	202	10	0	255	1	31	268	14	0	314	0	20	46	72	U	138	0	21	39	40	0	100	807
4:15 PM	1	38	189	14	U	242	0	52	306	14	0	372	0	23	54	53	0	130	0	24	26	42	0	92	836
4:30 PM	1	35	202	14	0	252	0	39	307	5	O	351	0	27	51	95	0	173	0	16	25	39	0	80	856
4:45 PM	1	46	191	9	O	247	1	46	255	10	U	312	0	30	43	74	0	147	0	12	30	40	0	82	788
Hourly Total	4	161	784	47	0	996	2	168	1136	43	0	1349	0	100	194	294	0	588	0	73	120	161	0	354	3287
5:00 PM	0	36	201	12	U	249	3	29	301	10	0	343	0	26	56	89	U	171	0	32	29	45	0	106	869
5:15 PM	3	46	224	8	0	281	1	37	256	10	0	304	0	48	49	77	U	174	0	19	46	49	()	114	873
5:30 PM	0	39	164	10	U	213	1	35	225	7	0	268	0	13	34	64	0	111	0	16	41	33	0	90	682
5:45 PM	1	24	169	8	0	202	3	39	234	6	U	282	0	21	32	44	0	97	0	29	26	35	0	90	671
Hourly Total	4	145	758	38	0	945	8	140	1016	33	0	1197	0	108	171	274	0	553	0	96	142	162	0	400	3095
Grand Total	8	620	3852	259	0	4739	12	813	4021	152	U	4998	0	277	522	920	U	1719	0	304	567	613	0	1484	12940
Approach %	0.2	13.1	81.3	5.5			0.2	16.3	80.5	3.0			0.0	16.1	30.4	53.5	-	-	0.0	20.5	38.2	41.3	-	-	<u> </u>
Total %	0.1	4.8	29.8	2.0		36.6	0.1	6.3	31.1	1.2		38.6	0.0	2.1	4.0	7.1	-	13.3	0.0	2.3	4.4	4.7	-	11.5	-
Lights	8	602	3566	241	-	4417	12	748	3731	141		4632	0	266	515	866		1647	0	299	564	595	- 1-1	1458	12154
% Lights	100.0	97.1	92.6	93.1		93.2	100.0	92.0	92.8	92.8		92.7	-	96.0	98.7	94.1		95.8	-	98.4	99.5	97.1	16-16	98.2	93.9
Buses	0	8	37	0		45	0	1	44	1		46	0	0	1	0		1	0	0	1	7	-	8	100
% Buses	0.0	1.3	1.0	0.0		0.9	0.0	0.1	1.1	0.7		0.9		0.0	0.2	0.0	-	0.1	-	0.0	0.2	1.1		0.5	0.8
Single-Unit Trucks	0	6	116	8		130	0	34	95	6	1.	135	0	4	5	22	-	31	0	3	1	6	-	10	306
% Single-Unit	0.0	1.0	3.0	3.1		2.7	0.0	4.2	2.4	3.9		2.7		1.4	1.0	2.4	-	1.8	-	1.0	0.2	1.0		0.7	2.4



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

Count Name: Main Street with Kautz Road Site Code: Start Date: 01/27/2021 Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

								Turr	ning iv	/loven	nenti	eak	Hour	Data	(7:15	AIVI)			1						
			Main	Street					Main	Street					Kauta	z Road					Smith	Road			
			East	bound					West	bound					North	bound					South	bound			
Start Time	U-Tum	Left	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	23	250	14	0	287	0	38	149	8	0	195	0	4	11	45	0	60	0	20	25	18	0	63	605
7:30 AM	0	35	236	14	0	285	0	39	192	9	0	240	0	6	20	39	U	65	0	9	25	25	U	59	649
7:45 AM	0	45	258	16	0	319	0	60	180	9	0	249	0	9	21	26	U	56	0	19	38	43	0	100	724
8:00 AM	0	28	182	14	0	224	0	53	161	5	U	219	0	4	21	36	0	61	0	14	36	29	U	79	583
Total	0	131	926	58	O	1115	0	190	682	31	U	903	0	23	73	146	U	242	0	62	124	115	0	301	2561
Approach %	0.0	11.7	83.0	5.2		10 -1 -2	0.0	21.0	75.5	3.4	-		0.0	9.5	30.2	60.3		-	0.0	20.6	41.2	38.2			
Total %	0.0	5.1	36.2	2.3		43.5	0.0	7.4	26.6	1.2		35.3	0.0	0.9	2.9	5.7		9.4	0.0	2.4	4.8	4.5		11.8	
PHF	0.000	0.728	0.897	0.906		0.874	0.000	0.792	0.888	0.861	- 1	0.907	0.000	0.639	0.869	0.811		0.931	0.000	0.775	0.816	0.669	-	0.753	0.884
Lights	0	125	855	53		1033	0	170	618	29		817	0	18	70	133	-	221	0	59	122	108		289	2360
% Lights		95.4	92.3	91.4	-	92.6		89.5	90.6	93.5		90.5		78.3	95.9	91.1	-	91.3		95.2	98.4	93.9	-	96.0	92.2
Buses	0	3	14	0	-	17	0	1	1	0		2	0	0	1	0		1	0	0	1	6		7	27
% Buses		2.3	1.5	0.0		1.5		0.5	0.1	0.0		0.2		0.0	1.4	0.0	- 4	0.4		0.0	0.8	5.2		2.3	1.1
Single-Unit Trucks	0	2	27	4		33	0	5	34	1		40	0	2	2	4	-	8	0	2	0	0	-	2	83
% Single-Unit Trucks		1.5	2.9	6.9		3.0		2.6	5.0	3.2		4.4	44.	8.7	2.7	2.7	-	3.3	-	3.2	0.0	0.0	-	0.7	3.2
Articulated Trucks	0	1	30	1		32	0	14	29	1	-	44	0	3	0	9		12	0	1	1	1		3	91
% Articulated Trucks		0.8	3.2	1.7		2.9		7.4	4.3	3.2		4.9	7	13.0	0.0	6.2	1	5.0	-	1.6	0.8	0.9		1.0	3.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	+21	0	0
% Bicycles on Road	-	0.0	0.0	0.0		0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0
Pedestrians					0			-			0					-	0				-	-	0		-
% Pedestrians	-						·						-			-				-					-



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

Count Name: Main Street with Kautz Road Site Code: Start Date: 01/27/2021 Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

								Tuil	mig iv	TOVCII	CHU	Car	loui i	Data	(1.00										1
			Main	Street					Main	Street					Kautz	Road					Smith	Road			
	1		East	bound					West	bound					North	bound					South	bound			
Start Time	U-Tum	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	1	35	202	14	0	252	0	39	307	5	0	351	0	27	51	95	0	173	0	16	25	39	0	80	856
4:45 PM	1	46	191	9	0	247	1	46	255	10	U	312	0	30	43	74	0	147	0	12	30	40	0	82	788
5:00 PM	0	36	201	12	0	249	3	29	301	10	U	343	0	26	56	89	0	171	0	32	29	45	0	106	869
5:15 PM	3	46	224	8	0	281	1	37	256	10	U	304	0	48	49	77	0	174	0	19	46	49	0	114	873
Total	5	163	818	43	O	1029	5	151	1119	35	O	1310	0	131	199	335	0	665	0	79	130	173	U	382	3386
Approach %	0.5	15.8	79.5	4.2	-		0.4	11.5	85.4	2.7	-		0.0	19.7	29.9	50.4		-	0.0	20.7	34.0	45.3	-		-
Total %	0.1	4.8	24.2	1.3	District Control	30.4	0.1	4.5	33.0	1.0	-	38.7	0.0	3.9	5.9	9.9		19.6	0.0	2.3	3.8	5.1		11.3	
PHF	0.417	0.886	0.913	0.768		0.915	0.417	0.821	0.911	0.875		0.933	0.000	0.682	0.888	0.882		0.955	0.000	0.617	0.707	0.883		0.838	0.970
Lights	5	160	769	43	-	977	5	148	1088	33	-	1274	0	130	199	326		655	0	78	130	172		380	3286
% Lights	100.0	98.2	94.0	100.0		94.9	100.0	98.0	97.2	94.3	-	97.3		99.2	100.0	97.3		98.5		98.7	100.0	99.4		99.5	97.0
Buses	0	0	0	0		0	0	0	4	0	-	4	0	0	0	0		0	0	0	0	0	1 a:	0	4
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	0.0	10.3	0.3	-	0.0	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.1
Single-Unit Trucks	0.0	1	23	0.0		24	0	2	6	1	-	9	0	1	0	5	111-1L	6	0	0	0	1		1	40
% Single-Unit Trucks	0.0	0.6	2.8	0.0	-	2.3	0.0	1.3	0.5	2.9		0.7		0.8	0.0	1.5	-	0.9		0.0	0.0	0.6	-	0.3	1.2
Articulated Trucks	0	2	26	0		28	0	1	21	1	-	23	0	0	0	4		4	0	1	0	0	-	1	56
% Articulated Trucks	0.0	1.2	3.2	0.0		2.7	0.0	0.7	1.9	2.9		1.8		0.0	0.0	1.2	-	0.6		1.3	0.0	0.0	-	0.3	1.7
Bicycles on Road	0	0	0	0		0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0		0	0
% Bicycles on Road	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0		0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-				0						0		12.		<i>/</i> = 1 = 1		0	-	-	-	•	•	0	-	-
% Pedestrians		-			-				-		-		-				-	-				-	-	•	-



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

Count Name: Main Street with Keil Road Site Code: Start Date: 01/27/2021 Page No: 1

**Turning Movement Data** 

			Main Street			Turr	iii ig ivio	Main Street	Jala				Keil Road			
			Eastbound					Westbound					Northbound			
Start Time	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Tum	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	148	0	U	148	0	2	143	U	145	0	0	0	U	0	293
6:15 AM	0	177	0	U	177	1	0	139	0	140	0	0	0	0	0	317
6:30 AM	0	246	0	0	246	0	2	198	0	200	0	0	0	0	0	446
6:45 AM	0	230	0	U	230	2	5	213	0	220	0	0	0	0	0	450
Hourly Total	0	801	0	0	801	3	9	693	0	705	0	0	0	0	0	1506
7:00 AM	1	277	0	0	278	2	1	193	U	196	0	0	0	0	0	474
7:15 AM	1	322	0	0	323	1	2	226	0	229	0	0	1	0	1	553
7:30 AM	1	332	0	0	333	1	1	222	0	224	0	0	0	U	0	557
7:45 AM	0	302	0	0	302	0	2	267	0	269	0	0	0	0	0	571
Hourly Total	3	1233	0	0	1236	4	6	908	0	918	0	0	1	0	1	2155
8:00 AM	0	215	0	U	215	1	4	206	0	211	0	0	1	0	1	427
8:15 AM	1	199	0	U	200	0	1	238	0	239	0	0	2	0	2	441
8:30 AM	2	204	0	0	206	2	2	243	0	247	0	0	0	0	0	453
8:45 AM	2	162	0	U	164	1	5	242	0	248	0	0	1	0	1	413
Hourly Total	5	780	0	0	785	4	12	929	0	945	0	0	4	0	4	1734
*** BREAK ***		-		-	-	- A					-		-			1 - 4
4:00 PM	2	299	0	U	301	4	0	325	0	329	0	0	2	0	2	632
4:15 PM	0	256	0	0	256	1	0	357	0	358	0	0	2	0	2	616
4:30 PM	0	326	1	0	327	0	1	333	0	334	0	1	3	0	4	665
4:45 PM	0	294	0	U	294	0	0	366	0	366	0	1	1	0	2	662
Hourly Total	2	1175	1	0	1178	5	1	1381	0	1387	0	2	8	0	10	2575
5:00 PM	0	313	0	0	313	2	1	310	0	313	0	0	2	0	2	628
5:15 PM	1	315	0	0	316	1	0	278	0	279	0	1	2	0	3	598
5:30 PM	0	240	1	0	241	4	0	292	0	296	0	0	3	U	3	540
5:45 PM	1	233	1	0	235	2	1	271	0	274	0	0	1	0	1	510
Hourly Total	2	1101	2	0	1105	9	2	1151	0	1162	0	1	8	0	9	2276
Grand Total	12	5090	3	0	5105	25	30	5062	0	5117	0	3	21	0	24	10246
Approach %	0.2	99.7	0.1			0.5	0.6	98.9		-	0.0	12.5	87.5		-	-
Total %	0.1	49.7	0.0		49.8	0.2	0.3	49.4		49.9	0.0	0.0	0.2	-	0.2	-
Lights	12	4746	3		4761	25	29	4696		4750	0	3	21		24	9535
% Lights	100.0	93.2	100.0	-	93.3	100.0	96.7	92.8		92.8	-	100.0	100.0		100.0	93.1
Buses	0	35	0		35	0	0	45		45	0	0	0		0	80
% Buses	0.0	0.7	0.0		0.7	0.0	0.0	0.9		0.9		0.0	0.0		0.0	0.8
Single-Unit Trucks	0	136	0		136	0	1	133		134	0	0	0		0	270
% Single-Unit Trucks	0.0	2.7	0.0		2.7	0.0	3.3	2.6		2.6	-	0.0	0.0	-	0.0	2.6
Articulated Trucks	0	173	0		173	0	0	188		188	0	0	0		0	361



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

Count Name: Main Street with Keil Road Site Code: Start Date: 01/27/2021 Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

					Turring	j ivioveni	IEIII FE	ak Houl	Dala (1	. 13 AIVI)						
			Main Street					Main Street					Keil Road			
Die d Tiere			Eastbound					Westbound					Northbound			
Start Time	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	1	322	0	U	323	1	2	226	0	229	0	0	1	U	1	553
7:30 AM	1	332	0	0	333	1	1	222	0	224	0	0	0	0	0	557
7:45 AM	0	302	0	U	302	0	2	267	0	269	0	0	0	0	0	571
8:00 AM	0	215	0	0	215	1	4	206	0	211	0	0	1	U	11	427
Total	2	1171	0	0	1173	3	9	921	Ü	933	0	0	2	0	2	2108
Approach %	0.2	99.8	0.0	4		0.3	1.0	98.7			0.0	0.0	100.0	-		
Total %	0.1	55.6	0.0		55.6	0.1	0.4	43.7		44.3	0.0	0.0	0.1		0.1	-
PHF	0.500	0.882	0.000	-	0.881	0.750	0.563	0.862		0.867	0.000	0.000	0.500	-	0.500	0.923
Lights	2	1081	0		1083	3	9	838		850	0	0	2		2	1935
% Lights	100.0	92.3			92.3	100.0	100.0	91.0	-	91.1	-		100.0	-	100.0	91.8
Buses	0	16	0		16	0	0	3		3	0	0	0	-	0	19
% Buses	0.0	1.4	-		1.4	0.0	0.0	0.3		0.3		-	0.0		0.0	0.9
Single-Unit Trucks	0	32	0		32	0	0	33		33	0	0	0		0	65
% Single-Unit Trucks	0.0	2.7			2.7	0.0	0.0	3.6		3.5		-	0.0		0.0	3.1
Articulated Trucks	0	42	0		42	0	0	47		47	0	0	0		0	89
% Articulated Trucks	0.0	3.6			3.6	0.0	0.0	5.1		5.0		-	0.0	-	0.0	4.2
Bicycles on Road	0	0	0		0	0	0	0		0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0			0.0	0.0	0.0	0.0		0.0			0.0		0.0	0.0
Pedestrians				0					0				-	0		-
% Pedestrians										-					-	-



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

Count Name: Main Street with Keil Road Site Code: Start Date: 01/27/2021 Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

						,	101111 00		Data ( .	.30 P W						
			Main Street					Main Street					Keil Road			
Start Time			Eastbound					Westbound		A per Novel Control			Northbound			F. 55
Otal Crime	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	326	1	0	327	0	1	333	0	334	0	1	3	0	4	665
4:45 PM	0	294	0	0	294	0	0	366	0	366	0	1	1	0	2	662
5:00 PM	0	313	0	0	313	2	1	310	0	313	0	0	2	U	2	628
5:15 PM	1	315	0	U	316	1	0	278	0	279	0	1	2	0	3	598
Total	1	1248	1	0	1250	3	2	1287	0	1292	0	3	8	0	11	2553
Approach %	0.1	99.8	0.1			0.2	0.2	99.6			0.0	27.3	72.7			4:
Total %	0.0	48.9	0.0		49.0	0.1	0.1	50.4		50.6	0.0	0.1	0.3		0.4	
PHF	0.250	0.957	0.250		0.956	0.375	0.500	0.879		0.883	0.000	0.750	0.667	-	0.688	0.960
Lights	1	1189	1		1191	3	2	1248		1253	0	3	8		11	2455
% Lights	100.0	95.3	100.0		95.3	100.0	100.0	97.0		97.0	THE STATE	100.0	100.0		100.0	96.2
Buses	0	0	0		0	0	0	4		4	0	0	0		0	4
% Buses	0.0	0.0	0.0		0.0	0.0	0.0	0.3		0.3		0.0	0.0		0.0	0.2
Single-Unit Trucks	0	28	0	-	28	0	0	12		12	0	0	0		0	40
% Single-Unit Trucks	0.0	2.2	0.0		2.2	0.0	0.0	0.9		0.9		0.0	0.0	-	0.0	1.6
Articulated Trucks	0	31	0		31	0	0	23		23	0	0	0		0	54
% Articulated Trucks	0.0	2.5	0.0		2.5	0.0	0.0	1.8		1.8	-	0.0	0.0		0.0	2.1
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		0.0	0.0
Pedestrians				0		-	-		0					0	-	-
% Pedestrians						4-2-8-9	-	-		XIII III III III III III III III III II	-	-	-	-	MANUAL PROPERTY.	- L



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

Count Name: Main Street with Pheasant Run Access Drive Site Code: Start Date: 01/27/2021 Page No: 1

**Turning Movement Data** 

			Main	Street					Main	Street	9				Pheasant	Run Access	5				Acces	s Drive			
			East	bound					West	bound					North	nbound					South	bound			
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	3	152	0	0	155	0	0	128	1	0	129	0	0	0	0	U	0	0	1	0	0	0	1	285
6:15 AM	0	2	187	0`	0	189	1	0	148	0	0	149	0	0	0	0	0	0	0	0	0	2	U	2	340
6:30 AM	1	2	255	0	0	258	0	0	182	0	0	182	0	0	0	0	U	0	0	2	0	2	U	4	444
6:45 AM	0	6	239	0	0	245	0	0	220	1	0	221	0	0	0	0	0	0	0	1	0	3	U	4	470
Hourly Total	1	13	833	0	0	847	1	0	678	2	0	681	0	- 0	0	0	0	0	0	4	0	7	0	11	1539
7:00 AM	1	3	267	0	0	271	0	0	180	4	0	184	0	0	0	0	0	0	0	2	0	0	0	2	457
7:15 AM	1	3	330	0	0	334	0	0	228	0	0	228	0	0	0	0	U	0	0	1	0	3	U	4	566
7:30 AM	0	4	321	0	U	325	1	0	214	3	0	218	0	0	0	0	U	0	0	0	0	5	0	5	548
7:45 AM	2	6	304	0	O	312	0	0	251	5	0	256	Ó	0	0	0	0	0	0	3	0	4	0	7	575
Hourly Total	4	16	1222	0	0	1242	1	0	873	12	0	886	0	0	0	0	0	0	0	6	0	12	0	18	2146
8:00 AM	3	3	213	0	U	219	0	1	222	4	0	227	0	0	0	0	0	0	0	11	0	4	0	5	451
8:15 AM	2	2	197	0	0	201	0	0	258	4	0	262	0	0	0	0	0	0	0	1	0	0	0	1	464
8:30 AM	1	8	208	1	0	218	1	1	287	11	U	290	0	0	0	0	0	0	0	1	0	1	0	2	510
8:45 AM	1	3	162	0	0	166	0	0	267	2	0	269	0	0	0	0	0	0	0	1	1	0	U	2	437
Hourly Total	7	16	780	1	0	804	1	2	1034	11	0	1048	0	0	0	0	0	0	0	4	1	5	0	10	1862
*** BREAK ***	-	-	-	-	-	-		-	-	-	-	-		-	-		-	-	-		-	-	-	-	
4:00 PM	0	10	291	0	U	301	1	1	305	4	0	311	0	0	0	11	U	1	0	5	0	2	0	7	620
4:15 PM	0	5	250	0	0	255	0	0	327	3	0	330	0	0	0	0	U	0	0	3	0	6	0	9	594
4:30 PM	0	2	310	0	0	312	1	0	347	0	0	348	0	1	0	0	0	1	0	6	0	4	U	10	671
4:45 PM	0	4	278	1	0	283	1	0	333	9	0	343	0	0	0	0	U	0	0	4	0	2	0	6	632
Hourly Total	0	21	1129	1	0	1151	3	1	1312	16	0	1332	0	1	0	1	0	2	0	18	0	14	0	32	2517
5:00 PM	0	10	310	0	U	320	0	0	306	6	U	312	0	0	0	1	U	1	0	2	0	10	0	12	645
5:15 PM	2	8	308	0	U	318	2	0	280	5	0	287	0	0	0	0	0	0	0	5	0	8	0	13	618
5:30 PM	1	9	230	0	0	240	0	0	258	6	0	264	0	0	0	1	U	1	0	7	0	4	0	11	516
5:45 PM	0	12	226	1	U	239	0	1	289	7	0	297	0	0	0	2	0	2	0	8	0	3	0	11	549
Hourly Total	3	39	1074	1	0	1117	2	1	1133	24	0	1160	0	0	0	4	0	4	0	22	0	25	0	47	2328
Grand Total	15	105	5038	3	0	5161	8	4	5030	65	0	5107	0	1	0	5	0	6	0	54	1	63	0	118	10392
Approach %	0.3	2.0	97.6	0.1			0.2	0.1	98.5	1.3	-	-	0.0	16.7	0.0	83.3	-	-	0.0	45.8	0.8	53.4	-	-	-
Total %	0.1	1.0	48.5	0.0	-	49.7	0.1	0.0	48.4	0.6	-	49.1	0.0	0.0	0.0	0.0	-	0.1	0.0	0.5	0.0	0.6		1.1	-
Lights	15	101	4695	3	-	4814	8	4	4673	65	E 128	4750	0	1	0	5		6	0	53	1	62		116	9686
% Lights	100.0	96.2	93.2	100.0		93.3	100.0	100.0	92.9	100.0	-	93.0	-	100.0		100.0	-	100.0		98.1	100.0	98.4		98.3	93.2
Buses	0	0	36	0	-	36	0	0	52	0	-	52	0	0	0	0	-	0	0	0	0	0		0	88
% Buses	0.0	0.0	0.7	0.0	-	0.7	0.0	0.0	1.0	0.0	-	1.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	4	141	0		145	0	0	125	0	-	125	0	0	0	0	-	0	0	0	0	1	-	1	271
% Single-Unit Trucks	0.0	3.8	2.8	0.0	-	2.8	0.0	0.0	2.5	0.0		2.4	-	0.0		0.0		0.0		0.0	0.0	1.6	-	0.8	2.6



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

Count Name: Main Street with Pheasant Run Access Drive Site Code: Start Date: 01/27/2021 Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

								Turr	iing iv	rioven	nenti	-eak	Hour	Data	(7:15	AIVI)									
			Main	Street					Main	Street					Pheasant F	Run Access	3				Acces	s Drive			
			East	bound			1000		West	bound					North	bound			-		South	bound			
Start Time	U-Tum	Left	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	1	3	330	0	U	334	0	0	228	0	0	228	0	0	0	0	0	0	0	1	0	3	U	4	566
7:30 AM	0	4	321	0	0	325	1	0	214	3	U	218	0	0	0	0	0	0	0	0	0	5	0	5	548
7:45 AM	2	6	304	0	0	312	0	0	251	5	U	256	0	0	0	0	0	0	0	3	0	4	0	7	575
8:00 AM	3	3	213	0	0	219	0	1	222	4	U	227	0	0	0	0	0	0	0	1	0	4	0	5	451
Total	6	16	1168	0	0	1190	1	1	915	12	0	929	0	0	0	0	U	0	0	5	0	16	0	21	2140
Approach %	0.5	1.3	98.2	0.0	-		0.1	0.1	98.5	1.3			0.0	0.0	0.0	0.0	-		0.0	23.8	0.0	76.2	-		12/2-12
Total %	0.3	0.7	54.6	0.0		55.6	0.0	0.0	42.8	0.6	1 41	43.4	0.0	0.0	0.0	0.0	πia in	0.0	0.0	0.2	0.0	0.7		1.0	
PHF	0.500	0.667	0.885	0.000		0.891	0.250	0.250	0.911	0.600	-	0.907	0.000	0.000	0.000	0.000	TI B. H.	0.000	0.000	0.417	0.000	0.800	- T.	0.750	0.930
Lights	6	16	1077	0	-	1099	1	1	832	12		846	0	0	0	0	-	0	0	5	0	16		21	1966
% Lights	100.0	100.0	92.2	-	-	92.4	100.0	100.0	90.9	100.0	-	91.1			-				-	100.0	-	100.0		100.0	91.9
Buses	0	0	16	0	-	16	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	18
% Buses	0.0	0.0	1.4			1.3	0.0	0.0	0.2	0.0	1200	0.2	-				-		- 1	0.0		0.0		0.0	0.8
Single-Unit Trucks	0	0	33	0	-	33	0	0	37	0	-/	37	0	0	0	0		0	0	0	0	0		0	70
% Single-Unit Trucks	0.0	0.0	2.8			2.8	0.0	0.0	4.0	0.0		4.0	-			•		-	-	0.0	-	0.0		0.0	3.3
Articulated Trucks	0	0	42	0	1	42	0	0	44	0		44	0	0	0	0		0	0	0	0	0	TIPLE F	0	86
% Articulated Trucks	0.0	0.0	3.6			3.5	0.0	0.0	4.8	0.0		4.7		-		-			-	0.0	-	0.0	-	0.0	4.0
Bicycles on Road	0	0	0	0		0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0		0	0
% Bicycles on Road	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	-	1. j 1. i			-		-	0.0	-	0.0		0.0	0.0
Pedestrians					0			-			0		-	vito (i	-		0	577.00				-	0		-
% Pedestrians	-						11 - 15			112.47			17/12			-	-		17-3	-		-	-	-	-



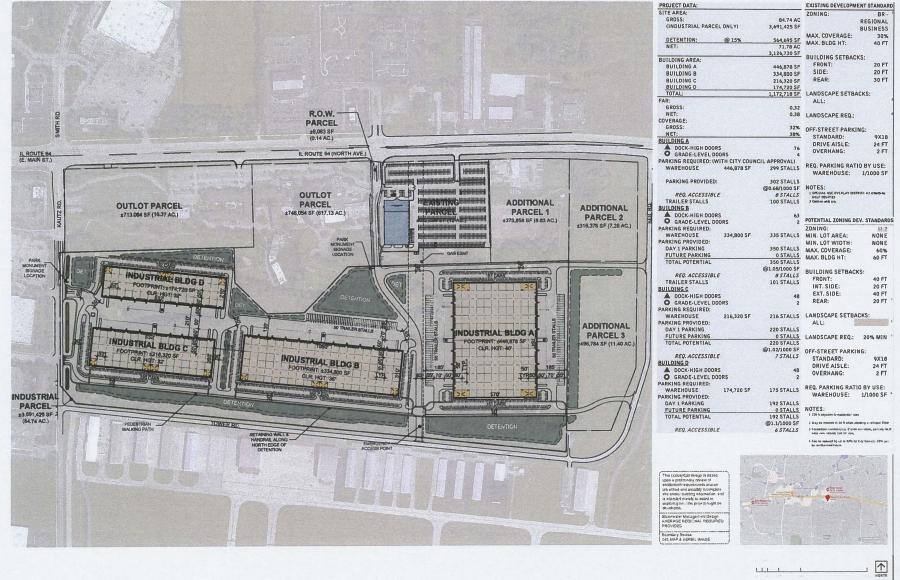
Rosemont, Illinois, United States 60018 (847)518-9990

Count Name: Main Street with Pheasant Run Access Drive Site Code: Start Date: 01/27/2021 Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

							I GIT	9	10101	IICIIC I	Cuit	ioui	Data	(4.00	1 101/									
		Main	Street			100 h		Main	Street					Pheasant I	Run Access	3				Acces	s Drive			
		East	bound					West	bound					North	bound					South	bound			
U-Tum	Left	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Right	Peds	App. Total	U-Tum	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
0	2	310	0	0	312	1	0	347	0	0	348	0	1	0	0	U	1	0	6	0	4	0	10	671
0	4	278	1	0	283	1	0	333	9	0	343	0	0	0	0	0	0	0	4	0	2	U	6	632
0	10	310	0	0	320	0	0	306	6	0	312	0	0	0	1	0	1	0	2	0	10	0	12	645
2	8	308	0	0	318	2	0	280	5	0	287	0	0	0	0	U	0	0	5	0	8	()	13	618
2	24	1206	1	U	1233	4	0	1266	20	0	1290	0	1	0	1	U	2	0	17	0	24	0	41	2566
0.2	1.9	97.8	0.1	- ( )		0.3	0.0	98.1	1.6	-		0.0	50.0	0.0	50.0		-	0.0	41.5	0.0	58.5	-		
0.1	0.9	47.0	0.0		48.1	0.2	0.0	49.3	0.8	-	50.3	0.0	0.0	0.0	0.0		0.1	0.0	0.7	0.0	0.9		1.6	10.
0.250	0.600	0.973	0.250		0.963	0.500	0.000	0.912	0.556		0.927	0.000	0.250	0.000	0.250	-	0.500	0.000	0.708	0.000	0.600		0.788	0.956
2	24	1149	1	-	1176	4	0	1230	20	-	1254	0	1	0	1	7	2	0	17	0	24		41	2473
100.0	100.0	95.3	100.0	-	95.4	100.0	-	97.2	100.0		97.2		100.0		100.0		100.0		100.0	-	100.0		100.0	96.4
0	0	0	0		0	0	0	3	0		3	0	0	0	0		0	0	0	0	0		0	3
0.0	0.0	0.0	0.0		0.0	0.0		0.2	0.0		0.2		0.0	-	0.0		0.0	-	0.0		0.0	-	0.0	0.1
0	0	26	0		26	0	0	10	0		10	0	0	0	0		0	0	0	0	0		0	36
0.0	0.0	2.2	0.0		2.1	0.0		0.8	0.0		0.8		0.0	-	0.0	-	0.0		0.0		0.0		0.0	1.4
0	0	31	0		31	0	0	23	0	-	23	0	0	0	0		0	0	0	0	0	-	0	54
0.0	0.0	2.6	0.0		2.5	0.0		1.8	0.0		1.8		0.0	4	0.0		0.0		0.0		0.0		0.0	2.1
0	0	0	0		0	0	0	0	0	-	0	0	0	0	0		0	0	0	0	0	-	0	0
0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	-	0.0	-	0.0		0.0	-	0.0	-	0.0	-	0.0	0.0
			-	0				10-44		0	-			1 4 1		0			102	-		0	9:5	- 7- 4-
	-				1.1	-	-		-			-		2 32 0			1			-	-	-		-
	0 0 0 2 2 0.2 0.1 0.250 2 100.0 0 0 0.0 0	0 2 0 4 0 10 2 8 2 24 0.2 1.9 0.1 0.9 0.250 0.600 2 24 100.0 100.0 0 0 0.0 0.0 0 0 0.0 0.0 0 0 0 0 0 0	U-Tum Left Thru  0 2 310  0 4 278  0 10 310  2 8 308  2 24 1206  0.2 1.9 97.8  0.1 0.9 47.0  0.250 0.600 0.973  2 24 1149  100.0 100.0 95.3  0 0 0  0 0 0  0 0 26  0.0 0.0 2.2  0 0 31  0.0 0.0 0.0  0 0 0	0         2         310         0           0         4         278         1           0         10         310         0           2         8         308         0           2         24         1206         1           0.2         1.9         97.8         0.1           0.1         0.9         47.0         0.0           0.250         0.600         0.973         0.250           2         24         1149         1           100.0         100.0         95.3         100.0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         2.6         0           0         0         31         0           0         0         0         0           0         0         2.6         0.0           0         0         0         0	Eastbound           U-Turn         Left         Thru         Right         Peds           0         2         310         0         0           0         4         278         1         0           0         10         310         0         0           2         8         308         0         0           2         24         1206         1         0           0.2         1.9         97.8         0.1         -           0.1         0.9         47.0         0.0         -           0.250         0.600         0.973         0.250         -           2         24         1149         1         -           100.0         100.0         95.3         100.0         -           0         0         0         0         -           0.0         0.0         0.0         -           0.0         0.0         0.0         -           0.0         0.0         2.2         0.0           0         0         2.2         0.0           0         0         2.6         0.0           0	U-Turn         Left         Thru         Right         Peds         App. Total           0         2         310         0         0         312           0         4         278         1         0         283           0         10         310         0         0         320           2         8         308         0         0         318           2         24         1206         1         0         1233           0.2         1.9         97.8         0.1         -         -           0.1         0.9         47.0         0.0         -         48.1           0.250         0.600         0.973         0.250         -         0.963           2         24         1149         1         -         1176           100.0         100.0         95.3         100.0         -         95.4           0         0         0         0         -         0           0.0         0.0         0.0         -         0           0.0         0         0         -         0           0.0         0         0         -	Eastbund           U-Turn         Left         Thru         Right         Peds         App. Total Protain         U-Turn Total           0         2         310         0         0         312         1           0         4         278         1         0         283         1           0         10         310         0         0         320         0           2         8         308         0         0         318         2           2         24         1206         1         0         1233         4           0.2         1.9         97.8         0.1         -         -         0.3           0.1         0.9         47.0         0.0         -         48.1         0.2           0.250         0.600         0.973         0.250         -         0.963         0.500           2         24         1149         1         -         1176         4           100.0         100.0         95.3         100.0         -         95.4         100.0           0         0         0         0         -         0         0	Main Street Eastbound           U-Turn         Left         Thru         Right         Peds         App. Total         U-Turn         Left           0         2         310         0         0         312         1         0           0         4         278         1         0         283         1         0           0         10         310         0         0         320         0         0           2         8         308         0         0         318         2         0           2         24         1206         1         0         1233         4         0           0.2         1.9         97.8         0.1         -         -         0.3         0.0           0.1         0.9         47.0         0.0         -         48.1         0.2         0.0           0.250         0.600         0.973         0.250         -         0.963         0.500         0.00           2         24         1149         1         -         1176         4         0           100.0         100.0         95.3         100.0         -         95.4	Main Street   Eastbound   West	U-Turn   Left   Thru   Right   Peds   App.   U-Turn   Left   Thru   Right   Right   U-Turn   Left   Thru   Right   Right   U-Turn   Left   Thru   Right   U-Turn   Left   Thru   Right   U-Turn   Left   Thru   Right   U-Turn   Left   Thru   Right   U-Turn   U-Turn   Left   Thru   Right   U-Turn   U	U-Turn   Left   Thru   Right   Peds   App. Total   U-Turn   Left   Thru   Right   Peds   App. Total   U-Turn   Left   Thru   Right   Peds   Peds   Total   U-Turn   Left   Thru   Right   Peds   Quantification   Quantification	U-Tum   Left   Thru   Right   Peds   App.   Total   U-Tum   Left   Thru   Right   Peds   App.   Total	U-Tum	U-Tum	Main Street   Eastbound   Main Street   House   Main Street   Westbound   W	U-Tum	U-Turn	U-Turn	U-Turn	U-Turn   Left   Thru   Right   Peds   App   U-Turn   Left   Thru   Right   Peds   App   U-Turn   Left   Thru   Right   Peds   App   U-Turn   Right   Peds   App   U-Turn   Right   Peds   App   U-Turn   Right   Peds   App   U-Turn   Left   Thru   Right   Peds   Thru   Thru   Right   Peds   Thru   Thru   Thru   Thru   Right   Peds   Thru   Thr			Cultimax   Left   Thru   Right   Peds   App.   Cultimax   Left   Thru   Right   Peds   Thru   Right   Peds   Thru   Right   Peds   Thru   Right   Peds   Thru   Right   Right   Peds   Thru   Right   Thru	L-Tium   Left   Thru   Right   Right   Pack   App   L-Tium   Left   Thru   Right   Pack   App   Right   Pack   App   L-Tium   Right   Pack   Thru   Right   Pack   App   Right   Pack   Right   Pack   App   Right   Pack   Pac

Preliminary Site Plan



GRECO | DEROM

scheme: 17

Conceptual Site Plan

St. Charles, 1L

WARE MALCOMB

ITE Trip Generation Worksheets

## Land Use: 110 General Light Industrial

#### **Description**

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

#### **Additional Data**

Time-of-day distribution data for this land use are presented in Appendix A. For the 30 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

#### **Source Numbers**

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

# General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

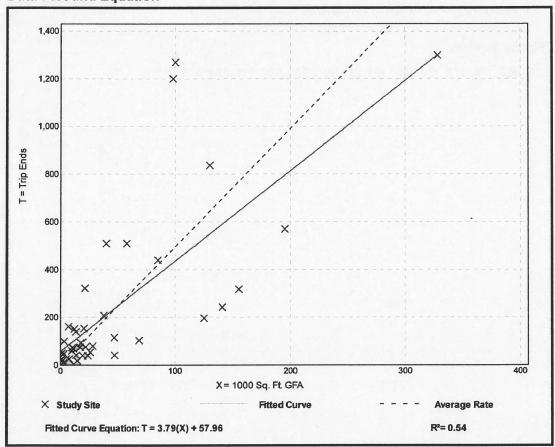
Number of Studies: 40 1000 Sq. Ft. GFA: 49

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
4.96	0.34 - 43.86	4.20

## **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

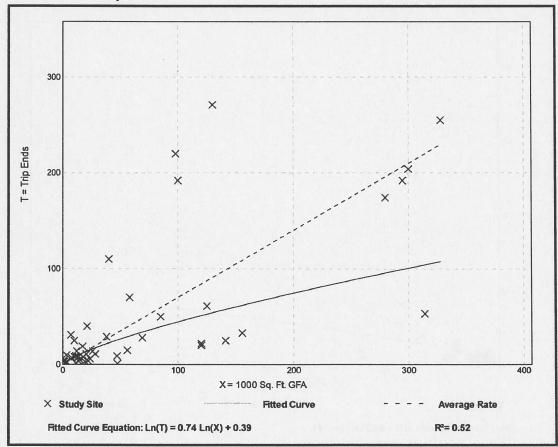
Number of Studies: 45

1000 Sq. Ft. GFA: 73
Directional Distribution: 88% entering, 12% exiting

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

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Average Rate	Range of Rates	Standard Deviation
0.70	0.02 - 4.46	0.65

### **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

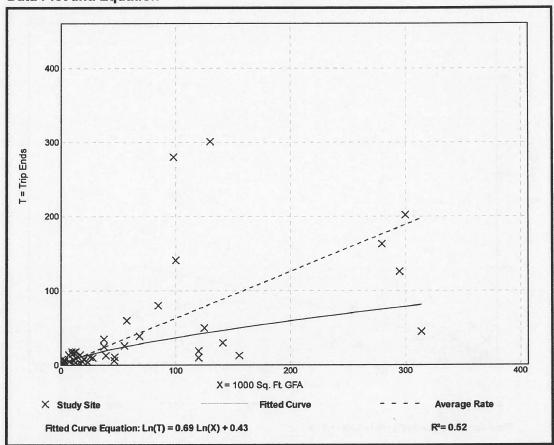
Number of Studies: 44

1000 Sq. Ft. GFA: 67
Directional Distribution: 13% entering, 87% exiting

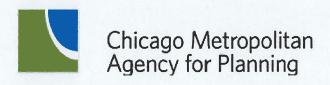
#### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.63	0.07 - 7.02	0.68

## **Data Plot and Equation**



CMAP 2050 Projections Letter



433 West Van Buren Street Suite 450 Chicago, IL 60607

> 312-454-0400 cmap.illinois.gov

July 12, 2021

Andrew Bowen
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: IL 64 (Main Street) @ Kautz Road/Smith Road

IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated July 8, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
IL 64 (Main St) east of Kautz Rd	32,400	42,000
IL 64 (Main St) west of Kautz Rd	32,900	40,000
Kautz Rd south of IL 64 (Main St)	8,150	11,700
Smith Rd north of IL 64 (Main St)	7,050	8,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP

Senior Planner, Research & Analysis

cc: Rios (IDOT)

2021 CY TrafficForecast\St.Charles\ka-23-21\ka-23-21.docx

Level of Service Criteria

### LEVEL OF SERVICE CRITERIA

		SERVICE CRITERIA
	S	ignalized Intersections Average Control
Level of		Average Connor  Delay
Service	Interpretation	
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping	1
В	Good progression, with more vehicles stopping than for Level of Service A	
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficien capacity during the cycle) may begin to appear Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping	t V t
D	The volume-to-capacity ratio is high and eithe progression is ineffective or the cycle length is too long Many vehicles stop and individual cycle failures are noticeable	9
Е	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent	e
F	The volume-to-capacity ratio is very high, progression i very poor, and the cycle length is long. Most cycles fai to clear the queue	1
		signalized Intersections
	Level of Service Average	Total Delay (SEC/VEH)
	A	0 - 10
	B	> 10 - 15
	C	> 15 - 25
	D	> 25 - 35
NO. INC. THE PARTY OF THE PARTY	Е	> 35 - 50
	F	> 50
	Source: High	way Capacity Manual, 2010.

Capacity Analysis Summary Sheets
2021 Base Weekday Morning Peak Hour Conditions

	1	<b>→</b>	7	1	+	1	1	1	-	-	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ইণ	444	7	ইণ	444	7	1	<b>1</b>	7	1	<b></b>	7
Traffic Volume (vph)	177	1326	78	257	967	42	31	101	197	84	182	155
Future Volume (vph)	177	1326	78	257	967	42	31	101	197	84	182	155
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		200	300		190	200		580	195		0
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	300			300			175			175		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	5103	1482	3155	5009	1509	1467	1980	1468	1719	1961	1524
Flt Permitted	0.950	0100	1102	0.950	0000	1000	0.436	1000		0.594		
Satd. Flow (perm)	3335	5103	1482	3155	5009	1509	673	1980	1468	1075	1961	1524
Right Turn on Red	0000	0100	No	0100	0000	No		1000	No	1010	1001	No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2097			2145			538			1315	RED CA
Travel Time (s)		31.8			32.5			9.2			22.4	
Confl. Peds. (#/hr)		01.0			02.0			0.2			22.7	
Confl. Bikes (#/hr)		AND THE REAL PROPERTY.										
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	7%	9%	11%	9%	7%	23%	1%	10%	5%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		0 70			070			070			070	
Lane Group Flow (vph)	201	1507	89	292	1099	48	35	115	224	95	207	176
Turn Type	Prot	NA NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2	3	1	6	7	3	8	1 Cilli	7	4	1 Citi
Permitted Phases			2			6	8		8	4	SERVICE S	4
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	4
Switch Phase			3						0			
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0	8.0	8.0
Minimum Split (s)	7.5	21.0	6.5	7.5	21.0	6.5	6.5	14.0	14.0	6.5	14.0	14.0
Total Split (s)	18.0	67.0	13.0	23.0	72.0	13.0	13.0	27.0	27.0	13.0	27.0	27.0
Total Split (%)	13.8%	51.5%	10.0%	17.7%	55.4%	10.0%	10.0%	20.8%	20.8%	10.0%	20.8%	20.8%
Yellow Time (s)	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME	THE RESERVE OF THE PERSON NAMED IN	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO		The second second second	3.5	3.5	4.5		ACCUSATION AND DESCRIPTION OF THE PERSON NAMED IN	Charles of the latest statement of the latest statemen	The state of the s
AND THE RESIDENCE OF THE PROPERTY OF THE PROPE	3.5	4.5	3.5	3.5	4.5	0.0	0.0	1.5	4.5	3.5	4.5	4.5
All-Red Time (s)	0.0	The second second second	0.0	0.0	0.0	0.0		0.0	0.0	0.0	1.5	1.5
Lost Time Adjust (s)		0.0				3.5	0.0				0.0	0.0
Total Lost Time (s)	4.5	6.0	3.5	4.5	6.0	The second second second	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effet Green (s)	12.2	63.4	77.0	16.4	67.6	82.6	31.3	21.1	21.1	34.1	22.5	22.5
Actuated g/C Ratio	0.09	0.49	0.59	0.13	0.52	0.64	0.24	0.16	0.16	0.26	0.17	0.17

## 1: Kautz Road/Smith Road & II 64

	1	-	1	1	+	*	4	1	-	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.64	0.61	0.10	0.73	0.42	0.05	0.17	0.36	0.94	0.29	0.61	0.67
Control Delay	66.4	25.9	12.1	61.9	19.4	9.4	36.7	52.1	98.7	38.5	58.6	63.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	25.9	12.1	61.9	19.4	9.4	36.7	52.1	98.7	38.5	58.6	63.9
LOS	E	C	В	E	В	A	D	D	F	D	E	E
Approach Delay		29.7			27.7			78.6			56.5	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	85	335	32	123	194	14	22	87	189	61	163	140
Queue Length 95th (ft)	123	380	55	166	216	30	49	144	#339	106	246	#233
Internal Link Dist (ft)		2017			2065			458			1235	
Turn Bay Length (ft)	255		200	300		190	200		580	195		
Base Capacity (vph)	346	2488	899	448	2604	964	229	321	238	331	339	264
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.61	0.10	0.65	0.42	0.05	0.15	0.36	0.94	0.29	0.61	0.67

#### Intersection Summary

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 32 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 36.6

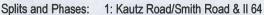
Intersection Capacity Utilization 65.6%

Intersection LOS: D
ICU Level of Service C

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





	•	1	<b>→</b>	1	F	-	+	*	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		Ä	ተተተ	7		A	ተተተ	7	7	个	7	
Traffic Volume (vph)	8	22	1577	0	3	0	1236	16	0	0	0	7
Future Volume (vph)	8	22	1577	0	3	0	1236	16	0	0	0	7
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		190		195		200		200	100		100	80
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		200				200			100			115
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.850				
Flt Protected		0.950				0.950						0.950
Satd. Flow (prot)	0	1805	5056	1900	0	1805	5009	1615	1900	2000	1900	1805
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	1805	5056	1900	0	1805	5009	1615	1900	2000	1900	1805
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)											Maisia.	
Link Speed (mph)			45				45			30		
Link Distance (ft)			2145				1836			1071		
Travel Time (s)			32.5				27.8			24.3		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	8%	0%	0%	0%	9%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)		THE COURSE OF	070		Market Water							
Lane Group Flow (vph)	0	33	1696	0	0	3	1329	17	0	0	0	8
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt		Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8		7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase		J					U					
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0
Minimum Split (s)	7.5	7.5	21.0	7.5	7.5	7.5	21.0	7.5	7.5	14.0	14.0	7.5
Total Split (s)	14.0	14.0	78.0	13.0	14.0	14.0	78.0	13.0	13.0	25.0	25.0	13.0
Total Split (%)	10.8%	10.8%	60.0%	10.0%	10.8%	10.8%	60.0%	10.0%	10.0%	19.2%	19.2%	10.0%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
the state of the s	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Total Lost Time (s)	Lood	WORLDS-THE COLUMN	THE RESIDENCE OF THE PERSON		Lood	THE RESIDENCE OF THE PARTY OF T	The state of the s	THE RESIDENCE PROPERTY OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN CO	THE REAL PROPERTY.		The state of the s	THE RESERVE OF THE PERSON NAMED IN
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag Yes	Lag	Lead Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	THE RESERVE OF THE PARTY OF THE	AND RESIDENCE OF THE PERSON NAMED IN
Recall Mode	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)		7.9	114.9			5.8	108.9	119.8				9.4
Actuated g/C Ratio		0.06	0.88			0.04	0.84	0.92				0.07

	+	1
Lane Group	SBT	SBR
Lane Configurations		JUST
Traffic Volume (vph)	<b>↑</b>	the second second second second
	0	22
Future Volume (vph)	0	22
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		0.300
Satd. Flow (prot)	2000	1615
Flt Permitted	2000	1010
	2000	1645
Satd. Flow (perm)	2000	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	404	
Travel Time (s)	9.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.93	0.93
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	No or other Party of the Party
	070	
Shared Lane Traffic (%)		0.4
Lane Group Flow (vph)	0	24
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	19.2%	19.2%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
	The second secon	
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s) Actuated g/C Ratio		8.9 0.07

	•	*	-	7	F	-	-	-	1	1	1	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.30	0.38			0.04	0.32	0.01				0.06
Control Delay	MARKET MARKET PARK	65.4	1.4			60.0	4.6	1.1				54.6
Queue Delay		0.0	0.0			0.0	0.0	0.0				0.0
Total Delay		65.4	1.4			60.0	4.6	1.1				54.6
LOS		E	A			E	A	Α				D
Approach Delay			2.6				4.7					
Approach LOS			Α				Α					
Queue Length 50th (ft)		27	37			3	122	1				6
Queue Length 95th (ft)		m44	m106			13	170	4				23
Internal Link Dist (ft)			2065				1756			991		
Turn Bay Length (ft)		190				200		200				80
Base Capacity (vph)		134	4468			131	4197	1488				152
Starvation Cap Reductn		0	0			0	0	0				0
Spillback Cap Reductn		0	0			0	0	0				0
Storage Cap Reductn		0	0			0	0	0				0
Reduced v/c Ratio		0.25	0.38			0.02	0.32	0.01				0.05
Intersection Summary												

Intersection Summar

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 59 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 4.1
Intersection Capacity Utilization 45.6%

Intersection LOS: A
ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Pheasant Run & II 64



	1	1
Lane Group	SBT	SBR
v/c Ratio		0.22
Control Delay		61.5
Queue Delay		0.0
Total Delay		61.5
LOS		E
Approach Delay	59.8	
Approach LOS	E	
Queue Length 50th (ft)		20
Queue Length 95th (ft)		48
Internal Link Dist (ft)	324	Torrison the second
Turn Bay Length (ft)		
Base Capacity (vph)		236
Starvation Cap Reductn		0
Spillback Cap Reductn		0
Storage Cap Reductn		0
Reduced v/c Ratio		0.10
Intersection Summary		Salar Bar

Intersection								
Int Delay, s/veh	0.2							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	A	1	T T	1100	NO.	<b>†</b>	W	HOIL
Traffic Vol, veh/h	3	1584	0	4	12	1252	0	3
Future Vol, veh/h	3	1584	0	4	12	1252	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized			None			None		None
Storage Length	200		180	-	200	-	0	_
Veh in Median Storage,		0		-		0	1	
Grade, %		0				0	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	0	0	9	0	0
Mymt Flow	3	1722	0	4	13	1361	0	3
Major/Minor NA	nio-1			Major			Minor1	No.
Charles and the Control of the Contr	ajor1	^		Major2	4700		Contract of the last	004
Conflicting Flow All	993	0	0	1257	1722	0	2306	861
Stage 1	-	1 -		-	•		1728 578	•
Stage 2	5.6	-	-	5.6	5.3	-	5.7	7.1
Critical Hdwy	and the second				FURNISHED MARKET		6.6	The state of the s
Critical Hdwy Stg 1	-		-		-	<u>-</u>	-	-
Critical Hdwy Stg 2	2.3		-	2.3	3.1		3.8	3.9
Follow-up Hdwy			-	322		-	66	
Pot Cap-1 Maneuver	451		-	322	177		87	260
Stage 1		-	-	-		-	483	A Z TORANGER
Stage 2				•		MINELSON.	400	-
Platoon blocked, %	451	-	-	199	199	-	60	260
Mov Cap-1 Maneuver	The second second	-		199			77	200
Mov Cap-2 Maneuver					-		86	- Table 1
Stage 1						-	442	•
Stage 2		•					442	-
Approach	EB			WB			NB	
HCM Control Delay, s	0			0.3			19	
HCM LOS							C	
Minor Lane/Major Mvmt		VBLn1	EBU	EBT	EBR	WBL	WBT	
Capacity (veh/h)		260	THE RESERVE AND DESCRIPTION OF THE PERSON NAMED IN					
HCM Lane V/C Ratio		0.013		-	-	0.087	-	of a facility of the facility
HCM Control Delay (s)		19	13			24.8		
HCM Lane LOS		C	В	-	-	С	-	
HCM 95th %tile Q(veh)		0	0	NY 4		0.3		
2000 2000							NATIONAL PROPERTY.	

TRANSPARM CETT IN			Cleuren		18 7 V	
Intersection	1				W. Pak	
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7		1	44	<b>1</b>	
Traffic Vol, veh/h	9	5	4	320	491	26
Future Vol, veh/h	9	5	4	320	491	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None	-	None
Storage Length	110	0	140	-		
Veh in Median Storage,	INVESTIGATION OF	-	-		0	
Grade, %	0	-	-	0	0	
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	20	0	9	7	12
Mvmt Flow	10	6	5	368	564	30
Major/Minor N	linor2		Major1		Major2	
Conflicting Flow All	773	297	594	0	-	0
Stage 1	579	-	-	-		
Stage 2	194		-	-	-	
Critical Hdwy	6.8	7.3	4.1		-	-
Critical Hdwy Stg 1	5.8		-	-		-
Critical Hdwy Stg 2	5.8		-	-	7-	-
Follow-up Hdwy	3.5	3.5	2.2	-		
Pot Cap-1 Maneuver	340	648	992	-	-	
Stage 1	529	-	-	-		-
Stage 2	826	-	-	-	-	-
Platoon blocked, %	000	0.10			-	-
Mov Cap-1 Maneuver	338	648	992		-	-
Mov Cap-2 Maneuver	432		-	-	-	-
Stage 1	526	-	-			-
Stage 2	826		-		-	-
		ELERNIS .				
Approach	EB		NB		SB	
HCM Control Delay, s	12.5		0.1		0	
HCM LOS	В					
Minor Lane/Major Mvmt		NBL	NRT	EBLn1	FRI n2	SBT
Capacity (veh/h)		992	IND I			ODI -
HCM Lane V/C Ratio		0.005		0.024		
HCM Control Delay (s)	THE REAL PROPERTY.	8.6		The state of the s	10.6	-
HCM Lane LOS		Α		THE RESERVE OF THE PERSON NAMED IN	В	
HCM 95th %tile Q(veh)	NO.	0			0	
,		· ·	AND PERSONS	0.1	U	

		No constitution				
Intersection		HT A TA				
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	THE OWNER OF TAXABLE PARTY.	INDL		<b>1</b>	ODIN
Traffic Vol, veh/h	3		14	321	488	8
Future Vol, veh/h	3		14	321	488	8
Conflicting Peds, #/hr	0		0	0	400	0
Sign Control				Free	Free	
RT Channelized	Stop		Free	And the second second	THE RESERVE AND ADDRESS OF THE PARTY OF THE	Free
	400		475	Control State	•	
Storage Length	100	0	175	-	-	-
Veh in Median Storage				0	0	-
Grade, %	0		-	0	0	-
Peak Hour Factor	89		89	89	89	89
Heavy Vehicles, %	0		0	9	7	0
Mvmt Flow	3	12	16	361	548	9
Major/Minor N	Minor2		Major1		Major2	
Committee of the commit				The second secon	viajuiz	^
Conflicting Flow All	946	279	557	0	-	0
Stage 1	553			-	•	-
Stage 2	393		-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	•
Critical Hdwy Stg 1	5.8	-	Last-	-		-
Critical Hdwy Stg 2	5.4				-	
Follow-up Hdwy	3.5	3.3	2.2		-	-
Pot Cap-1 Maneuver	278	724	1024	-	-	
Stage 1	546		-			
Stage 2	686	-	_			
Platoon blocked, %				-		
Mov Cap-1 Maneuver	274	724	1024			
Mov Cap-2 Maneuver	397	-	1027		-	
Stage 1	537					
The last the same and the same						NAME OF THE OWNER, OWNE
Stage 2	686	-				
Approach	EB		NB		SB	
HCM Control Delay, s	11		0.4		0	
HCM LOS	В		0.1		•	
TIOW LOO						
Minoritania		MDI	Not	EDI 4	EDIC	CDT
Minor Lane/Major Mymt		NBL		EBLn1		SBT
Capacity (veh/h)	HAR	1024	-	SECTION AND DESCRIPTION OF THE PERSON NAMED IN	724	-
HCM Lane V/C Ratio		0.015		0.008		
HCM Control Delay (s)		8.6			10.1	-
HCM Lane LOS		Α	-	В	В	-
HCM 95th %tile Q(veh)		0		0	0.1	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDI	INDL	1/01	<b>A</b>	JOEN
Traffic Vol, veh/h	36	31	32	299	437	62
Future Vol, veh/h	36	31	32	299	437	62
Conflicting Peds, #/hr	0	0	0	299	0	02
	PARTY MARKET	STATE OF THE PARTY		Free	Free	ENHEWN AND
Sign Control RT Channelized	Stop	Stop	Free		NAME OF TAXABLE PARTY.	Free
	-	None	405	None	-	None
Storage Length	0	-	105	-	-	-
Veh in Median Storage	-			0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	0	9	7	11
Mvmt Flow	42	36	37	348	508	72
Major/Minor N	Minor2	N	Major1	N N	Major2	
Conflicting Flow All	930	508	580	0	najoiz	0
Stage 1	508	500	300	-		-
Stage 2	422					
	6.43	6.23	4.1		Name and Address of the Owner, where the Owner, which is the Ow	WESTERNING.
Critical Hdwy			NAME OF TAXABLE PARTY.			
Critical Hdwy Stg 1	5.43		-	-	-	
Critical Hdwy Stg 2	5.43				-	
Follow-up Hdwy	3.527	Charles St. College St. Colleg	2.2	-	-	-
Pot Cap-1 Maneuver	295	563	1004	-		-
Stage 1	602	-	-	-	-	
Stage 2	659			-	-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	284	563	1004		-	-
Mov Cap-2 Maneuver	410		-		-	
Stage 1	580				-	
Stage 2	659			-	-	
Approach	EB		NB		SB	
HCM Control Delay, s	14.2		0.8		0	
HCM LOS	В					
Minor Lane/Major Mvm	1	NBL	NPT	EBLn1	SBT	SBR
	IL .	Commence State of Sta		CONTRACTOR OF THE PARTY OF THE	and the latest terminal	
		1004	-		-	
Capacity (veh/h)				0.166		-
HCM Lane V/C Ratio		0.037	MANAGEMENT OF THE PARTY OF THE			
HCM Lane V/C Ratio HCM Control Delay (s)		8.7	-	14.2	-	-
HCM Lane V/C Ratio			MANAGEMENT OF THE PARTY OF THE	14.2 B	-	-

Capacity Analysis Summary Sheets
2021 Base Weekday Evening Peak Hour Conditions

	•	1	-	7	F	1	+	*	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		ইণ	ተተተ	7		37	ተተተ	7	1	十	7	
Traffic Volume (vph)	7	212	1087	56	7	196	1455	46	170	261	436	103
Future Volume (vph)	7	212	1087	56	7	196	1455	46	170	261	436	103
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		255		200		300		190	200		580	195
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		300	III IS ARES			300			175		Vertical Control	175
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	N. Savis											
Frt				0.850	ALC: UNITED BY			0.850			0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	3435	5151	1615	0	3403	5301	1509	1787	2000	1568	1787
Flt Permitted		0.950				0.950			0.461			0.339
Satd. Flow (perm)	0	3435	5151	1615	0	3403	5301	1509	867	2000	1568	638
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			45				45			40		
Link Distance (ft)			2097				2145			538		
Travel Time (s)			31.8				32.5			9.2		
Confl. Peds. (#/hr)							02.0					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	6%	0%	0%	3%	3%	7%	1%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)			0 70			E VETTOR S	070			070		0.000 (SA)
Lane Group Flow (vph)	0	226	1121	58	0	209	1500	47	175	269	449	106
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt	NA NA	Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8	1 Gilli	7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase		J	2	3			0		J	0	0	
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	9.0	8.0	2.0
Minimum Split (s)	7.5	7.5	21.0	6.5	7.5	7.5	21.0	6.5	6.5	8.0	14.0	3.0 6.5
		CONTRACTOR STREET	COLUMN TO SERVICE STREET	With the Park of t	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN 1	THE RESIDENCE OF THE PERSON NAMED IN	- Charles - Char	METATORISM SANDERSON DELL'ARE	HELPON BOND BOND BOND BOND BOND BOND BOND BO		THE PARTY AND ADDRESS OF THE PARTY.	
Total Split (s)	20.0	20.0	73.0	18.0	24.0	24.0	77.0	18.0	18.0	35.0	35.0	18.0
Total Split (%)	13.3%	13.3%	48.7%	12.0%	16.0%	16.0%	51.3%	12.0%	12.0%	23.3%	23.3%	12.0%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)		14.1	72.0	91.7		14.5	72.4	90.1	48.0	31.8	31.8	44.0
Actuated g/C Ratio		0.09	0.48	0.61		0.10	0.48	0.60	0.32	0.21	0.21	0.29

	+	1
Lane Group	SBT	SBR
Lane Configurations	<b>†</b>	7
Traffic Volume (vph)	172	225
Future Volume (vph)	172	225
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	12
Storage Length (ft)	0 /0	0
Storage Lanes		1
Taper Length (ft)		I
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	1.00
Frt		0.850
Fit Protected		0.000
	2000	1615
Satd. Flow (prot) Flt Permitted	2000	1010
	2000	1045
Satd. Flow (perm)	2000	1615
Right Turn on Red		No
Satd. Flow (RTOR)	10	
Link Speed (mph)	40	
Link Distance (ft)	1315	
Travel Time (s)	22.4	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	177	232
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	35.0	35.0
Total Split (%)	23.3%	23.3%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)	29.8	29.8
Actuated g/C Ratio	0.20	0.20
Actuated 9/0 Natio	0.20	0.20

# 1: Kautz Road/Smith Road & II 64

	5	1	-	>	<b>F</b>	1	+	1	4	1	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.70	0.45	0.06		0.64	0.59	0.05	0.48	0.63	1.35	0.38
Control Delay		77.7	27.0	12.4		77.1	24.6	11.4	42.6	62.2	220.5	40.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		77.7	27.0	12.4		77.1	24.6	11.4	42.6	62.2	220.5	40.3
LOS		E	C	В		E	C	В	D	Е	F	D
Approach Delay			34.5				30.5			137.9		
Approach LOS			C				C			F		
Queue Length 50th (ft)		111	262	22		109	245	15	127	243	~576	74
Queue Length 95th (ft)		157	319	44		153	266	28	194	352	#824	123
Internal Link Dist (ft)			2017				2065			458		
Turn Bay Length (ft)		255		200		300		190	200		580	195
Base Capacity (vph)		354	2472	995		442	2557	934	367	424	332	309
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.64	0.45	0.06		0.47	0.59	0.05	0.48	0.63	1.35	0.34

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 53 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35 Intersection Signal Delay: 56.0 Intersection Capacity Utilization 75.5%

Intersection LOS: E
ICU Level of Service D

Analysis Period (min) 15

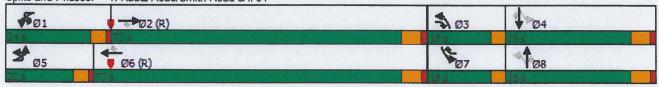
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Kautz Road/Smith Road & II 64



		1
	*	
Lane Group	SBT	SBR
v/c Ratio	0.45	0.72
Control Delay	57.3	70.5
Queue Delay	0.0	0.0
Total Delay	57.3	70.5
LOS	E	Ε
Approach Delay	59.8	
Approach LOS	E	
Queue Length 50th (ft)	155	216
Queue Length 95th (ft)	234	#332
Internal Link Dist (ft)	1235	
Turn Bay Length (ft)		
Base Capacity (vph)	397	320
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.45	0.72
Intersection Summary		

	<b></b>	*	-	7	F	-	+	1	1	1	1	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		ă	ተተተ	7		ă	ተተተ	7	7	<b></b>	77	7
Traffic Volume (vph)	3	31	1599	0	5	0	1670	26	0	0	0	22
Future Volume (vph)	3	31	1599	0	5	0	1670	26	0	0	0	22
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		190		195		200	PROENTS!	200	100		100	80
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		200				200			100			115
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								RATE OF		(Capping)		
Frt								0.850				
Flt Protected		0.950	Tun Invan			0.950						0.950
Satd. Flow (prot)	0	1805	5200	1900	0	1805	5301	1615	1900	2000	1900	1805
Flt Permitted	TENANT.	0.950				0.950	No.					0.950
Satd. Flow (perm)	0	1805	5200	1900	0	1805	5301	1615	1900	2000	1900	1805
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			45		THE REAL		45			30		
Link Distance (ft)			2145				1836			1071		
Travel Time (s)			32.5				27.8			24.3		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)				E INTENT								FIRE
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%	VERNET		0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1666	0	0	5	1740	27	0	0	0	23
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt		Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8		7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0
Minimum Split (s)	7.5	7.5	21.0	7.5	7.5	7.5	21.0	7.5	7.5	14.0	14.0	7.5
Total Split (s)	17.0	17.0	88.0	20.0	17.0	17.0	88.0	20.0	20.0	25.0	25.0	20.0
Total Split (%)	11.3%	11.3%	58.7%	13.3%	11.3%	11.3%	58.7%	13.3%	13.3%	16.7%	16.7%	13.3%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)		8.3	130.0			6.0	121.4	136.4	1,010	110110	110110	11.2
Actuated g/C Ratio		0.06	0.87			0.04	0.81	0.91				0.07
3.3.1.3.0					market Spring	5.07	3.01	3.01			distribution.	0.01

	1	1
Lane Group	SBT	SBR
Lane onfigurations	<b>A</b>	7
Traffic Volume (vph)	0	31
Future Volume (vph)	0	31
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)	070	0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	1.00
Frt		0.850
Flt Protected		0.000
	2000	1615
Satd. Flow (prot) Flt Permitted	2000	1013
	0000	1015
Satd. Flow (perm)	2000	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	404	
Travel Time (s)	9.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	32
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	16.7%	16.7%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	NAME AND ADDRESS OF THE OWNER, WHEN	None
	None	The state of the s
Act Effet Green (s)		9.7
Actuated g/C Ratio		0.06

	•	1	-	1	<b>F</b>	1	-	*	4	1	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.35	0.37			0.07	0.41	0.02				0.17
Control Delay		82.2	1.4		Marie State of the San San San	71.0	5.8	1.1				66.1
Queue Delay		0.0	0.0			0.0	0.0	0.0		15		0.0
Total Delay		82.2	1.4			71.0	5.8	1.1				66.1
LOS		F	Α			E	Α	A				E
Approach Delay			3.1				5.9					
Approach LOS			Α				Α					
Queue Length 50th (ft)		35	37			5	185	2				21
Queue Length 95th (ft)		m59	m113			20	252	6				52
Internal Link Dist (ft)			2065				1756			991		
Turn Bay Length (ft)		190		1,00		200		200	n de			80
Base Capacity (vph)		150	4506			150	4291	1501				198
Starvation Cap Reductn		0	0			0	0	0				0
Spillback Cap Reductn		0	0			0	0	0				0
Storage Cap Reductn		0	0			0	0	0				0
Reduced v/c Ratio		0.23	0.37			0.03	0.41	0.02				0.12

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 68 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

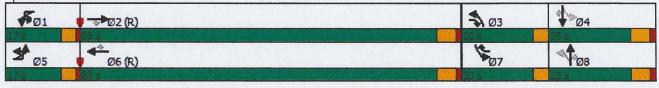
Intersection Signal Delay: 5.6
Intersection Capacity Utilization 47.3%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Pheasant Run & II 64



	1	1
Lane Group	SBT	SBR
v/c Ratio		0.31
Control Delay		73.9
Queue Delay		0.0
Total Delay		73.9
LOS		E
Approach Delay	70.7	
Approach LOS	E.	
Queue Length 50th (ft)	SCHOOL PRINCIPLE	31
Queue Length 95th (ft)		67
Internal Link Dist (ft)	324	
Turn Bay Length (ft)		
Base Capacity (vph)	(ORGANIZATION	204
Starvation Cap Reductn		0
Spillback Cap Reductn		0
Storage Cap Reductn		0
Reduced v/c Ratio		0.16
Intersection Summary		NAME OF STREET

Intersection									
Int Delay, s/veh	0.2								
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations	a	444	7		Ä	<b>^</b>	Y		
Traffic Vol, veh/h	1	1624	1	4	3	1696	4	10	
Future Vol, veh/h	1	1624	1	4	3	1696	4	10	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		None	-	1 3-	None		None	
Storage Length	200	-	180	-	200	-	0	-	
Veh in Median Storage	,# -	0	-		-	0	1	-	
Grade, %	-	0	-	-	-	0	0		
Peak Hour Factor	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	0	5	0	0	0	3	0	0	
Mvmt Flow	1	1765	1	4	3	1843	4	11	
Major/Minor N	Major1			Major2			Minor1		
Conflicting Flow All	1346	0		1289	1766		2518	883	VI. THE
Stage 1		-	-	-		-	1767		
Stage 2	-		-	-	-		751	-	
Critical Hdwy	5.6			5.6	5.3		5.7	7.1	
Critical Hdwy Stg 1		-	-	-		-	6.6	-	
Critical Hdwy Stg 2		-					6		
Follow-up Hdwy	2.3	-	-	2.3	3.1		3.8	3.9	
Pot Cap-1 Maneuver	288		-	309	168	-	50	251	
Stage 1		-		W-1 -	-		82	-	
Stage 2	-	-	-	-	-	-	392	-	
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	288	-		223	223		48	251	
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	-	
Stage 1					-	•	82	-	
Stage 2		-		-	-	-	378	-	
Approach	EB			WB			NB		A SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF T
HCM Control Delay, s	0			0.1			32.3		
HCM LOS					COGENICA		D	7-1-7-1	
							DARK.		
Minor Long (Maior A)		VIDI -4	COLL	FOT	EDD	1A/DI	MIDT		
Minor Lane/Major Mvm		VBLn1	EBU	EBT	EBR	WBL	WBT		
Capacity (veh/h)	A Committee	147	288	-	-	223	•		
HCM Lane V/C Ratio	CHECKINA		0.004		and a various of the	0.034	-		
HCM Control Delay (s)		32.3	17.5		-	21.7	-		
HCM Lane LOS		D	C		-	C	-		
HCM 95th %tile Q(veh)		0.3	0	-		0.1			

		hij bi				
2.6						
EBL	EBR	NBL	NBT	SBT	SBR	
ħ	7					
147	42	43	720	273	151	
147	42	43	720	273	151	
0	0	0	0	0	0	
Stop	Stop	Free	Free	Free	Free	
	CHARLES STREET	-	None		None	
	NAME OF TAXABLE PARTY.	THE SAME PARTY.	-	-	-	
THE RESERVE OF THE PARTY OF						
	-	-			- 04	
			Assessment of the latest of th			
100	45	40	100	290	101	
THE RESERVE AND ADDRESS OF THE PERSON NAMED IN			District Control of the last	Major2		
846	226	451	0		0	
		-		-	-	
	-	-	-		-	
	DESIGNATION OF THE PERSON NAMED IN	4.1	-		-	
		_	-	-	-	
			SUBSICION DE	Hammer		
			CONTRACTOR IN			
	783	1120		-		
	-				THE RESERVE	
397						
202	783	1120			OSCIOLATION I	
	-					
				00		NACH STATE
THE RESERVE		-		THE RESERVE OF THE PERSON NAMED IN		
		0.5		U		
C						
t	NBL	NBT	Name and Address of the Owner, where the Owner, which is	BLn2	SBT	SBR
	1120		COLUMN TO SERVICE	783	-	-
	0.041	-		and the second		
	8.4		18.8	9.9		-
		-			-	-
	0.1		1.7	0.2		
	EBL  147 147 0 Stop - 110 2,# 1 0 94 0 156  Minor2 846 371 475 6.8 5.8 3.5 305 674 597 292 416 646 597  EB 16.8 C	EBL EBR  147 42 147 42 0 0 Stop Stop - None 110 0 0,# 1 - 94 94 0 0 156 45  Minor2  846 226 371 - 475 - 6.8 6.9 5.8 - 5.8 - 3.5 3.3 305 783 674 - 597 -  292 783 416 - 646 - 597 -  EB  16.8 C  nt NBL 1120 0.041 8.4 A	EBL EBR NBL  147 42 43 147 42 43 0 0 0 0 Stop Stop Free - None - 110 0 140 0,# 1 - 94 94 94 0 0 0 0 156 45 46  Minor2 Major1  846 226 451 371 - 475 - 6.8 6.9 4.1 5.8 - 5.8 - 3.5 3.3 2.2 305 783 1120 674 - 597 - 292 783 1120 674 - 597 - 292 783 1120 674 - 597 -  292 783 1120 674 - 597  EB NB  16.8 0.5 C	EBL EBR NBL NBT  147 42 43 720 147 42 43 720 0 0 0 0 0 Stop Stop Free Free - None - None 110 0 140 - 0,# 1 0 94 94 94 94 0 0 0 0 2 156 45 46 766  Minor2 Major1  846 226 451 0 371 475 6.8 6.9 4.1 - 5.8 5.8 5.8 3.5 3.3 2.2 - 305 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  292 783 1120 - 674 597  294 783 1120 - 674 597  294 783 1120 - 674 597  295 783 1120 - 674 597  298 783 1120 - 674 597  298 783 1120 - 674 597  298 783 1120 - 674 597  298 783 1120 - 674 597	EBL   EBR   NBL   NBT   SBT	EBL   EBR   NBL   NBT   SBT   SBR     147   42   43   720   273   151     147   42   43   720   273   151     0

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LUL	LUIN	NUL	1	44	ODIN
Traffic Vol, veh/h	43	35	52	720	305	10
Future Vol, veh/h	43	35	52	720	305	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Otop	None		None		None
Storage Length	100	0	175	-		-
Veh in Median Storage				0	0	
Grade, %	0	-	115	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	2	2	0
Mymt Flow	44	36	53	735	311	10
Major/Minor	Minor2		Apic-1		Maio-0	
	THE RESERVE OF THE PERSON NAMED IN		Major1		Major2	0
Conflicting Flow All	1157	161	321	0		0
Stage 1	316		-	-		
Stage 2	841		4.1			
Critical Hdwy		6.9	THE RESIDENCE OF THE PARTY OF T	-	-	
Critical Hdwy Stg 1 Critical Hdwy Stg 2	5.8 5.4				-	-
Follow-up Hdwy	3.5	2 2	2.2		•	-
Pot Cap-1 Maneuver	205	3.3 862	1250		-	-
	718	002	1230			-
Stage 1 Stage 2	426		REPUBLICA .			
Platoon blocked, %	420					
Mov Cap-1 Maneuver	196	862	1250	-		
Mov Cap-1 Maneuver	322	002	-			
Stage 1	688		-			
	426					
Stage 2	420		-			
Approach	EB		NB		SB	
HCM Control Delay, s	14.1		0.5		0	
HCM LOS	В					
Minor Lane/Major Mvm	+	NBL	NRT	EBLn1	FBI n2	SBT
Capacity (veh/h)		1250	HUI		862	-
HCM Lane V/C Ratio		0.042		0.136		
HCM Control Delay (s)		8		CONTRACTOR OF THE PARTY OF THE	9.4	
HCM Lane LOS		A	_	MACHINE MANAGEMENT	Α.Α	-
HCM 95th %tile Q(veh)		0.1		MUSIC PURCO	0.1	
TOTAL OUGA POULC OR (VCII)		0.1		0.0	0.1	

Intersection		America				
Int Delay, s/veh	1.9					
		EDD	NDI	NOT	CDT	CPD
Movement Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	77		40	605	300	40
Traffic Vol, veh/h	77 77	38	40	695	300	40
Future Vol, veh/h		38	40	695		
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	- 40E	None	-	None
Storage Length	0	-	105	-	-	-
Veh in Median Storage		•	-	0	0	
Grade, %	0	- 00	- 00	0	0	- 00
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	3	2	2	0
Mvmt Flow	79	39	41	709	306	41
Major/Minor I	Minor2		Major1		Major2	
Conflicting Flow All	1097	306	347	0	-	0
Stage 1	306					
Stage 2	791	-			-	
Critical Hdwy	6.4	6.2	4.13			
Critical Hdwy Stg 1	5.4	-			-	
Critical Hdwy Stg 2	5.4					
Follow-up Hdwy	3.5		2.227		-	
Pot Cap-1 Maneuver	238	739	1206			
Stage 1	751	, 00	1200			
Stage 2	450					
Platoon blocked, %	700					
Mov Cap-1 Maneuver	230	739	1206			
Mov Cap-1 Maneuver	349	139	1200			
	725				-	
Stage 1	450					
Stage 2	400		-			-
			West Land			
Approach	EB		NB		SB	
HCM Control Delay, s	16.7		0.4		0	
HCM LOS	C					
Maria I alian in a sana a		MBI	NOT	EDL 4	ODT	ODD
Minor Lane/Major Mym	L	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		1206	-			-
HCM Lane V/C Ratio		0.034	AND SHIP OF THE	0.277	-	
HCM Control Delay (s)		8.1				-
HCM Lane LOS		Α	-	C	-	-
HCM 95th %tile Q(veh)		0.1	•	1.1	-	•

Capacity Analysis Summary Sheets
2027 No Build Weekday Morning Peak Hour Conditions

	1	<b>→</b>	7	-	+	1	1	1	-	-	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ইণ	444	7	ইণ	ተተተ	7	7	<b>†</b>	7	1	<b>†</b>	7
Traffic Volume (vph)	187	1450	82	277	1036	53	33	106	226	113	192	167
Future Volume (vph)	187	1450	82	277	1036	53	33	106	226	113	192	167
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		200	300		190	200		580	195		0
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	300			300			175			175		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5103	1482	3183	5009	1524	1492	1980	1482	1736	1961	1524
Flt Permitted	0.950			0.950			0.412			0.579		
Satd. Flow (perm)	3367	5103	1482	3183	5009	1524	647	1980	1482	1058	1961	1524
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2097			2145			538			1315	
Travel Time (s)		31.8			32.5			9.2			22.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	7%	9%	10%	9%	6%	21%	1%	9%	4%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%	T. DET		0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	1648	93	315	1177	60	38	120	257	128	218	190
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2	3	1	6	7	3	8		7	4	12010
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0	8.0	8.0
Minimum Split (s)	7.5	21.0	6.5	7.5	21.0	6.5	6.5	14.0	14.0	6.5	14.0	14.0
Total Split (s)	18.0	67.0	13.0	23.0	72.0	13.0	13.0	27.0	27.0	13.0	27.0	27.0
Total Split (%)	13.8%	51.5%	10.0%	17.7%	55.4%	10.0%	10.0%	20.8%	20.8%	10.0%	20.8%	20.8%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.5	0.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	3.5	4.5	6.0	3.5	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	12.5	62.6	76.4	16.9	67.0	82.4	31.4	21.2	21.2	34.6	22.8	22.8
Actuated g/C Ratio	0.10	0.48	0.59	0.13	0.52	0.63	0.24	0.16	0.16	0.27	0.18	0.18

## 1: Kautz Road/Smith Road & II 64

	1	<b>→</b>	1	1	+	1	4	†	-	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.67	0.11	0.76	0.46	0.06	0.18	0.37	1.07	0.39	0.64	0.71
Control Delay	66.9	27.7	12.3	59.7	26.5	9.5	37.0	52.5	128.1	40.5	59.6	66.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	27.7	12.3	59.7	26.5	9.5	37.0	52.5	128.1	40.5	59.6	66.7
LOS	E	C	В	E	C	A	D	D	F	D	E	E
Approach Delay		31.3		The state of	32.6			97.9			57.6	
Approach LOS		C			C			F			E	
Queue Length 50th (ft)	89	387	33	132	213	18	24	91	~240	84	173	153
Queue Length 95th (ft)	129	430	57	179	334	36	51	150	#400	137	257	#261
Internal Link Dist (ft)		2017			2065			458			1235	
Turn Bay Length (ft)	255		200	300		190	200		580	195		NAME OF THE PERSON
Base Capacity (vph)	349	2458	890	452	2583	967	226	322	241	331	343	266
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.67	0.10	0.70	0.46	0.06	0.17	0.37	1.07	0.39	0.64	0.71

#### Intersection Summary

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 32 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07 Intersection Signal Delay: 41.1 Intersection Capacity Utilization 71.9%

Intersection LOS: D
ICU Level of Service C

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Kautz Road/Smith Road & II 64



	•	1	-	7	•	1	+	*	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		Ä	ተተተ	7		Ä	个个个	7	7	<b></b>	7	7
Traffic Volume (vph)	8	22	1663	96	3	96	1301	16	35	0	36	7
Future Volume (vph)	8	22	1663	96	3	96	1301	16	35	0	36	7
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		190		195		200		200	100		100	80
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		200				200			100		Fry Haller	115
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						1100						
Frt			ELECTRICAL PROPERTY.	0.850				0.850			0.850	
Flt Protected		0.950		0.000		0.950		0.000	0.950		0.000	0.950
Satd. Flow (prot)	0	1805	5056	1615	0	1805	5009	1615	1805	2000	1615	1805
Flt Permitted	U	0.950	3030	1013	U	0.950	3003	1013	0.469	2000	1013	0.757
Satd. Flow (perm)	0	1805	5056	1615	0	1805	5009	1615	891	2000	1615	1438
Right Turn on Red	U	1000	3030		U	1003	2009	No	091	2000		1430
		MARKET SERVICE		No				INO			No	
Satd. Flow (RTOR)			45							20		
Link Speed (mph)			45				45			30		
Link Distance (ft)			2145				1836			1071		
Travel Time (s)			32.5				27.8			24.3		NE ADDRESS NA
Confl. Peds. (#/hr) Confl. Bikes (#/hr)												
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	8%	0%	0%	0%	9%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			201				001			201		
Mid-Block Traffic (%)		Macroson residence	0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	1788	103	0	106	1399	17	38	0	39	8
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt	pro all	Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8		7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0
Minimum Split (s)	7.5	7.5	21.0	7.5	7.5	7.5	21.0	7.5	7.5	14.0	14.0	7.5
Total Split (s)	14.0	14.0	78.0	13.0	14.0	14.0	78.0	13.0	13.0	25.0	25.0	13.0
Total Split (%)	10.8%	10.8%	60.0%	10.0%	10.8%	10.8%	60.0%	10.0%	10.0%	19.2%	19.2%	10.0%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)	140110	7.9	83.5	99.0	TAUTIE	13.7	93.6	105.6	18.0	140116	10.3	13.3
Actuated g/C Ratio		0.06	0.64	0.76		0.11	0.72	0.81	0.14		0.08	0.10
Actuated 9/0 Natio		0.00	0.04	0.70		0.11	0.72	0.01	0.14		0.00	0.10

	1	1
Lane Group	SBT	SBR
LaneConfigurations	<b></b>	7
Traffic Volume (vph)	0	22
Future Volume (vph)	0	22
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	1900
	0%	12
Grade (%)	U%	_
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)	4.05	4 00
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.850
FIt Protected		
Satd. Flow (prot)	2000	1615
Flt Permitted		
Satd. Flow (perm)	2000	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	404	
Travel Time (s)	9.2	
Confl. Peds. (#/hr)	0.2	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.02	0.02
Growth Factor	0.93	0.93
	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	24
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	19.2%	19.2%
	A STATE OF THE PARTY OF THE PAR	AND THE RESERVE OF THE PARTY OF
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
		00
Act Effct Green (s) Actuated g/C Ratio		8.9

	•	1	-	1	F	1	-	*	1	1	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.30	0.55	0.08		0.56	0.39	0.01	0.20		0.30	0.05
Control Delay	Productive Control of	71.2	7.2	3.6	SERVICE CONTRACTOR	66.1	9.2	4.8	47.7	ALON AND DESCRIPTION FROM	61.9	43.6
Queue Delay		0.0	0.0	0.0	100	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		71.2	7.2	3.6		66.1	9.2	4.8	47.7		61.9	43.6
LOS		E	Α	A		E	A	Α	D		E	D
Approach Delay			8.1				13.1			54.9		
Approach LOS			Α				В			D		
Queue Length 50th (ft)		29	112	13		86	187	3	28		32	6
Queue Length 95th (ft)		m44	m119	m18	N P I	144	256	11	58		68	20
Internal Link Dist (ft)			2065				1756			991		
Turn Bay Length (ft)		190		195		200		200	100		100	80
Base Capacity (vph)		134	3248	1235		191	3605	1355	196		236	211
Starvation Cap Reductn		0	0	0		0	0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0	0	0		0	0
Reduced v/c Ratio		0.25	0.55	0.08		0.55	0.39	0.01	0.19		0.17	0.04

Intersection Summary

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 59 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 11.7

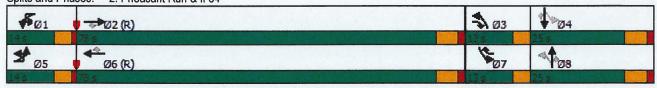
Intersection Capacity Utilization 63.1%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Pheasant Run & II 64



	1	1
Lane Group	SBT	SBR
v/c Ratio		0.22
Control Delay		61.5
Queue Delay		0.0
Total Delay		61.5
LOS		E
Approach Delay	57.1	
Approach LOS	E	
Queue Length 50th (ft)		20
Queue Length 95th (ft)		48
Internal Link Dist (ft)	324	
Turn Bay Length (ft)		
Base Capacity (vph)		236
Starvation Cap Reductn		0
Spillback Cap Reductn		0
Storage Cap Reductn		0
Reduced v/c Ratio		0.10
Intersection Summary		
intersection outlines	ESPECIAL I	THE RESERVE

Intersection	SAZ							
Int Delay, s/veh	0.2							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	A	<b>*</b>	EDR	VVDU	VVDL	<b>↑</b>	INDL	NDR
Traffic Vol, veh/h	3	1706	0	4	12		0	3
Future Vol, veh/h	3	1706	0	4	12	1413	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized			None			None		None
Storage Length	200	-	180		200	-	0	-
Veh in Median Storage,		0				0	1	
Grade, %		0	-	-	_	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	0	0	9	0	0
Mymt Flow	3	1854	0	4	13	1536	0	3
Major/Minor A	laior1			Major			Minord	
	lajor1		THE RESERVE OF THE PERSON NAMED IN	Major2	10EA	STATE OF THE PERSON NAMED IN	Minor1	927
Conflicting Flow All	1121	0	AND PERSONS IN	1354	1854	0	2508	AND REAL PROPERTY.
Stage 1 Stage 2	-	-	•	-	•	•	1860 648	-
	5.6		-	5.6	5.3	-	5.7	7.1
Critical Hdwy Critical Hdwy Stg 1	THE REAL PROPERTY.		•	PERMIT	Name and Address of the Owner, where the	-	6.6	
Critical Hdwy Stg 2	-		-	-		-	6	-
Follow-up Hdwy	2.3	•		2.3	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	383			285	152		51	235
Stage 1	303			200	102		71	233
Stage 2							444	
Platoon blocked, %				EVEY DEL			771	
Mov Cap-1 Maneuver	383			172	172		46	235
Mov Cap-1 Maneuver	-			112	- 112		62	200
Stage 1							70	
Stage 2							400	
Otago 2							100	
Approach	EB			WB			NB	
HCM Control Delay, s	0			0.3			20.5	
HCM LOS							С	
Minor Lane/Major Mvmt	N	VBLn1	EBU	EBT	EBR	WBL	WBT	
Capacity (veh/h)		235	383			172		
HCM Lane V/C Ratio		0.014				0.101	-	
HCM Control Delay (s)		20.5	14.5			28.3		
HCM Lane LOS		C	В		-	D	_	
HCM 95th %tile Q(veh)		0	0			0.3	_	
(7011)		SELECTION OF SERVICE						100000000000000000000000000000000000000

Intersection				6652			
Int Delay, s/veh	0.2						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	7	7	<b>^</b>	44		
Traffic Vol, veh/h	9	5	4	356	525	26	
Future Vol, veh/h	9	5	4	356	525	26	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		DESCRIPTION PROPERTY.		None	-	None	
Storage Length	110	0	140		-	- I	
Veh in Median Storage	# 1		-	0	0		
Grade, %	0		1 1 -	0	0	-	
Peak Hour Factor	87	87	87	87	87	87	
Heavy Vehicles, %	0	20	0	8	7	12	
Mymt Flow	10	6	5	409	603	30	
					THE STATE		
Major/Minor N	/linor2	N	Major1		Major2		
Conflicting Flow All	833	317	633	0	viajuiz	0	
Stage 1	618	317	033	-		U	
Stage 2	215						
Critical Hdwy	6.8	7.3	4.1				
Critical Hdwy Stg 1	5.8	1.5	7.1	_			
Critical Hdwy Stg 2	5.8						
Follow-up Hdwy	3.5	3.5	2.2		_		
Pot Cap-1 Maneuver	311	628	960				
Stage 1	506	-	-	-	-		
Stage 2	806		NO.				1970.00
Platoon blocked, %	000		ACCOUNT OF STREET	_	-		
Mov Cap-1 Maneuver	309	628	960				
Mov Cap-2 Maneuver	409	-	-		-	-	
Stage 1	503						
Stage 2	806		-			-	
Annach	FD		A LO		00		
Approach	EB		NB		SB		
HCM Control Delay, s	12.9		0.1		0		
HCM LOS	В		- CONTRACTOR				DESCRIPTION OF THE PARTY OF THE
REMOVED BY A PARTY							
Minor Lane/Major Mvm	t	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)		960		409	628		
HCM Lane V/C Ratio		0.005	-	0.025		-	-
HCM Control Delay (s)		8.8		Commence of the Commence of th	10.8	-	
HCM Lane LOS		Α	-	SALIS CONTRACTOR	В	-	-
HCM 95th %tile Q(veh)		0	4	DISTRICT STREET	0	-	-
	THE REAL PROPERTY.	PRINCIPAL PRINCI	THE REAL PROPERTY.				

							THE REAL PROPERTY.
Intersection		70.77		MARK!			
Int Delay, s/veh	0.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	7	7	1	44		
Traffic Vol, veh/h	3	11	14	357	522	8	
Future Vol, veh/h	3	11	14	357	522	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	CAR
RT Channelized		None	-	None	•	None	
Storage Length	100	0	175	-	-		
Veh in Median Storage		-	-	0	0	-	
Grade, %	0	-	-	0	0	- 00	
Peak Hour Factor	89	89	89	89	89	89	
Heavy Vehicles, %	0	0	0	8	7 587	0	
Mvmt Flow	3	12	16	401	28/	9	
	Minor2		Major1		Major2		
Conflicting Flow All	1025	298	596	0		0	
Stage 1	592	-	-	-	-	-	
Stage 2	433	-	-	and the same of th	-	-	
Critical Hdwy	6.6	6.9	4.1		•	-	
Critical Hdwy Stg 1	5.8			THE PERSONS	-	-	
Critical Hdwy Stg 2	5.4	-	- 0.0	-	-	-	
Follow-up Hdwy	3.5	3.3	2.2	-		-	No.
Pot Cap-1 Maneuver	248	704	990	•	-		
Stage 1 Stage 2	521 658	-		-	-	•	
Platoon blocked, %	000						Entra Maria
Mov Cap-1 Maneuver	244	704	990				
Mov Cap-1 Maneuver	372	704	330				
Stage 1	513						
Stage 2	658		_	-		-	
Annecoh	FD	NAME OF THE OWNER, OWNER, OWNER, OWNER,	AID		OD.		
Approach	11.2		NB		SB 0		
HCM Control Delay, s	CORPORATE A		0.3		U		
HCM LOS	В						
Minor Lane/Major Mvm	t	NBL	NBT	EBLn1	THE OWNER WHEN PERSON NAMED IN	SBT	SBR
Capacity (veh/h)		990		Acceptance of the latest of			-
HCM Lane V/C Ratio		0.016		0.009			-
HCM Control Delay (s)		8.7	-	The second second	10.2	Manage of the last	-
HCM Lane LOS		A	-		В	-	-
HCM 95th %tile Q(veh)		0	-	0	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥		T	1	1	7
Traffic Vol, veh/h	36	31	32	335	471	62
Future Vol, veh/h	36	31	32	335	471	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Otop	CONTRACTOR OF THE PERSON	-	None	1100	OR OTHER DESIGNATION OF THE PERSON OF THE PE
Storage Length	0	-	105	-		-
Veh in Median Storage			100	0	0	
Grade, %	0			STREET, STREET	0	
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	0	8	6	11
Mymt Flow	42	36	37	390	548	72
WWILL FLOW	42	30	31	390	340	12
Major/Minor I	Minor2	٨	Major1	N	Major2	
Conflicting Flow All	1012	548	620	0		0
Stage 1	548			-		
Stage 2	464	-		-		-
Critical Hdwy	6.43	6.23	4.1	-		
Critical Hdwy Stg 1	5.43			-		-
Critical Hdwy Stg 2	5.43					
Follow-up Hdwy	3.527	3,327	2.2	-		-
Pot Cap-1 Maneuver	264	534	970			
Stage 1	577				-	_
Stage 2	631					
Platoon blocked, %						
Mov Cap-1 Maneuver	254	534	970			
Mov Cap-1 Maneuver	385	-	310			
Stage 1	555		Mastria.			
Stage 2	631					
Staye 2	031					
	###D					
Approach	EB		NB		SB	
HCM Control Delay, s	14.9		0.8		0	
HCM LOS	В					
Minor Lane/Major Mvm		NBL	MRT	EBLn1	SBT	SBR
Capacity (veh/h)	STATE STATE	970	IND I		-	ODN -
HCM Lane V/C Ratio		0.038		0.176		
	STOLEN	8.9		14.9		
HCM Control Delay (c)		0.3	THE KIET COL	14.3		SAME SAME
HCM Lane LOS			NAME OF TAXABLE PARTY.			
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		A 0.1	-	В		

<u>Capacity Analysis Summary Sheets</u> 2027 No Build Weekday Evening Peak Hour Conditions

	•	1	<b>→</b>	7	F	-	+	1	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		ইণ	ተተተ	7		27	444	7	7	<b></b>	7	7
Traffic Volume (vph)	7	226	1174	59	7	223	1578	71	179	275	469	122
Future Volume (vph)	7	226	1174	59	7	223	1578	71	179	275	469	122
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		255		200		300		190	200		580	195
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		300				300			175			175
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			T WALLEY	0.850				0.850			0.850	
Flt Protected		0.950				0.950	PURISIE		0.950	PART L		0.950
Satd. Flow (prot)	0	3435	5151	1615	0	3435	5301	1538	1787	2000	1568	1787
Flt Permitted		0.950				0.950			0.444			0.291
Satd. Flow (perm)	0	3435	5151	1615	0	3435	5301	1538	835	2000	1568	547
Right Turn on Red		0.00	0101	No		0100	0001	No	300	2000	No	
Satd. Flow (RTOR)												
Link Speed (mph)			45				45			40		
Link Distance (ft)			2097				2145		SUBJECT OF	538		
Travel Time (s)			31.8				32.5			9.2		
Confl. Peds. (#/hr)			01.0				02.0			0.2		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	6%	0%	0%	2%	3%	5%	1%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)								<b>HEADS</b>			and the same	
Lane Group Flow (vph)	0	240	1210	61	0	237	1627	73	185	284	484	126
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8	1 Citi	7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0
Minimum Split (s)	7.5	7.5	21.0	6.5	7.5	7.5	21.0	6.5	6.5	14.0	14.0	6.5
Total Split (s)	20.0	20.0	73.0	18.0	24.0	24.0	77.0	18.0	18.0	35.0	35.0	18.0
Total Split (%)	13.3%	13.3%	48.7%	12.0%	16.0%	16.0%	51.3%	12.0%	12.0%	23.3%	23.3%	12.0%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Lead/Lag	Lead	Lead	THE RESERVE OF THE PERSON NAMED IN	Lead	Lead	Lead	THE REAL PROPERTY.	Lead	The second secon			Lead
Lead-Lag Optimize?	Yes	Yes	Lag	Yes	Yes	Yes	Lag	Yes	Lead	Lag	Lag Yes	Yes
Recall Mode	THE RESERVE OF THE PERSON NAMED IN	AND DESCRIPTION OF THE PERSON NAMED IN	PARTICULAR PROPERTY.	THE RESERVE OF THE PERSON NAMED IN	ALCOHOL: STATE OF THE PARTY OF	THE PERSON NAMED IN COLUMN	THE RESERVE OF THE PERSON NAMED IN	and the same of th	THE RESERVE OF THE PERSON NAMED IN	THE RESERVE OF THE PERSON NAMED IN		Charles of the Control of the Contro
	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)		14.4	70.9	90.8		15.6	72.1	90.6	47.4	31.0	31.0	44.6
Actuated g/C Ratio		0.10	0.47	0.61		0.10	0.48	0.60	0.32	0.21	0.21	0.30

	1	1
Lane Group	SBT	SBR
Lane onfigurations	<b></b>	7
Traffic Volume (vph)	182	237
Future Volume (vph)	182	237
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)	0.0	0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	1.00
Frt		0.850
Flt Protected		0.000
Satd. Flow (prot)	2000	1615
Flt Permitted	2000	1010
Satd. Flow (perm)	2000	1615
Right Turn on Red	2000	No
Satd. Flow (RTOR)		110
Link Speed (mph)	40	
Link Distance (ft)	1315	
Travel Time (s)	22.4	
Confl. Peds. (#/hr)	22.4	
Confl. Bikes (#/hr)	0.07	0.07
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)	00/	
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)	100	044
Lane Group Flow (vph)	188	244
Tum Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	35.0	35.0
Total Split (%)	23.3%	23.3%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)	29.6	29.6
Actuated g/C Ratio	0.20	0.20

## 1: Kautz Road/Smith Road & II 64

	•	1	-	1	F	1	-	*	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.73	0.50	0.06		0.67	0.64	0.08	0.53	0.69	1.50	0.47
Control Delay		79.1	28.4	12.8		70.8	27.3	11.0	43.9	65.3	278.9	42.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		79.1	28.4	12.8		70.8	27.3	11.0	43.9	65.3	278.9	42.7
LOS		E	C	В		E	C	В	D	E	F	D
Approach Delay			35.9				32.0			169.6		
Approach LOS			D				C			F		
Queue Length 50th (ft)		118	294	23		122	282	24	135	261	~660	89
Queue Length 95th (ft)		167	355	47		168	382	39	205	372	#900	143
Internal Link Dist (ft)			2017				2065			458		
Turn Bay Length (ft)		255		200		300		190	200		580	195
Base Capacity (vph)		354	2436	984		446	2547	949	357	413	323	289
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.68	0.50	0.06		0.53	0.64	0.08	0.52	0.69	1.50	0.44

### Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 53 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50
Intersection Signal Delay: 63.0
Intersection Capacity Utilization 81.0%

Intersection LOS: E
ICU Level of Service D

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Kautz Road/Smith Road & II 64



	1	1
Lane Group	SBT	SBR
v/c Ratio	0.48	0.76
Control Delay	58.3	73.7
Queue Delay	0.0	0.0
Total Delay	58.3	73.7
LOS	E	E
Approach Delay	61.5	
Approach LOS	E	
Queue Length 50th (ft)	166	230
Queue Length 95th (ft)	247	#359
Internal Link Dist (ft)	1235	
Turn Bay Length (ft)		
Base Capacity (vph)	394	319
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.48	0.76
Intersection Summary		

	•	1	<b>→</b>	+	F	1	+	*	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		ā	ተተተ	7		ā	ተተተ	7	7	<b>^</b>	7	1
Traffic Volume (vph)	3	33	1681	55	5	55	1759	27	84	0	81	23
Future Volume (vph)	3	33	1681	55	5	55	1759	27	84	0	81	23
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		190		195		200		200	100		100	80
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		200				200			100			115
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					- 01.00							
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1805	5200	1615	0	1805	5301	1615	1805	2000	1615	1805
Flt Permitted		0.950			Zalana V	0.950			0.533			0.757
Satd. Flow (perm)	0	1805	5200	1615	0	1805	5301	1615	1013	2000	1615	1438
Right Turn on Red			0200	No			0001	No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			45				45			30		
Link Distance (ft)			2145				1836			1071		
Travel Time (s)		DE LOS	32.5				27.8			24.3		
Confl. Peds. (#/hr)			02.0				27.0			21.0		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)			0 70				070			070		
Lane Group Flow (vph)	0	37	1751	57	0	62	1832	28	88	0	84	24
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA NA	pm+ov	pm+pt		Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8	I CIIII	7
Permitted Phases	3	J	_	2			U	6	8	0	8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase	J	J	2	J			0		3	0	0	
Exercise the second of the sec	3.0	2.0	15.0	2.0	3.0	2.0	15.0	2.0	3.0	8.0	8.0	3.0
Minimum Initial (s) Minimum Split (s)	7.5	3.0 7.5	21.0	3.0 7.5	7.5	3.0 7.5	21.0	3.0 7.5	7.5	14.0	14.0	7.5
The second secon	THE RESIDENCE OF THE PARTY OF T	THE RESERVE OF THE PERSON NAMED IN		AL INCHES AND ADDRESS OF THE PARTY OF THE PA	STREET, SQUARE, SCHOOL STREET, SQUARE,	NAME AND ADDRESS OF THE OWNER, WHEN				Marie Sales Sa		ALCOHOLD STATE OF THE PERSON NAMED IN
Total Split (s)	17.0	17.0	88.0	20.0	17.0	17.0	88.0	20.0	20.0	25.0	25.0	20.0
Total Split (%)	11.3%	11.3%	58.7%	13.3%	11.3%	11.3%	58.7%	13.3%	13.3%	16.7%	16.7%	13.3%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)		8.5	102.1	121.3		10.5	103.9	117.1	25.6		14.2	17.5
Actuated g/C Ratio		0.06	0.68	0.81		0.07	0.69	0.78	0.17		0.09	0.12

	+	1
Lane Group	SBT	SBR
Lane configurations	<b>1</b>	7
Traffic Volume (vph)	0	33
Future Volume (vph)	0	33
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	1.00
Frt		0.850
Flt Protected		0.000
Satd. Flow (prot)	2000	1615
Flt Permitted	2000	1010
Satd. Flow (perm)	2000	1615
Right Turn on Red	2000	No
Satd. Flow (RTOR)		140
Link Speed (mph)	30	
Link Distance (ft)	404	
Travel Time (s)	9.2	
Confl. Peds. (#/hr)	J.Z	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
	0%	0%
Bus Blockages (#/hr)	U	U
Parking (#/hr)	0%	
Mid-Block Traffic (%)	U%	
Shared Lane Traffic (%)	0	34
Lane Group Flow (vph)	0	The second second second
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		0.0
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	16.7%	16.7%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
A -4 FK-1 O (-)		AND DESCRIPTION OF THE PERSON
Act Effct Green (s) Actuated g/C Ratio		9.9 0.07

	•	1	<b>→</b>	1	<b>F</b>	1	+	1	4	1	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.36	0.49	0.04		0.49	0.50	0,02	0.37		0.55	0.13
Control Delay	and the second	74.0	8.9	4.8		79.5	13.1	5.8	56.3		77.7	50.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		74.0	8.9	4.8		79.5	13.1	5.8	56.3		77.7	50.0
LOS		E	A	A		E	В	A	E		E	D
Approach Delay			10.1				15.2		- 7	66.7		
Approach LOS			В				В			E		
Queue Length 50th (ft)		35	232	12		60	312	6	75		80	20
Queue Length 95th (ft)		m56	m225	m26		108	428	18	123		135	45
Internal Link Dist (ft)			2065				1756			991		
Turn Bay Length (ft)		190		195		200		200	100		100	80
Base Capacity (vph)		150	3540	1338		155	3672	1357	266		205	289
Starvation Cap Reductn		0	0	0		0	0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0	0	0		0	0
Reduced v/c Ratio		0.25	0.49	0.04		0.40	0.50	0.02	0.33		0.41	0.08

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 68 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

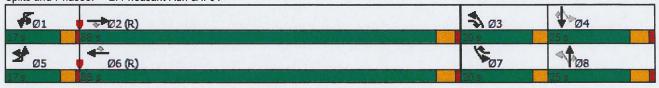
Maximum v/c Ratio: 0.55 Intersection Signal Delay: 15.7 Intersection Capacity Utilization 64.0%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Pheasant Run & II 64



	1	1
Lane Group	SBT	SBR
v/c Ratio		0.32
Control Delay		74.2
Queue Delay		0.0
Total Delay		74.2
LOS		E
Approach Delay	64.1	
Approach LOS	E	
Queue Length 50th (ft)		32
Queue Length 95th (ft)		70
Internal Link Dist (ft)	324	
Turn Bay Length (ft)		
Base Capacity (vph)		204
Starvation Cap Reductn		0
Spillback Cap Reductn		0
Storage Cap Reductn		0
Reduced v/c Ratio		0.17
Intersection Summary		

Intersection								
Int Delay, s/veh	0.2	a sue						
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	a	<b>^</b>	7		Ä	ተተተ	W	
Traffic Vol, veh/h	1	1788	1	4	3	1841	4	11
Future Vol, veh/h	1	1788	1	4	3	1841	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized		-	None		-	None		None
Storage Length	200	-	180	Har-	200	-	0	-
Veh in Median Storage,	# -	0	-			0	1	
Grade, %	-	0		-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	0	3	0	0
Mvmt Flow	1	1943	1	4	3	2001	4	12
Major/Minor Ma	ajor1			Major2			Vinor1	
NAME AND ADDRESS OF TAXABLE PARTY.	1461	0		1419	1944	0		972
Stage 1							1945	
Stage 2	1	-	454	-	-	-	814	_
Critical Hdwy	5.6			5.6	5.3		5.7	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	
Critical Hdwy Stg 2							6	
Follow-up Hdwy	2.3	-	-	2.3	3.1	-	3.8	3.9
Pot Cap-1 Maneuver	248			262	137		37	220
Stage 1	-	-			-	-	63	
Stage 2		-	-	-			364	
Platoon blocked, %		(T) -						
Mov Cap-1 Maneuver	248			184	184	-	35	220
Mov Cap-2 Maneuver		reup -	-	-	-	-	55	-
Stage 1				-			63	
Stage 2		-				-	348	
Approach	EB			WB			NB	
HCM Control Delay, s	0			0.1			39	
HCM LOS	•			0.1			E	
Marie Carabi Carabi	New York	VIDI -	EDIL	FAT	FAR	MAIDI	IAPAT	
Minor Lane/Major Mymt	MARK.	NBLn1	EBU	EBT	EBR	WBL	WBT	
Capacity (veh/h)		122	248	-		184	-	
HCM Lane V/C Ratio			0.004	-	DEVENDAND AND ROOM	0.041	-	
HCM Control Delay (s)		39	19.6	-			-	
HCM Lane LOS		E	C	-	-	D	-	
HCM 95th %tile Q(veh)		0.4	0		-	0.1		

Intersection							
Int Delay, s/veh	2.7						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations		7	7	<b>^</b>	<b>†</b>		
Traffic Vol, veh/h	154	44	45	769	305	159	
Future Vol, veh/h	154	44	45	769	305	159	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-		-	None		None	
Storage Length	110	0	140		-	-	
Veh in Median Storage,	The state of the state of		-	0	0	-	
Grade, %	0	- 04	-	0	0	- 04	
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, % Mvmt Flow	164	0	0	2	324	160	AND PARKET
IVIVITIL FIOW	104	47	48	818	324	169	
	linor2		Major1	4444	Major2		
Conflicting Flow All	914	247	493	0		0	
Stage 1	409	-	-	-	-	-	
Stage 2	505	-	-	-	-	-	
Critical Hdwy	6.8	6.9	4.1	-	-		
Critical Hdwy Stg 1	5.8	-	-	-	-	-	
Critical Hdwy Stg 2	5.8	2.2	-		-	-	
Follow-up Hdwy	3.5	3.3	2.2	-		-	
Pot Cap-1 Maneuver	276	759	1081	-	-	-	
Stage 1 Stage 2	645 577		-	-		-	
Platoon blocked, %	311						
Mov Cap-1 Maneuver	264	759	1081				
Mov Cap-2 Maneuver	392	-	-				
Stage 1	617	-					
Stage 2	577			_	_		
Approach	CD		ND		CD		
Approach  HCM Central Dolon a	EB		NB		SB		
HCM Control Delay, s HCM LOS	18.3 C		0.5		0		
TION LOS	C						
Minor Lane/Major Mvmt		NBL	NBT	EBLn1 E	THE PERSON NAMED IN	SBT	SBR
Capacity (veh/h)		1081		392	759	-	
HCM Lane V/C Ratio		0.044		0.418		-	
HCM Control Delay (s)		8.5		20.6	10.1	-	-
HCM Lane LOS		A		C	В	-	-
HCM 95th %tile Q(veh)		0.1	-	2	0.2	-	-

Intersection							
Int Delay, s/veh	1.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	EDL	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	THE RESERVE OF THE PERSON NAMED IN	THE RESERVE AND ADDRESS.		SDR	
Traffic Vol, veh/h	45	37	55	769	<b>1</b> 338	11	
Future Vol, veh/h	45	37	55	769	338	11	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	Olop -	None	1100	None	1100	None	
Storage Length	100	0	175	-		-	
Veh in Median Storage		-	173	0	0		
Grade, %	0		_	0	0	-	And Street, St
Peak Hour Factor	98	98	98	98	98	98	
Heavy Vehicles, %	0	0	0	2	1	0	
Mymt Flow	46	38	56	785	345	11	
	/	-	00	. 00	3.0		
NACTOR INSTRUMENT	45		4-1-14	SPORTS.	4		
COLUMN TWO IS NOT THE OWNER, THE PARTY OF TH	Minor2		Major1	CONTRACTOR OF THE PERSON NAMED IN	Major2		Water VIII
Conflicting Flow All	1248	178	356	0	-	0	
Stage 1	351	-		-			
Stage 2	897	-	-		-	-	
Critical Hdwy	6.6	6.9	4.1		•		
Critical Hdwy Stg 1	5.8 5.4		-			-	
Critical Hdwy Stg 2		- 22	-	-			
Follow-up Hdwy	3.5 180	3.3 841	2.2 1214	-	-		
Pot Cap-1 Maneuver	690	NAME AND POST OFFICE ADDRESS OF THE PARTY OF	1214	•	-		
Stage 1 Stage 2	401		MERCHUNY		-		BODO WICH
Platoon blocked, %	401					-	
Mov Cap-1 Maneuver	172	841	1214				
Mov Cap-1 Maneuver	299	041	1214				
Stage 1	658				-		
Stage 2	401						
Stage 2	401						ROMAN
							STATE OF STREET
Approach	EB		NB		SB		
HCM Control Delay, s	14.8		0.5		0		
HCM LOS	В						
	1615						
Minor Lane/Major Mym	it	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)		1214			841		
HCM Lane V/C Ratio		0.046	-	0.154			-
HCM Control Delay (s)		8.1		- CONTRACTOR OF THE PERSON			-
HCM Lane LOS		A	-	The same of the same of			-
HCM 95th %tile Q(veh	)	0.1		0.5	0.1	-	-
		THE SEC					

Intersection			ante en			
Int Delay, s/veh	2					
		EDD	MDI	AIDT	CDT	CDD
Movement Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	04	40	40	742	1222	12
Traffic Vol, veh/h	81	40	42	743	333	42
Future Vol, veh/h	81	40	42	743	333	42
Conflicting Peds, #/hr	0	0	0	0	_ 0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	405	None	-	None
Storage Length	0	-	105	-	-	
Veh in Median Storage,	THE RESERVE OF THE PERSON NAMED IN		-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	2	2	0
Mvmt Flow	83	41	43	758	340	43
Major/Minor N	linor2		Major1		Major2	
Conflicting Flow All	1184	340	383	0	-	0
Stage 1	340	340	303	0		-
Stage 2	844					
Critical Hdwy	6.4	6.2	4.12			
Critical Hdwy Stg 1	5.4	0.2	4.12		DESIGNATION	
	5.4	CONTROL OF			-	-
Critical Hdwy Stg 2		2.2	2 240	•		
Follow-up Hdwy	3.5		2.218		-	-
Pot Cap-1 Maneuver	211	707	1175		•	
Stage 1	725	-	-			
Stage 2	425	-	•	-	-	-
Platoon blocked, %	205		4.4	-	-	-
Mov Cap-1 Maneuver	203	707	1175			
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	698		-	-		
Stage 2	425		-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	18.2		0.4		0	
HCM LOS	C		U. <del>1</del>		U	
TIOW LOO						96 S
Minor Lane/Major Mymt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1175		396	-	-
HCM Lane V/C Ratio		0.036		0.312	-	
HCM Control Delay (s)		8.2		18.2		
HCM Lane LOS		A	-	C	-	
HCM 95th %tile Q(veh)		0.1		1.3	-	
7, 5.7						

Capacity Analysis Summary Sheets
2027 Projected Weekday Morning Peak Hour Conditions

	1	<b>→</b>	7	1	+	1	1	†	-	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>ሕ</b> ጎ	<b>^</b>	7	ট্রা	444	7	- 1	<b></b>	7	1	<b></b>	7
Traffic Volume (vph)	187	1480	113	281	1041	54	37	108	229	122	208	167
Future Volume (vph)	187	1480	113	281	1041	54	37	108	229	122	208	167
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		200	300		190	200		580	195		0
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	300			300			175		ar John	175		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.01	0.01	1.00	0.01	0.01	1100						
Frt			0.850			0.850			0.850	NE DE LA		0.850
Flt Protected	0.950		0.000	0.950		0.000	0.950		0.000	0.950		0.000
Satd. Flow (prot)	3367	5103	1495	3155	5009	1524	1517	1980	1468	1719	1961	1538
Flt Permitted	0.950	3103	1433	0.950	3003	1024	0.359	1300	1400	0.573	1001	1000
Satd. Flow (perm)	3367	5103	1495	3155	5009	1524	573	1980	1468	1037	1961	1538
Right Turn on Red	3301	3103	No	3133	3003	No	3/3	1300	No	1001	1301	No
Satd. Flow (RTOR)			INO			140			110			140
Link Speed (mph)		45			45			40			40	
Link Opeed (mph)		2097			2145			538			1315	
Travel Time (s)		31.8			32.5			9.2			22.4	
Confl. Peds. (#/hr)		31.0			32.3			3.2			22.4	
Confl. Bikes (#/hr) 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
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor				Annual Control of the				1%	100%	5%	2%	5%
Heavy Vehicles (%)	4%	7%	8%	11%	9%	6%	19%	THE RESIDENCE OF THE PERSON NAMED IN	AND DESCRIPTION OF THE PARTY OF	THE RESERVE OF THE PERSON NAMED IN	The second second	DESCRIPTION OF THE PERSON OF
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		00/			00/			00/			00/	
Mid-Block Traffic (%)		0%			0%			0%	UM SPECIAL VALUE		0%	
Shared Lane Traffic (%)	040	4000	400	040	4400	04	40	400	000	420	000	400
Lane Group Flow (vph)	213	1682	128	319	1183	61	42	123	260	139	236	190
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases			2			6	8		8	4		4
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0	8.0	8.0
Minimum Split (s)	7.5	21.0	6.5	7.5	21.0	6.5	6.5	14.0	14.0	6.5	14.0	14.0
Total Split (s)	18.0	67.0	13.0	23.0	72.0	13.0	13.0	27.0	27.0	13.0	27.0	27.0
Total Split (%)	13.8%	51.5%	10.0%	17.7%	55.4%	10.0%	10.0%	20.8%	20.8%	10.0%	20.8%	20.8%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.5	0.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	3.5	4.5	6.0	3.5	3.5	6.0	6.0	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	12.5	62.5	76.4	17.0	67.0	82.5	31.5	21.1	21.1	34.5	22.6	22.6
Actuated g/C Ratio	0.10	0.48	0.59	0.13	0.52	0.63	0.24	0.16	0.16	0.27	0.17	0.17

## 1: Kautz Road/Smith Road & II 64

	1	<b>→</b>	1	1	-	1	4	1	-	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.69	0.15	0.77	0.46	0.06	0.21	0.38	1.09	0.43	0.69	0.71
Control Delay	66.9	28.2	12.7	60.1	27.4	10.0	37.6	52.7	135.7	41.7	62.6	66.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	28.2	12.7	60.1	27.4	10.0	37.6	52.7	135.7	41.7	62.6	66.7
LOS	E	C	В	E	C	В	D	D	F	D	E	E
Approach Delay		31.3			33.4			102.0			58.8	
Approach LOS		C			C			F			E	
Queue Length 50th (ft)	89	401	47	135	219	18	26	94	~248	92	189	153
Queue Length 95th (ft)	129	443	76	182	347	39	55	153	#409	147	#292	#259
Internal Link Dist (ft)		2017			2065			458			1235	
Turn Bay Length (ft)	255		200	300		190	200		580	195		
Base Capacity (vph)	349	2452	896	448	2583	967	214	320	238	325	340	267
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.69	0.14	0.71	0.46	0.06	0.20	0.38	1.09	0.43	0.69	0.71

## Intersection Summary

Area Type:

Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 32 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09 Intersection Signal Delay: 42.0 Intersection Capacity Utilization 73.2%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Kautz Road/Smith Road & II 64



	•	1	-	1	F	-	+	*	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		ä	<b>^</b>	7		Ä	<b>^</b>	7	7	<b>†</b>	7	7
Traffic Volume (vph)	8	22	1664	137	3	165	1305	16	41	0	48	7
Future Volume (vph)	8	22	1664	137	3	165	1305	16	41	0	48	7
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		190		195		200		200	100		100	80
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		200				200			100			115
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850				0.850			0.850	119
Flt Protected		0.950				0.950		Hamilton Co.	0.950	1,000		0.950
Satd. Flow (prot)	0	1805	5056	1524	0	1737	4964	1615	1770	2000	1583	1805
Flt Permitted		0.950				0.950			0.475			0.757
Satd. Flow (perm)	0	1805	5056	1524	0	1737	4964	1615	885	2000	1583	1438
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			45				45			30		
Link Distance (ft)			2145				1836			1071		
Travel Time (s)			32.5		Talka a		27.8			24.3		
Confl. Peds. (#/hr)			500									
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	8%	6%	0%	4%	10%	0%	2%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)						STATE OF THE PARTY.						
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	1789	147	0	180	1403	17	44	0	52	8
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt		Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8		7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0
Minimum Split (s)	7.5	7.5	21.0	7.5	7.5	7.5	21.0	7.5	7.5	14.0	14.0	7.5
Total Split (s)	14.0	14.0	78.0	13.0	14.0	14.0	78.0	13.0	13.0	25.0	25.0	13.0
Total Split (%)	10.8%	10.8%	60.0%	10.0%	10.8%	10.8%	60.0%	10.0%	10.0%	19.2%	19.2%	10.0%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Lead/Lag	Lood	Lead	A STATE OF THE PARTY OF THE PAR	Lead	Load	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Lead Yes	Yes	Lag Yes	Yes	Lead	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Charles and the same of	THE RESERVED IN	C-Min	THE RESERVE OF THE PERSON NAMED IN	AND DESCRIPTION OF THE PERSON OF	None	C-Min	None	None	None	None	None
Recall Mode	None	None		None	None	23.5	93.0	105.1	18.8	MOHE	10.9	13.5
Act Effet Green (s)		7.9	73.2	89.0				SALION DE MINISTERIO	And in case of the last of the		COLUMN TO SERVICE SERV	
Actuated g/C Ratio		0.06	0.56	0.68		0.18	0.72	0.81	0.14		0.08	0.10

	1	1
Lane Group	SBT	SBR
Lane onfigurations	<b></b>	7
Traffic Volume (vph)	0	22
Future Volume (vph)	0	22
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	CHANGE
Storage Length (ft)	070	0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	1.00
Frt		0.850
Flt Protected		0.000
Satd. Flow (prot)	2000	1615
Flt Permitted	2000	1013
	2000	1615
Satd. Flow (perm)	2000	No
Right Turn on Red		INO
Satd. Flow (RTOR)	20	
Link Speed (mph)	30	
Link Distance (ft)	404	Ca Lat
Travel Time (s)	9.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)	0.00	0.00
Peak Hour Factor	0.93	0.93
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	24
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	19.2%	19.2%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)	THOIG	9.1
Actuated g/C Ratio		0.07
Actuated 9/0 Natio		0.07

	•	1	-	1	F	-	-	*	1	1	1	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.30	0.63	0.14		0.58	0.39	0,01	0.23		0.39	0.05
Control Delay		71.5	10.2	4.4	A DESCRIPTION OF THE PERSON OF	58.7	9.6	5.0	47.8		64.4	42.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		71.5	10.2	4.4		58.7	9.6	5.0	47.8		64.4	42.9
LOS		E	В	Α		E	Α	A	D		E	D
Approach Delay			10.8				15.0			56.8		
Approach LOS			В				В			E		
Queue Length 50th (ft)		29	113	18		143	190	3	32		42	6
Queue Length 95th (ft)		m43	m120	m25		#273	264	11	64		84	20
Internal Link Dist (ft)			2065				1756			991		
Turn Bay Length (ft)		190		195		200		200	100		100	80
Base Capacity (vph)		134	2846	1046		313	3552	1348	198		231	214
Starvation Cap Reductn		0	0	0		0	0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0	0	0		0	0
Reduced v/c Ratio		0.25	0.63	0.14		0.58	0.39	0.01	0.22		0.23	0.04

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 59 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 14.2

Intersection LOS: B
ICU Level of Service C

Intersection Capacity Utilization 66.9%

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Pheasant Run & II 64



	1	1
Lane Group	SBT	SBR
v/c Ratio		0.21
Control Delay		60.9
Queue Delay		0.0
Total Delay		60.9
LOS		E
Approach Delay	56.4	
Approach LOS	E	
Queue Length 50th (ft)		20
Queue Length 95th (ft)		48
Internal Link Dist (ft)	324	
Turn Bay Length (ft)		
Base Capacity (vph)		236
Starvation Cap Reductn		0
Spillback Cap Reductn		0
Storage Cap Reductn		0
Reduced v/c Ratio		0.10
Intersection Summary		

Intersection						N. Balla				
Int Delay, s/veh	1.3									
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR		
Lane Configurations	u	<b>^</b>	7		ă	个个个	A			Sec. of
Traffic Vol, veh/h	3	1719	0	4	70	1486	0	8		
Future Vol, veh/h	3	1719	0	4	70	1486	0	8		1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	-	None		-	None	•	None		
Storage Length	200	-	180		200	-	0	-		
Veh in Median Storage,	# -	0		-	•	0	1			
Grade, %	-	0	-	-		0	0	_		
Peak Hour Factor	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	0	8	0	0	3	9	0	0		
Mvmt Flow	3	1868	0	4	76	1615	0	9		
Major/Minor N	lajor1			Vlajor2			Minor1		<b>MANUAL</b>	
Conflicting Flow All	1179	0	0	1364	1868	0	2680	934		
Stage 1							1874			
Stage 2	-	-	•	-	-	-	806			THE REAL PROPERTY.
Critical Hdwy	5.6			5.6	5.36	-	5.7	7.1		
Critical Hdwy Stg 1	-		-		-	-	6.6	-		
Critical Hdwy Stg 2							6			
Follow-up Hdwy	2.3	-	-	2.3	3.13	-	3.8	3.9		
Pot Cap-1 Maneuver	356	-		281	144	-	41	233		
Stage 1	-	-	-			-	70	-		
Stage 2	-		-		-		367	-		
Platoon blocked, %		-	-			-				
Mov Cap-1 Maneuver	356			148	148		19	233		
Mov Cap-2 Maneuver	-	10 T				-	51	ultur -		
Stage 1	-			-	-		69	-		
Stage 2	-	-					168			
Approach	EB			WB			NB	ROZE:		
HCM Control Delay, s	0			2.6			21			
HCM LOS	U			2.0			C			Market 1
HOW LOS										
Minor Long Mining At wet		UDI -4	EDIT	CDT	EDD	WBL	WBT			AUG
Minor Lane/Major Mymt		VBLn1	356	EBT	EBR	148	VVDI			
Capacity (veh/h) HCM Lane V/C Ratio		233	0.009	•		0.543				
		21	15.2		-	55.2			and the same of th	
HCM Control Delay (s)		C	15.2 C		-	55.2 F	-			
HCM Lane LOS HCM 95th %tile Q(veh)		0.1	0			TOWN DOWN THE REAL PROPERTY.				
now som wille Q(ven)		0.1	U			2.1		A STATE OF		

Intersection							
Int Delay, s/veh	0.2						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	1	-	7	44	44		
Traffic Vol, veh/h	9	5	4	365	576	26	
Future Vol, veh/h	9	5	4	365	576	26	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized				None		None	
Storage Length	110	0	100	-	-	_	
Veh in Median Storage,	STREET,	-	-	0	0		
Grade, %	0	- 07	- 07	0	0	- 07	
Peak Hour Factor	87	87	87	87	87	87	
Heavy Vehicles, % Mvmt Flow	0	20	0 5	9 420	7 662	12	
MAILL LIOM	10	0	3	420	002	30	
the Real Property lies and the Real Property lie	1inor2		Major1	-	Major2		
Conflicting Flow All	897	346	692	0	-	0	
Stage 1	677	•	-	-	-		
Stage 2	220	-	-	-	-		
Critical Hdwy	6.8	7.3	4.1	•		-	
Critical Howy Stg 1	5.8 5.8		-				
Critical Hdwy Stg 2 Follow-up Hdwy	3.5	3.5	2.2		-		
Pot Cap-1 Maneuver	283	601	912				
Stage 1	472	-	-	-		-	
Stage 2	802						NAME OF TAXABLE PARTY.
Platoon blocked, %	To Black			-	-	-	
Mov Cap-1 Maneuver	282	601	912		-		
Mov Cap-2 Maneuver	383					-	
Stage 1	470	-	-	-		-	
Stage 2	802	-	-		-		
Approach	EB		NB		SB		
HCM Control Delay, s	13.4		0.1		0		
HCM LOS	В						
Minor Lane/Major Mvmt		NBL	NOT	EBLn1 E	EDI no	SBT	SBR
Capacity (veh/h)		912	IND I		601	Call Street Street	
HCM Lane V/C Ratio		0.005		0.027	0.01		
HCM Control Delay (s)		9		14.7	11		
HCM Lane LOS		A		В	В	-	-
HCM 95th %tile Q(veh)	STORE .	0		The second second	0		-
7000 4(1011)							

Delay, s/veh   0.5     Delay, s/veh   0.5     Delay, s/veh   Delay, s/veh   0.5     Delay, s/veh   Delay, s/v		CDI CD										0.5	Intersection
The Configurations in the Configuration		ODI CD										0.5	Int Delay, s/veh
The Configurations in the Configuration		DDL OD	SBL	NBR	NBT	NBL	WBR	WBT	WBL	EBR	EBT	EBL	Movement
Affic Vol, veh/h 3 0 11 0 0 3 14 363 4 20 553 8 ture Vol, veh/h 3 0 11 0 0 3 14 363 4 20 553 8 ture Vol, veh/h 3 0 11 0 0 0 3 14 363 4 20 553 8 Anflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 7 6 7 6 7 AA	statement was a supplication of									THE RESERVE OF THE PERSON NAMED IN	AND DESCRIPTION OF	Lane Configurations
ture Vol, veh/h 3 0 11 0 0 3 14 363 4 20 553 8 Inflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 In Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre			Annual State of the last of th	4		THE REAL PROPERTY.	3		AND DESCRIPTION OF THE PARTY OF	11		THE RESERVE TO SHAREST PARTY.	Traffic Vol, veh/h
Inflicting Peds, #/hr         0				4			STROUGHT BRIDGE	Control of the last					Future Vol, veh/h
In Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre		The second second second second second		0	111111111111111111111111111111111111111			0	0		0		Conflicting Peds, #/hr
Channelized         -         -         None         -         -         None           brage Length         100         -         -         0         -         -         100         -         -           h in Median Storage, #         1         -         -         1         -         0         -         -         0			Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop		Sign Control
orage Length 100 0 130 100 h in Median Storage, # - 1 1 0 0 -		DOMESTIC AND POST OF THE PARTY	DESCRIPTION OF THE PERSON OF T		THE REAL PROPERTY.	-		WITH STREET	THE RESIDENCE OF THE PERSONS NAMED IN	NAME OF TAXABLE PARTY.	SALES OF THE PARTY	CONTRACTOR OF THE	RT Channelized
h in Median Storage, # - 1 1 0 0 -		100	100			130	Market Control		0		-	100	Storage Length
		-	-		0	PERSONAL PROPERTY.	-	1	COMPANIES NO.		1	# -	/eh in Median Storage,
140, 70	0 0 0 0				0	-		0			0		Grade, %
	89 89 89 89 89 89 89 89 89 89	89 8	89	89	89	89	89	89	89	89	89	89	Peak Hour Factor
				25	9	0	33	0	0	0	0	0	Heavy Vehicles, %
	0 12 0 0 3 16 408 4 22 621 9	22 62	22	4	408	16	3	0	0	12	0	3	Vivmt Flow
jor/Minor Minor2 Minor1 Major1 Major2	Minor1 Major1 Major2	jor2	Major2	N		/lajor1	N		/linor1	1		inor2	Major/Minor N
		THE RESERVE OF THE PARTY OF THE	The same of the sa		0		STATE OF TAXABLE PARTY.	1116	797	315	1114	1114	Conflicting Flow All
Stage 1 670 670 - 442 442				-	Chicago de Carriero					Contract Contract			
Stage 2 444 444 - 355 674		-	-		-		-				DEH CONTRACTOR		
	6.5 6.9 7.3 6.5 6.695 4.1 4.625 -	625	4.625	-		4.1	6.695	6.5	7.3	6.9	6.5	7.3	Critical Hdwy
	5.5 - 6.1 5.5	-	-		-		-	5.5	6.1		5.5	6.5	Critical Hdwy Stg 1
	5.5 - 6.5 5.5	-			-	-		5.5	6.5	-	5.5	6.1	Critical Hdwy Stg 2
low-up Hdwy 3.5 4 3.3 3.5 43.6135 2.22.5325	4 3.3 3.5 43.6135 2.22.5325 -	325	2.5325	-2	-	2.2	3.6135	43	3.5	3.3	4	3.5	ollow-up Hdwy
		964	964			962	567		294	687		176	ot Cap-1 Maneuver
Stage 1 417 459 - 598 580			-		-		-						
Stage 2 597 579 - 641 457	579 - 641 457	-		-	-	-		457	641	-	579	597	
				-									Platoon blocked, %
		964	964			962	567			687			Nov Cap-1 Maneuver
			-			-			A CONTRACTOR OF THE PARTY OF TH	-			Nov Cap-2 Maneuver
Stage 1 410 448 - 588 570			-							-			THE RESIDENCE OF THE PERSON NAMED IN COLUMN 2 IN COLUM
Stage 2 584 569 - 615 446	569 - 615 446	-	-	-	-	-	-	446	615	_	569	584	Stage 2
		the Real Property lies, the Re				NB			WB			EB	pproach
M Control Delay, s 11.8 11.4 0.3 0.3	11.4 0.3 0.3	0.3	0.3			0.3			11.4			11.8	CM Control Delay, s
MLOS B	В	KE TIT							В			В	ICM LOS
		SBT SB	SBT	STATE OF THE PERSONS ASSESSMENT	March Commercial Contraction				NBR E	NBT	-		/linor Lane/Major Mvmt
		7.								-			Capacity (veh/h)
		-				and the same of th							ICM Lane V/C Ratio
		- 1	-						- n				ICM Control Delay (s)
		-	-			STATE OF THE PERSON NAMED IN			-	-			ICM Lane LOS
M 95th %tile Q(veh) 0.1 0 0.1 - 0 0.1	0.1 0 0.1 - 0 0.1	-	-	0.1	0		0.1	0		-	0.1		ICM 95th %tile Q(veh)

Intersection		
Int Delay, s/veh 1.7		
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SB	L SBT	SBR
	ጎ ተ	Mary and the last of the last
Traffic Vol, veh/h 36 0 31 3 0 4 32 341 19 3		62
Future Vol, veh/h 36 0 31 3 0 4 32 341 19 3		62
	0 0	
Sign Control Stop Stop Stop Stop Stop Free Free Free Free		
RT Channelized None None None		A CONTRACTOR
Storage Length 105 13		
Veh in Median Storage, # - 1 0 -	- 0	
Grade, % - 0 0 0 -	- 0	The second of the second of the second
Peak Hour Factor 86 86 86 86 86 86 86 86 86 86 86 86 86	Name and Address of the Owner, where	
	0 6	
Mymt Flow 42 0 36 3 0 5 37 397 22 3		
TZ 0 00 0 0 0 0 00 00 00 00 00 00 00 00 0	0 040	12
Major/Minor Minor2 Minor1 Major1 Major	2	
Conflicting Flow All 1105 1113 548 1156 1174 408 620 0 0 41		0
Stage 1 620 620 - 482 482	NAME OF TAXABLE PARTY.	OSCILLA SERVICE
01 0 405 400 074 000		
Stage 2 485 493 - 674 692 Critical Hdwy 7.13 6.5 6.23 7.1 6.5 6.2 4.1 4.		STATE OF THE PARTY
046-1114-01-4 040 55		
Critical Hdwy Stg 2 6.13 5.5 - 6.1 5.5		SCHOOL STATE
Follow-up Hdwy 3.527 4 3.327 3.5 4 3.3 2.2 2.		
Pot Cap-1 Maneuver 187 210 534 175 193 648 970 115		
Stage 1 474 483 - 569 557		
Stage 2 561 550 - 448 448		and the same of th
Platoon blocked, %		
Mov Cap-1 Maneuver 176 196 534 155 180 648 970 115		NAME OF TAXABLE PARTY.
Mov Cap-2 Maneuver 298 309 - 267 287		
Stage 1 456 468 - 547 536		SECURITION OF STREET
Stage 2 536 529 - 405 434		
Stage 2 000 020 - 400 404 - 1		
Approach EB WB NB \$	В	
HCM Control Delay, s 17.1 14.1 0.7 0.	THE RESERVE THE PERSON NAMED IN	
HCM LOS C B	Aville III	
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR		
Capacity (veh/h) 970 375 402 1151		
HCM Lane V/C Ratio 0.038 0.208 0.02 0.031		
HCM Control Delay (s) 8.9 17.1 14.1 8.2		
11.1 17.1 0.2		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	LUIN	NDL	4	4	ODIX
Traffic Vol, veh/h	1	0	0	7	55	15
Future Vol, veh/h	1	0	0	7	55	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	TICC -	None	-	None
Storage Length	0	INOIIC		None -		None -
Veh in Median Storage,	SCHOOL SECTION			0	0	
Grade, %	0		_	0	0	
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	2	7
Mymt Flow	1	0	0	7	58	16
WALL TOW		U	U		30	10
The same of the sa	linor2	THE RESERVE AND PERSONS NAMED IN	Major1	1	Major2	
Conflicting Flow All	73	66	74	0	-	0
Stage 1	66	-	-	-		
Stage 2	7				-	-
Critical Hdwy	6.4	6.2	4.1		-	-
Critical Hdwy Stg 1	5.4	-		-46-		-
Critical Hdwy Stg 2	5.4		-			
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	936	1003	1538	-		-
Stage 1	962				-	-
Stage 2	1021	-	-		-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	936	1003	1538			-
Mov Cap-2 Maneuver	936	_			-	-
Stage 1	962	-			-	
Stage 2	1021	-		-		-
Account for any and any		COCANO A			-	
Approach	EB		NB		SB	
HCM Control Delay, s	8.9		0		0	
HCM LOS	Α					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1538				
HCM Lane V/C Ratio		-		0.001	_	
HCM Control Delay (s)		0		8.9		
HCM Lane LOS		A	Maria I	A	-	
HCM 95th %tile Q(veh)		0		0		-

		-		-		
Intersection			NA TA			
Int Delay, s/veh	0.7					
		EDD	MDI	NOT	CDT	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A			ન	P	
Traffic Vol, veh/h	4	1	0	3	12	43
Future Vol, veh/h	4	1	0	3	12	43
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	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	4	1	0	3	13	45
Major/Minor	line-2		Agic+1		Anio-2	
CONTRACTOR OF THE PARTY OF THE	/linor2	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	//ajor1		Major2	or area (a)
Conflicting Flow All	39	36	58	0		0
Stage 1	36	-	-	-	-	-
Stage 2	3	-	-	-	-	-
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	978	1042	1559		-	-
Stage 1	992			-		
Stage 2	1025				-	
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	978	1042	1559		-	
Mov Cap-2 Maneuver	978			-	-	-
Stage 1	992				-	
Stage 2	1025	-	-			-
Approach	EB		NB		SB	
HCM Control Delay, s	8.7		0		0	
HCM LOS	Α					
Minor Lane/Major Mvm	1	NBL	NRT	EBLn1	SBT	SBR
Capacity (veh/h)		1559	IND I		301	
HCM Lane V/C Ratio		DESCRIPTION OF THE PERSON OF T		0.005		
		-	-		-	William Co.
HCM Control Delay (s)		0				NATIONAL PROPERTY.
HCM Lane LOS		A	-	A	-	-
HCM 95th %tile Q(veh)		0	-	0	-	-

Capacity Analysis Summary Sheets
2027 Projected Weekday Evening Peak Hour Conditions

	•	1	<b>→</b>	1	F	1	+	1	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		ইণ	<b>^</b>	7		ሕጎ	<b>^</b>	7	1	<b></b>	7	
Traffic Volume (vph)	7	226	1178	62	7	225	1600	77	202	287	471	123
Future Volume (vph)	7	226	1178	62	7	225	1600	77	202	287	471	123
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		255		200		300		190	200		580	195
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		300				300			175			175
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.01	0.01	Parametri	0.0.	0.01	0.01	1.00	1.00	1.00	1.00	
Frt				0.850				0.850			0.850	
Flt Protected		0.950		0.000		0.950		0.000	0.950		0.000	0.950
Satd. Flow (prot)	0	3435	5151	1615	0	3403	5301	1538	1787	2000	1568	1787
Flt Permitted		0.950	0101	1010	· ·	0.950	3301	1000	0.436	2000	1000	0.268
Satd. Flow (perm)	0	3435	5151	1615	0	3403	5301	1538	820	2000	1568	504
Right Turn on Red	U	0400	3131	No	U	J+03	3301	No	020	2000	No	304
Satd. Flow (RTOR)				140				INO			140	
Link Speed (mph)			45				45			40		
Link Distance (ft)			2097				2145			538		
Travel Time (s)			31.8				32.5			9.2		
			31.0	PER CONTRACT			32.3		NAME OF TAXABLE PARTY.	9.2		THE RESIDENCE OF THE PARTY OF T
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	6%	0%	0%	3%	3%	5%	1%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			004				00/			001		
Mid-Block Traffic (%)			0%				0%		and the same of the same of	0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	240	1214	64	0	239	1649	79	208	296	486	127
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt	NA	Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8		7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0
Minimum Split (s)	7.5	7.5	21.0	6.5	7.5	7.5	21.0	6.5	6.5	14.0	14.0	6.5
Total Split (s)	20.0	20.0	73.0	18.0	24.0	24.0	77.0	18.0	18.0	35.0	35.0	18.0
Total Split (%)	13.3%	13.3%	48.7%	12.0%	16.0%	16.0%	51.3%	12.0%	12.0%	23.3%	23.3%	12.0%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.0	3.5		4.5	6.0	3.5	3.5	6.0	6.0	3.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)		14.4	70.8	90.9		15.7	72.1	90.6	47.6	31.0	31.0	44.4
Actuated g/C Ratio		0.10	0.47	0.61		0.10	0.48	0.60	0.32	0.21	0.21	0.30

	+	1
Lane Group	SBT	SBR
Lane Configurations	<b>†</b>	7
Traffic Volume (vph)	184	237
Future Volume (vph)	184	237
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	12
Storage Length (ft)	070	0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	1.00
Frt		0.850
Flt Protected		0.000
Satd. Flow (prot)	2000	1615
Fit Permitted	2000	1013
	2000	1615
Satd. Flow (perm)	2000	No
Right Turn on Red		INO
Satd. Flow (RTOR)	40	
Link Speed (mph)	40 1315	
Link Distance (ft)		
Travel Time (s)	22.4	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)	0.07	0.07
Peak Hour Factor	0.97	0.97
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	190	244
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	35.0	35.0
Total Split (%)	23.3%	23.3%
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.5	1.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)	29.4	29.4
Actuated g/C Ratio	0.20	0.20
	0.20	120

## 1: Kautz Road/Smith Road & II 64

	•	1	-	1	F	1	-	4	4	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.73	0.50	0.07		0.67	0.65	0.09	0.59	0.72	1.50	0.50
Control Delay		79.1	28.6	12.9		68.6	31.6	11.5	46.5	66.8	281.8	43.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		79.1	28.6	12.9		68.6	31.6	11.5	46.5	66.8	281.8	43.5
LOS		E	C	В		E	C	В	D	E	F	D
Approach Delay			35.9				35.3			168.1		
Approach LOS			D				D			F		
Queue Length 50th (ft)		118	296	24		123	288	25	155	274	~664	90
Queue Length 95th (ft)		167	356	49		169	463	45	229	#396	#906	144
Internal Link Dist (ft)			2017				2065			458		
Turn Bay Length (ft)		255		200		300		190	200		580	195
Base Capacity (vph)		354	2431	983		442	2547	949	353	412	323	279
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.68	0.50	0.07		0.54	0.65	0.08	0.59	0.72	1.50	0.46

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 53 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50
Intersection Signal Delay: 64.6
Intersection Capacity Utilization 81.3%

Intersection LOS: E
ICU Level of Service D

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Kautz Road/Smith Road & II 64



		1
	+	
Lane Group	SBT	SBR
v/c Ratio	0.49	0.77
Control Delay	58.6	74.3
Queue Delay	0.0	0.0
Total Delay	58.6	74.3
LOS	E	E
Approach Delay	62.0	
Approach LOS	E	
Queue Length 50th (ft)	168	230
Queue Length 95th (ft)	250	#359
Internal Link Dist (ft)	1235	
Turn Bay Length (ft)		
Base Capacity (vph)	391	316
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.77
Intersection Summary		

	•	1	-	7	F	1	+	1	1	†	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		Ä	ተተተ	7		Ä	111	7	7	<b></b>	7	7
Traffic Volume (vph)	3	33	1683	60	5	61	1760	27	113	0	143	23
Future Volume (vph)	3	33	1683	60	5	61	1760	27	113	0	143	23
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	1900	2000	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%				0%			0%		
Storage Length (ft)		190		195	SALARIAN SALA	200		200	100		100	80
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		200				200			100			115
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.01	1.00	0.01	1.00	0.01	1.00	0.01	1.00	1.00	1.00	1.00	1.00
Frt	Department of	SECURIOR SE		0.850				0.850			0.850	
Flt Protected		0.950		0.000		0.950		0.000	0.950		0.000	0.950
Satd. Flow (prot)	0	1805	5200	1583	0	1772	5301	1615	1736	2000	1553	1805
Flt Permitted	U	0.950	3200	1303	U	0.950	3301	1013	0.591	2000	1000	0.757
Satd. Flow (perm)	0		5200	1583	0		5301	1615		2000	1553	
THE RESERVE THE PROPERTY OF THE PARTY OF THE	U	1805	5200		0	1772	5301	CHILD MINESPERSIVE	1080	2000		1438
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)			45							00		
Link Speed (mph)			45				45			30		
Link Distance (ft)			2145				1836			1071		
Travel Time (s)			32.5				27.8			24.3		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	2%	0%	2%	3%	0%	4%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%				0%			0%		
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	1753	63	0	69	1833	28	118	0	149	24
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	pm+ov	pm+pt		Perm	pm+pt
Protected Phases	5	5	2	3	1	1	6	7	3	8		7
Permitted Phases				2				6	8		8	4
Detector Phase	5	5	2	3	1	1	6	7	3	8	8	7
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0	3.0	3.0	3.0	15.0	3.0	3.0	8.0	8.0	3.0
Minimum Split (s)	7.5	7.5	21.0	7.5	7.5	7.5	21.0	7.5	7.5	14.0	14.0	7.5
Total Split (s)	17.0	17.0	88.0	20.0	17.0	17.0	88.0	20.0	20.0	25.0	25.0	20.0
Total Split (%)	11.3%	11.3%	58.7%	13.3%	11.3%	11.3%	58.7%	13.3%	13.3%	16.7%	16.7%	13.3%
Yellow Time (s)	3.5	3.5	4.5	3.5	3.5	3.5	4.5	3.5	3.5	4.5	4.5	3.5
All-Red Time (s)	1.0	1.0	1.5	0.0	1.0	1.0	1.5	0.0	0.0	1.5	1.5	0.0
Lost Time Adjust (s)	1.0	0.0	0.0	0.0	1.0	0.0	0.0	Name and Address of the Owner, where the Persons	0.0	0.0	0.0	
		4.5	6.0	3.5		4.5	6.0	0.0		6.0	6.0	0.0
Total Lost Time (s)		The Second Control of the Control of		CONTRACTOR OF STREET		The same of the sa			3.5		TO SEE SECTION AND ADDRESS OF THE PERSON NAMED IN	3.5
Lead/Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	None	None	C-Min	None	None	None	None	None
Act Effct Green (s)		8.5	95.6	117.2		10.6	97.3	110.5	32.1		20.8	21.6
Actuated g/C Ratio		0.06	0.64	0.78		0.07	0.65	0.74	0.21		0.14	0.14

	+	1
Lane Group	SBT	SBR
Lane configurations	<b></b>	7
Traffic Volume (vph)	0	33
Future Volume (vph)	0	33
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Grade (%)	0%	12
Storage Length (ft)	0.70	0
Storage Lanes	TO DESCRIPTION OF THE PERSON O	1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	1.00
Frt		0.850
		0.000
Fit Protected	2000	1C4E
Satd. Flow (prot)	2000	1615
Flt Permitted	6006	4045
Satd. Flow (perm)	2000	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	404	
Travel Time (s)	9.2	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Growth Factor	100%	100%
Heavy Vehicles (%)	0%	0%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	34
Turn Type		Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	14.0	14.0
Total Split (s)	25.0	25.0
Total Split (%)	16.7%	16.7%
	4.5	4.5
Yellow Time (s)	1.5	1.5
All-Red Time (s)		
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		14.0
Actuated g/C Ratio		0.09

	•	1	-	1	F	6	-	*	4	1	-	1
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
v/c Ratio		0.36	0.53	0.05		0,55	0.53	0.02	0.40		0.69	0.11
Control Delay		75.3	11.3	6.6		83.7	16.9	8.0	51.5		77.9	44.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		75.3	11.3	6.6		83.7	16.9	8.0	51.5		77.9	44.0
LOS		E	В	Α		F	В	A	D		E	D
Approach Delay			12.4				19.1			66.2		
Approach LOS			В				В			E		
Queue Length 50th (ft)		34	233	18		66	362	8	97		141	19
Queue Length 95th (ft)		m60	m226	m28		120	483	21	147		212	42
Internal Link Dist (ft)			2065				1756		LOP L	991		
Turn Bay Length (ft)		190		195		200		200	100		100	80
Base Capacity (vph)		150	3312	1253		148	3439	1297	303		226	334
Starvation Cap Reductn		0	0	0		0	0	0	0		0	0
Spillback Cap Reductn		0	0	0		0	0	0	0		0	0
Storage Cap Reductn		0	0	0		0	0	0	0		0	0
Reduced v/c Ratio		0.25	0.53	0.05		0.47	0.53	0.02	0.39		0.66	0.07

Intersection Summary

Area Type: Other

Cycle Length: 150 Actuated Cycle Length: 150

Offset: 68 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

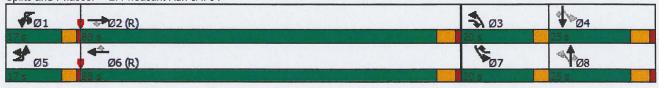
Maximum v/c Ratio: 0.69 Intersection Signal Delay: 19.7 Intersection Capacity Utilization 65.6%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Pheasant Run & II 64



	1	1
Lane Group	SBT	SBR
v/c Ratio		0.23
Control Delay		64.7
Queue Delay		0.0
Total Delay		64.7
LOS		E
Approach Delay	56.2	
Approach LOS	E	
Queue Length 50th (ft)		31
Queue Length 95th (ft)		66
Internal Link Dist (ft)	324	
Turn Bay Length (ft)		
Base Capacity (vph)		204
Starvation Cap Reductn		0
Spillback Cap Reductn		0
Storage Cap Reductn		0
Reduced v/c Ratio		0.17
Intersection Summary		

Intersection								
Int Delay, s/veh	0.5							
Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	a	ተተተ	7	The Later	ă	ተተተ	W	
Traffic Vol, veh/h	1	1852	1	4	9	1848	4	41
Future Vol, veh/h	1	1852	1	4	9	1848	4	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	200	-	180		200	-	0	-
Veh in Median Storage,		0	-	-		0	1	
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	0	3	0	2
Mvmt Flow	1	2013	1	4	10	2009	4	45
Major/Minor M	ajor1	CALA.		Vajor2			Minor1	
CONTRACTOR OF THE PARTY OF THE	1466	0		1470	2014	0	2847	1007
Stage 1				-			2015	
Stage 2	-			Line To	-	-	832	-
Critical Hdwy	5.6			5.6	5.3		5.7	7.14
Critical Hdwy Stg 1	-	-		-	-		6.6	
Critical Hdwy Stg 2				-	-		6	-
Follow-up Hdwy	2.3		-	2.3	3.1		3.8	3.92
Pot Cap-1 Maneuver	246	-		245	126	-	33	205
Stage 1	-	-			-		57	-
Stage 2		-			-	-	356	-
Platoon blocked, %		-	-			-		
Mov Cap-1 Maneuver	246	-	-	142	142	-	30	205
Mov Cap-2 Maneuver	-		-	-	-	-	50	-
Stage 1	-			-	-		57	
Stage 2	-	-		-	-	-	321	
Approach	EB			WB	BITTE		NB	
HCM Control Delay, s	0			0.2			36.8	
HCM LOS							E	
Minor Long/Major Must		VIDI n4	EBU	CDT	EDD	WBL	WBT	
Minor Lane/Major Mymt		VBLn1	STATE OF TAXABLE PARTY.	EBT	EBR	Name and Address of the Owner, where the Owner, which the Owner, where the Owner, where the Owner, which the		
Capacity (veh/h)		161	246	-	-	142	-	
HCM Control Delevio		36.8	0.004		-	0.1		094000
HCM Long LOS		30.8 E	19.7 C		-	33.2 D		
HCM Lane LOS HCM 95th %tile Q(veh)		1.2	0			0.3		
HOW SOUT MUTE CALVED)		1.2	U			0.3		

				Type Tel	THE TAX		SWITTER TO
Intersection							
Int Delay, s/veh	2.7						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	EBL	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	THE RESERVE OF THE PERSON NAMED IN		THE RESERVE AND PERSONS NAMED IN	SOR	
Traffic Vol, veh/h	154	44	45	806	<b>1</b> 312	159	
Future Vol, veh/h	154	44	45	806	312	159	
Conflicting Peds, #/hr	104	0	45	000	0	0	
Sign Control	Stop		Free	Free	Free	Free	
RT Channelized	Stop -	THE RESERVE OF THE PERSON NAMED IN	riee -	None	riee -	A-removiduo di la constante	
Storage Length	110	0	100	None -		INOHE -	
Veh in Median Storage		-	100	0	0		
Grade, %	0			0	0		
Peak Hour Factor	94	94	94	94	94	94	
Heavy Vehicles, %	0		0	2	2	0	
Mymt Flow	164	47	48	857	332	169	
WHILLIOW	104	71	40	007	332	109	
The second secon	Vinor2		Major1		Major2		
Conflicting Flow All	942	251	501	0		0	
Stage 1	417		-			-	
Stage 2	525	-			- 1	-	
Critical Hdwy	6.8	6.9	4.1	-		•	
Critical Hdwy Stg 1	5.8		-	-	-		
Critical Hdwy Stg 2	5.8	40 4	-	-	-		
Follow-up Hdwy	3.5	3.3	2.2	-	-		
Pot Cap-1 Maneuver	265	755	1074			-	
Stage 1	639	-	-	- A			TELL
Stage 2	564	1	-	-		-	
Platoon blocked, %				-			
Mov Cap-1 Maneuver	253	755	1074			/-	
Mov Cap-2 Maneuver	383		11.	-		-	
Stage 1	610		-		-	-	
Stage 2	564		-		-		
Approach	EB		NB		SB		
HCM Control Delay, s	18.7		0.4		0		
HCM LOS	C		0.4		U		
TIOWI LOS	C						
			ere ere				No. of Concession, Name of Street, or other Persons, Name of Street, or ot
Minor Lane/Major Mvm	t	NBL	NBT	EBLn1	THE RESERVE OF THE PERSON NAMED IN	SBT	SBR
Capacity (veh/h)		1074			755		
HCM Lane V/C Ratio		0.045		0.428	0.062	-	-
HCM Control Delay (s)		8.5	-	21.2	10.1	-	-
HCM Lane LOS		Α	-	C	В	-	-
HCM 95th %tile Q(veh)		0.1	-	2.1	0.2	-	
			A PROPERTY.				

	SILVE V			Parket III					TOTAL TOTAL			
Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	P		- 4	f)		7	<b>\$</b>		- 4	44	
Traffic Vol, veh/h	45	0	37	3	0	14	55	792	0	3	342	11
Future Vol, veh/h	45	0	37	3	0	14	55	792	0	3	342	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized		-	None			None		-	None	-	•	None
Storage Length	100		-	0		-	130		-	100		-
Veh in Median Storage,	# -	1			1			0			0	-
Grade, %	-	0			0			0	-		0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	33	0	36	0	2	0	33	2	0
Mymt Flow	46	0	38	3	0	14	56	808	0	3	349	11
Major/Minor N	linor2			Minor1			//ajor1		۸	Major2		
Conflicting Flow All	1288	1281	180	1101	1286	808	360	0	0	808	0	0
Stage 1	361	361	100	920	920	-	300	0		-	-	-
Stage 2	927	920		181	366							
Critical Hdwy	7.3	6.5	69	7.795	6.5	6.74	4.1			4.595		
Critical Hdwy Stg 1	6.5	5.5		6.595	5.5	-	-	-		7.000		-
Critical Hdwy Stg 2	6.1	5.5		6.995	5.5							
Follow-up Hdwy	3.5	4		3.8135	4		2.2		-	2.5135		_
Pot Cap-1 Maneuver	132	167	838	147	166	319	1210			668		
Stage 1	636	629	000	274	352	010	12.10			-	-	
Stage 2	324	352		730	626							
Platoon blocked, %	027	302		, 00	020							
Mov Cap-1 Maneuver	121	159	838	135	158	319	1210	_		668		
Mov Cap-2 Maneuver	226	261	-	215	257	-	-	-		-	-	-
Stage 1	607	626		261	336							
Stage 2	295	336	-	694	623	-			-	-	-	
Assir San Market				301	323							S. P. A. S. S.
Annroach	EB			WB			NB			SB		
Approach  HCM Control Dolov a				17.7			0.5		(Caratan	0.1		
HCM Control Delay, s	18 C			NAME OF TAXABLE PARTY.			0.5			0.1		
HCM LOS	C			С								
Minor Lane/Major Mymt		NBL	NBT	NIPP	EBLn1	ERI 201	MRI 541	MRI an	SBL	SBT	SBR	
CONTRACTOR OF THE PERSON NAMED IN COLUMN 2		A STATE OF THE PARTY OF THE PAR		TAXABLE DESCRIPTION		838	215	319	668	301		Television (St.
Capacity (veh/h)		1210		-	0.203					ARTHUR DESIGNATION OF THE PERSON OF THE PERS	-	
HCM Cantral Polació		0.046	-	CONSTRUCTION AND DESCRIPTION OF THE PERSON O			0.014		10.4		CONTRACTOR OF STREET	DESCRIPTION OF THE PERSON OF T
HCM Control Delay (s)		8.1	•			9.5 A	C C	10.8 C				
HCM Lane LOS		A 0.1	-	-	NESTRO STATE	0.1	0		0	-	-	OCCUPATION OF
HCM 95th %tile Q(veh)		0.1	-		U.1	0.1	U	0.1	U			

Intersection Int Delay, s/veh  2.9  Movement  EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
Movement FRI FRT FRR WRI WRT WRR NRI NRT NRR SRI SRT SRR
HOTOHOR LDE LDI LDIN TIDE TADI TADIN TOLE TOLE ODE ODIN
ane Configurations 💠 💠 🏌 🥇 🕇
raffic Vol, veh/h 81 0 40 14 0 23 42 743 3 3 337 42
Future Vol, veh/h 81 0 40 14 0 23 42 743 3 3 337 42
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0
Sign Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free
RT Channelized None None None
torage Length 105 130
eh in Median Storage, # - 1 1 0 0 -
rade, % - 0 0 0 -
eak Hour Factor 98 92 98 92 92 98 98 92 92 98 98
leavy Vehicles, % 0 0 0 0 0 0 2 2 0 0 2 0
vmt Flow 83 0 41 15 0 25 43 758 3 3 344 43
Najor/Minor Minor2 Minor1 Major1 Major2
Conflicting Flow All 1208 1197 344 1238 1239 760 387 0 0 761 0 0
Stage 1 350 350 - 846 846
Stage 2 858 847 - 392 393
ritical Hdwy 7.1 6.5 6.2 7.1 6.5 6.2 4.12 4.1
Critical Hdwy Stg 1 6.1 5.5 - 6.1 5.5
Critical Hdwy Stg 2 6.1 5.5 - 6.1 5.5
follow-up Hdwy 3.5 4 3.3 3.5 4 3.3 2.218 2.2
Ot Cap-1 Maneuver 161 187 703 154 177 409 1171 860
Stage 1 671 636 - 360 381
Stage 2 354 381 - 637 609
Platoon blocked, %
Nov Cap-1 Maneuver 147 180 703 141 170 409 1171 860
Nov Cap-2 Maneuver 250 284 - 254 275
Stage 1 646 634 - 347 367
Stage 2 320 367 - 598 607
Approach EB WB NB SB
HCM Control Delay, s 23.3 17.3 0.4 0.1
CM LOS C
finor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR
Capacity (veh/h) 1171 318 332 860
ICM Lane V/C Ratio 0.037 0.388 0.121 0.004
ICM Control Delay (s) 8.2 23.3 17.3 9.2
HCM Lane LOS A C C A
HCM 95th %tile Q(veh) 0.1 1.8 0.4 0

Movement	Intersection			Z SOUTH			
Section   Sect	Int Delay, s/veh	1.3					
Care   Configurations   Care		FRI	ERR	NRI	NRT	SRT	SRP
Traffic Vol, veh/h			LDK	INDL			ODK
Future Vol, veh/h Conflicting Peds, #/hr O Conflicting Elow All Stage 1 Stage 2 Stage 2 Stage 2 Stage 2 Stage 2 Stage 1 Stage 1 Stage 1 Stage 1 Stage 1 Stage 1 Stage 2 Stage 2 Stage 2 Stage 2 Stage 2 Stage 2 Stage 1 Stage 2 Stage 2 Stage 1 Stage 1 Stage 1 Stage 2 Stage 2 Stage 2 Stage 2 Stage 2 Stage 3 Stage 2 Stage 3 Stage 1 Stage 2 Stage 1 Stage 2 Stage 2 Stage 1 Stage 2 Stage 3 Stage 2 Stage 3 Stage 2 Stage 3 Stage		OWNERS AND ADDRESS.	0	0			0
Conflicting Peds, #/hr				STATE OF THE PERSON NAMED IN		NAME OF TAXABLE PARTY.	
Sign Control         Stop         Stop         Free         None         Anone         None         Anone			The second second		A STATE OF THE PARTY OF THE PAR		
RT Channelized				AND REAL PROPERTY.	THE RESERVE OF THE PERSON NAMED IN		Name of Street, or other Persons
Storage Length		BUSYNAMINEN		AND PERSONS		ASSESSED FOR THE PARTY OF THE P	
Veh in Median Storage, #       0       -       -       0       0       -         Grade, %       0       -       -       0       0       -         Peak Hour Factor       95<	THE RESIDENCE OF THE PERSON NAMED IN COLUMN 2 IN COLUM		ALTO CONTRACTOR OF THE PARTY OF			NAME AND ADDRESS OF	Contraction of the last of the
Grade, %         0         -         -         0         0         -         Peak Hour Factor         95				NAME OF TAXABLE PARTY.			
Peak Hour Factor         95			-		and the local division in the local division		•
Heavy Vehicles, %							-
Mount Flow         8         0         0         39         8         2           Major/Minor         Minor2         Major1         Major2           Conflicting Flow All         48         9         10         0         -         0           Stage 1         9         - <td>THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAM</td> <td></td> <td>NATIONAL STANSON</td> <td></td> <td>STATE OF THE PARTY OF THE PARTY</td> <td>Section 1975</td> <td>ALTERNATION OF THE PERSON NAMED IN</td>	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAM		NATIONAL STANSON		STATE OF THE PARTY	Section 1975	ALTERNATION OF THE PERSON NAMED IN
Major/Minor         Minor2         Major1         Major2           Conflicting Flow All         48         9         10         0         -         0           Stage 1         9         -		and the same of th		NAME OF TAXABLE PARTY.		AND DESCRIPTION OF THE PERSON NAMED IN	0
Stage 1	Mymt Flow	8	0	0	39	8	2
Stage 1							
Stage 1	Major/Minor N	Minor?		Vaior1	N	Major2	
Stage 1       9       -       -       -       -         Stage 2       39       -       -       -       -         Critical Hdwy       6.53       6.2       4.1       -       -         Critical Hdwy Stg 1       5.53       -       -       -       -         Critical Hdwy Stg 2       5.53       -       -       -       -         Follow-up Hdwy       3.617       3.3       2.2       -       -       -         Follow-up Hdwy       3.617       3.3       2.2       -       -       -       -         Follow-up Hdwy       3.617       3.3       2.2       -	Control of the Contro		The second second	The second second	THE OWNER OF TAXABLE PARTY.	-	0
Stage 2       39       -        -       -       -       -       -       -       -       -       -       -       -       -       -       -       -        - <td></td> <td></td> <td>ACHIODISCOPPING</td> <td>Discount Colores</td> <td>MANAGEMENT OF THE PARTY OF THE</td> <td>THE REAL PROPERTY.</td> <td>CONTRACTOR STATEMENT</td>			ACHIODISCOPPING	Discount Colores	MANAGEMENT OF THE PARTY OF THE	THE REAL PROPERTY.	CONTRACTOR STATEMENT
Critical Hdwy 6.53 6.2 4.1					MARINE LA MINISTERIO		-
Critical Hdwy Stg 1 5.53						NEWS CO.	-
Critical Hdwy Stg 2 5.53 Follow-up Hdwy 3.617 3.3 2.2			SALES SERVICES	4.1		-	-
Follow-up Hdwy 3.617 3.3 2.2			-	-	-	-	-
Pot Cap-1 Maneuver 934 1079 1623 Stage 1 986					-	-	-
Stage 1       986       -					-	-	-
Stage 2       956       -       -       -       -         Platoon blocked, %         Mov Cap-1 Maneuver       934       1079       1623       -       -       -         Mov Cap-2 Maneuver       934       -			1079	1623	-	-	-
Platoon blocked, %  Mov Cap-1 Maneuver 934 1079 1623	Stage 1	986	-	-		-	-
Mov Cap-1 Maneuver         934         1079         1623         - </td <td>Stage 2</td> <td>956</td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td>	Stage 2	956			-	-	
Mov Cap-2 Maneuver         934         -	Platoon blocked, %				-		-
Mov Cap-2 Maneuver         934         -		934	1079	1623		-	
Stage 1         986         -					-		_
Stage 2         956         -         -         -           Approach         EB         NB         SB           HCM Control Delay, s         8.9         0         0           HCM LOS         A         A         A             Minor Lane/Major Mvmt         NBL         NBT EBLn1         SBT         SBR           Capacity (veh/h)         1623         -         934         -           HCM Lane V/C Ratio         -         -         0.009         -           HCM Control Delay (s)         0         -         8.9         -							
Approach EB NB SB HCM Control Delay, s 8.9 0 0 HCM LOS A  Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1623 - 934 - HCM Lane V/C Ratio - 0.009 - HCM Control Delay (s) 0 - 8.9 -	Company of the Compan						
HCM Control Delay, s 8.9 0 0  HCM LOS A  Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1623 - 934 - HCM Lane V/C Ratio - 0.009 - HCM Control Delay (s) 0 - 8.9 -	Olugo Z	000					
HCM Control Delay, s 8.9 0 0  HCM LOS A  Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1623 - 934 - HCM Lane V/C Ratio - 0.009 - HCM Control Delay (s) 0 - 8.9 -							
Minor Lane/Major Mymt  Capacity (veh/h)  HCM Lane V/C Ratio  HCM Control Delay (s)  A  NBL NBT EBLn1 SBT SBR  - 934 0.009 HCM Control Delay (s)  - 8.9 -	Approach	EB		NB		SB	
Minor Lane/Major Mymt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1623 - 934 - HCM Lane V/C Ratio - 0.009 - HCM Control Delay (s) 0 - 8.9 -	HCM Control Delay, s	8.9		0		0	
Capacity (veh/h)       1623       -       934       -       -         HCM Lane V/C Ratio       -       -       0.009       -       -         HCM Control Delay (s)       0       -       8.9       -       -	HCM LOS	A					
Capacity (veh/h)       1623       -       934       -       -         HCM Lane V/C Ratio       -       -       0.009       -       -         HCM Control Delay (s)       0       -       8.9       -       -							
Capacity (veh/h)       1623       -       934       -       -         HCM Lane V/C Ratio       -       -       0.009       -       -         HCM Control Delay (s)       0       -       8.9       -       -	Minor Long (Major Myss	THE SECOND	NIDI	NDT	CDL -4	CDT	CDD
HCM Lane V/C Ratio 0.009 - HCM Control Delay (s) 0 - 8.9 -				THE RESIDENCE AND ADDRESS OF THE PARTY OF TH			
HCM Control Delay (s) 0 - 8.9 -			STATE OF TAXABLE PARTY.			NAME OF TAXABLE PARTY.	•
				ative Calescon Story		-	-
				-		-	-
	HCM Lane LOS		Α	-	and the second second	-	-
HCM 95th %tile Q(veh) 0 - 0 -	HCM 95th %tile Q(veh)		0		0	-	

Intersection						
Int Delay, s/veh	4.3					OLD THE STREET
		CDD	NDI	NPT	CPT	CPP
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	11	0	0	<b>ब</b>	<b>\$</b>	1
Traffic Vol, veh/h	22	0	0	15	4	4
Future Vol, veh/h	22	0	0	15	4	4
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	-
Grade, %	0	-	- 05	0	0	- 0E
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	16	4	4
Major/Minor M	linor2		Major1	1	Major2	
Conflicting Flow All	22	6	8	0		0
Stage 1	6					
Stage 2	16	-	_		-	
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	1000	1083	1625			
Stage 1	1022	-	1020			
Stage 2	1012					
Platoon blocked, %	1012	LESSES OF THE PARTY OF THE PART				
Mov Cap-1 Maneuver	1000	1083	1625			
	1000	1003	1023			
Mov Cap-2 Maneuver	1000					-
Stage 1			-			
Stage 2	1012			•		-
						A STATE OF
Approach	EB		NB		SB	
HCM Control Delay, s	8.7		0		0	
HCM LOS	Α					
Minor Lang/Major Muml		NBL	NPT	EBLn1	SBT	SBR
Minor Lane/Major Mvmt Capacity (veh/h)		1625		1000	NAME AND ADDRESS OF THE OWNER, WHEN	THE RESERVE TO SERVE THE PARTY OF THE PARTY
L'ADACHV (VED/D)	DOM:	AND PROPERTY.		0.023	-	•
				U.UZ3		
HCM Lane V/C Ratio		-			NAME OF TAXABLE	
HCM Lane V/C Ratio HCM Control Delay (s)		0	-	8.7	-	
HCM Lane V/C Ratio			-	8.7 A	-	-