# Traffic Impact Study
## Burj Plaza Redevelopment
### Lombard, Illinois


Prepared For:

VILLAGE OF LOMBARD • IL
The Lilac Village
1869

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

June 12, 2025

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the redevelopment of Burj Plaza located in Lombard, Illinois. The site is located in the southwest quadrant of the intersection of Roosevelt Road with Finley Road. As proposed, the site will be redeveloped to contain the following uses:

- 5,000 square-foot day care center with a maximum population of 72 children
- 3,565 square-foot fast food restaurant with drive-through
- 1,280 square-foot candy shop
- 4,782 square-foot smoking lounge
- 3,624 square feet of retail/service uses
- 2,978 square feet of personal care store
- Approximately 8,562 square feet of fast-food restaurants without drive-through
- Approximately 13,650 square feet of fast-casual restaurants
- Approximately 14,811 square feet of fine-dining restaurants
- Approximately 2,978 square feet of office space
- 60,000 square-foot banquet facility

Access to the site will continue to be provided via two existing right-in/right-out access drives and a full movement access drive off Finley Road, and via a full movement access drive off Roosevelt Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed redevelopment 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
- Description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the redevelopment
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- A traffic signal warrant study performed at the intersection of Finley Road with Mariano`s access drive/site access drive
- Parking evaluation

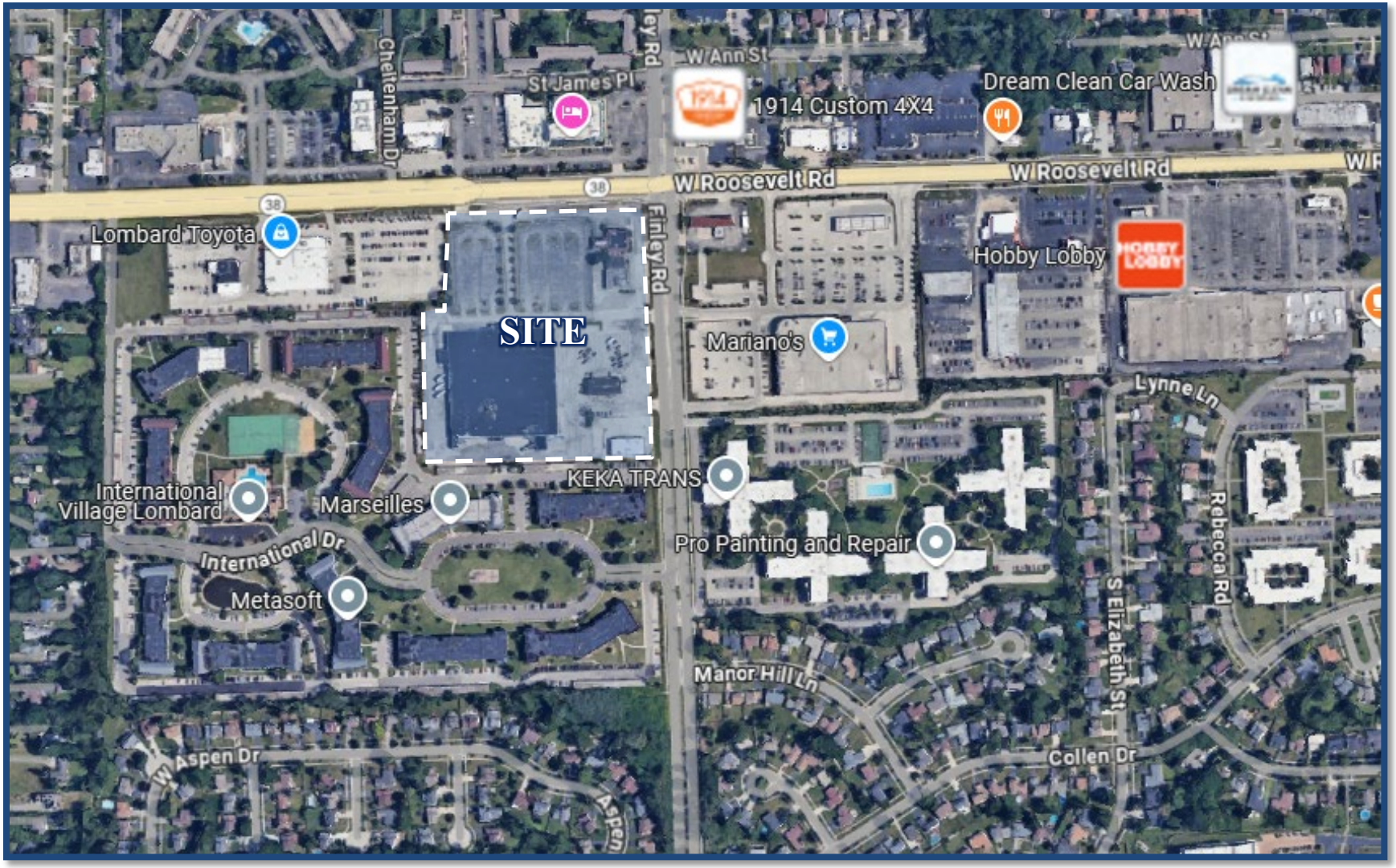
Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from the traffic counts.

2. Year 2031 No-Build Conditions – Analyzes the capacity of the future roadway system using existing traffic volumes increased by an ambient area growth factor not attributable to any particular development.

3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system assuming the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.


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




**Aerial View of Site** **Figure 2**

# 2. Existing Conditions

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

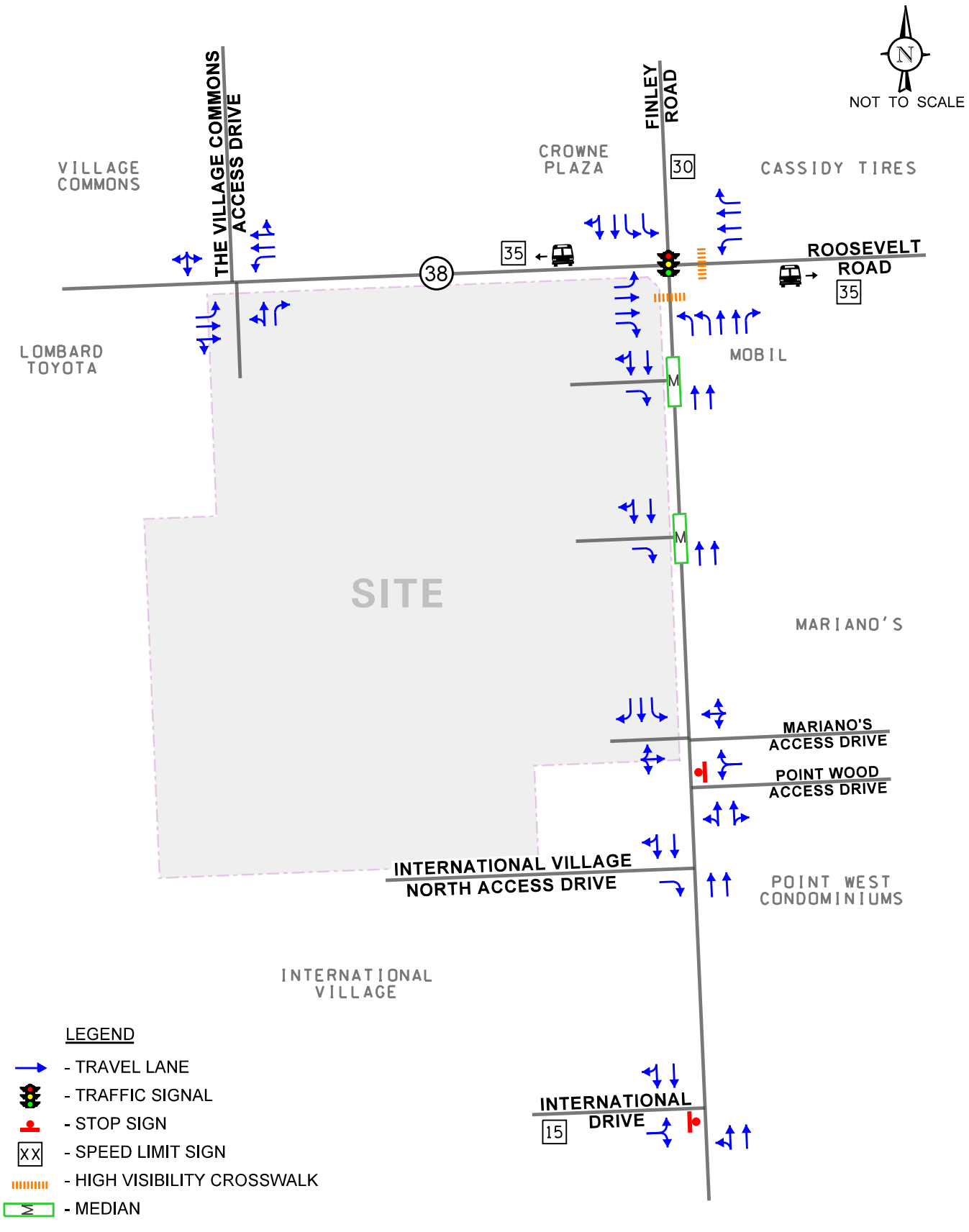
## Site Location

The site is located in the southwest quadrant of the intersection of Roosevelt Road with Finley Road in Lombard, Illinois. Land uses in the vicinity of the site are a mixture of residential and commercial. Lombard Toyota is located to the west of the site, a Mobil fuel center and Mariano`s grocery store are located to the east of the site, the International Village apartments are located to the west and south of the site, and the Crowne Plaza Hotel and the Village Commons strip retail center are located to the north of the site.

## Existing Roadway System Characteristics

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

*Roosevelt Road (IL Route 38)* is an east-west other principal arterial roadway bordering the site to the north. It has two through lanes in each direction separated by a painted median with a posted speed limit of 35 mph. At its signalized intersection with Finley Road, Roosevelt Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on both approaches. High visibility crosswalks and pedestrian signals are provided on the east and south legs of this intersection. At its unsignalized intersection with the site full movement access drive/the Village Commons/Crowne Plaza access drive, Roosevelt Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both approaches. Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as a Strategic Regional Arterial (SRA). It carries an Annual Average Daily Traffic (AADT) of approximately 34,300 vehicles (IDOT 2023) in the vicinity of the site.




Burj Plaza
Lombard, Illinois

Existing Roadway Characteristics

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*Finley Road* is a north-south roadway that provides two through lanes in each direction. Sidewalks are generally provided on both sides of the roadway and parking is prohibited. At its signalized intersection with Roosevelt Road, Finley Road provides dual left-turn lanes, two through lanes, and an exclusive right-turn lane on the northbound approach and dual left-turn lanes, a through lane and a shared through/right-turn lane on the southbound approach. At its unsignalized intersections with the two right/in/right-out access drives to the site, Finley Road provides two through lanes on the northbound approach and a through lane and a shared through/right-turn lane on the southbound approach. At its unsignalized intersection with the site full movement access drive/Mariano`s access drive, Finley Road provides a shared left-turn/through lane and a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. At its unsignalized intersection with International Drive, Roosevelt Road provides a shared left-turn/through lane and a through lane on the northbound approach and a through lane and a shared through/right-turn lane on the southbound approach. Finley Road is classified as a major collector roadway and carries an AADT of 6,800 vehicles (IDOT 2020) north of Roosevelt Road and is classified as a minor arterial roadway and carries an AADT of 18,700 vehicles (IDOT 2023) south of Roosevelt Road. Finley Road in the vicinity of the site, is under the jurisdiction of the Village of Lombard and has a posted speed limit of 35 miles per hour.

*International Drive* is an east-west private roadway that provides access to the International Village apartment development located on the west side of Finley Road providing one through lane in each direction. At its unsignalized intersection with Finley Road, International Drive provides one inbound lane and one outbound lane. International Drive has a posted speed limit of 15 miles per hour.

## 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:

- Roosevelt Road (IL Route 38) with Finley Road
- Roosevelt Road with Burj Plaza Full Movement Access Drive/Village Commons/Crowne Plaza Access Drive
- Finley Road with Mariano’s Access Drive/Burj Plaza Full Movement Access Drive
- Finley Road with International Drive

The traffic counts were conducted on Thursday, March 27, 2025 during the weekday morning (7:00 A.M. to 9:00 A.M.), weekday evening (2:00 P.M. to 6:00 P.M.), Saturday midday (12:00 P.M. to 2:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:30 A.M. and 8:30 A.M. during the weekday morning peak period, between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period, and between 12:00 P.M. and 1:00 P.M. during the Saturday midday peak period.

The existing traffic volumes are illustrated in **Figure 4.** Copies of the traffic count summary sheets are included in the Appendix.

NOT TO SCALE

THE VILLAGE COMMONS ACCESS DRIVE

FINLEY ROAD

ROOSEVELT ROAD

38

0 (1) [0]
0 (0) [0]
0 (1) [1]

6 (3) [2]
1342 (1678) [1333]
3 (4) [8]

105 (118) [83]
393 (371) [250]
140 (198) [123]

106 (104) [116]
1010 (1147) [966]
143 (208) [199]

7 (9) [29]
1501 (1514) [1359]
1 (4) [3]

0 (0) [0]
0 (0) [0]
0 (5) [9]

115 (100) [80]
1073 (1117) [1026]
313 (303) [259]

236 (420) [294]
217 (341) [260]
158 (231) [199]

M

SITE

M

A

MARIANO'S ACCESS DRIVE

851 (883) [716]
10 (19) [8]

21 (16) [21]
17 (3) [6]

POINT WOOD ACCESS DRIVE

606 (1025) [778]
3 (14) [4]

0 (0) [0]
829 (856) [679]
10 (7) [21]

4 (8) [10]
0 (2) [1]
28 (45) [43]

0 (0) [0]
0 (0) [0]
4 (1) [2]

1 (2) [2]
604 (990) [754]
22 (49) [32]

12 (35) [18]
853 (848) [703]
12 (12) [9]

INTERNATIONAL DRIVE

35 (29) [32]
40 (24) [22]

10 (50) [25]
562 (998) [730]

A FINLEY ROAD @ BURJ PLAZA/ MARIANO'S ACCESS DRIVES

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

BURJ PLAZA
LOMBARD, ILLINOIS

EXISTING TRAFFIC VOLUMES

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Job No: 25-071 Figure: 4

## Crash Data Summary

KLOA, Inc. obtained crash data for the most recent available past five years (2019 to 2023) at the intersection of Roosevelt Road with Finley Road. A review of the crash data revealed that no fatalities were reported at this intersection during the review period. Summaries of the crash data are shown in **Table 1.** [1]

Table 1
ROOSEVELT ROAD WITH FINLEY ROAD - CRASH SUMMARY

| Year | Type of Crash Frequency | | | | | | |
|---|---|---|---|---|---|---|---|
| | Angle | Object | Rear End | Sideswipe | Turning | Other | Total |
| 2019 | 1 | 1 | 4 | 0 | 7 | 0 | 13 |
| 2020 | 0 | 0 | 4 | 0 | 6 | 0 | 10 |
| 2021 | 1 | 1 | 4 | 0 | 4 | 0 | 10 |
| 2022 | 2 | 0 | 3 | 2 | 10 | 0 | 17 |
| 2023 | 1 | 1 | 3 | 1 | 7 | 0 | 13 |
| **Total** | **5** | **3** | **18** | **3** | **34** | **0** | **63** |
| **Average/Year** | **1.0** | **<1.0** | **3.6** | **<1.0** | **6.8** | **--** | **12.6** |

[1] 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).

# 3. Traffic Characteristics of the Proposed Redevelopment

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

## Proposed Development Plan

As proposed, the site will be redeveloped to contain the following uses:

- 5,000 square-foot day care center with a maximum population of 72 children
- 3,565 square-foot fast food restaurant with drive-through
- 1,280 square-foot candy shop
- 4,782 square-foot smoking lounge
- 3,624 square feet of retail/service uses
- 2,978 square feet of personal care store
- Approximately 8,562 square feet of fast-food restaurants without drive-through
- Approximately 13,650 square feet of fast-casual restaurants
- Approximately 14,811 square feet of fine-dining restaurants
- Approximately 2,978 square feet of office space
- 60,000 square-foot banquet facility

Access to the site will continue to be provided via the following:

- An existing full movement access drive on the south side of Roosevelt Road located approximately 610 feet west of Finley Road. This access drive provides one inbound lane and two outbound lanes that will be striped for a shared left-turn/through lane and an exclusive right-turn lane. The outbound movements should be under stop sign control.

- An existing right-in/right-out access drive on the west side of Finley Road located approximately 185 feet south of Roosevelt Road. This access drive provides one inbound lane and one outbound lane. The outbound movement should be under stop sign control.

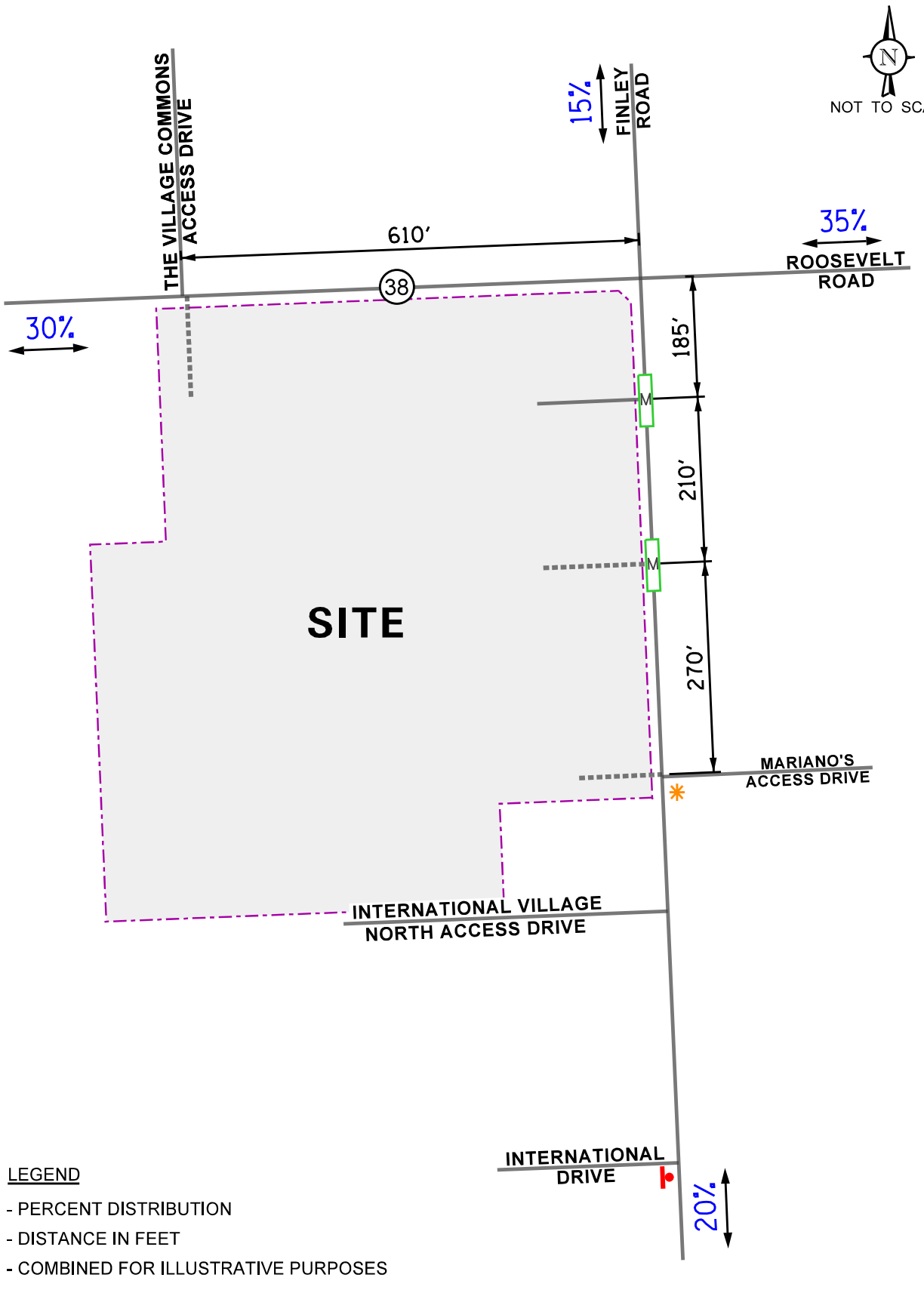
- An existing right-in/right-out access drive on the west side of Finley Road located approximately 395 feet south of Roosevelt Road. This access drive provides one inbound lane and one outbound lane. The outbound movement should be under stop sign control.

- An existing full movement access drive on the west side of Finley Road located approximately 665 feet south of Roosevelt Road. This access drive provides one inbound lane and two outbound lanes that will be striped for an exclusive left-turn lane and a shared through/right-turn lane. The outbound movements should be under stop sign control.

As part of the development, it is recommended that the existing raised median along Finley Road at its intersection with the Mariano's full access drive/site full access drive be reconstructed to provide an exclusive northbound left-turn lane. This turn lane should provide 145 feet of storage and 175 feet of taper. Furthermore, consideration should be given to consolidating the Mariano`s access drive and the existing access drive to the Point West condominium development located south of Mariano`s in order to provide a more efficient and safer intersection. This is a future consideration that should involve all parties as well as the Village.

## Directional Distribution

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system. This is particularly true for pass-by traffic. **Figure 5** illustrates the directional distribution of the development-generated traffic. Figure 5 also shows the distance, in feet, between the study area intersections and the access drives.

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Directional Distribution

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Job No: 25-071 Figure: 5

## Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). The following rates were used to generate estimate the peak hour trips:

- The "Fast-Food Restaurant with Drive-Through" (Land-Use Code 934) rate was used for the approximately 3,565 square feet fast-food restaurant with drive-through.
- The "Strip Retail Plaza (<40k)" (LUC 822) rate was used for the candy store and the retail spaces.
- The "Brewery Tap Room" (LUC 971) rate was used for the smoking lounge.
- The "Day Care Center" (LUC 565) rate was used for the proposed day care.
- The "Fast-Food Restaurant Without Drive-Through" (LUC 933) rate was used for the quick service restaurants.
- The "Fast-Casual Restaurant" (LUC 930) rate was used for the proposed fast-casual restaurants.
- The "Fine-Dining Restaurant" (LUC 931) rate was used for the fine-dining restaurants.
- The "General Office Building" (LUC 710) rate was used for the proposed office spaces.
- The "Hair Salon" (LUC 918) rate was used for the proposed personal care space.

The banquet facility is proposed to have a maximum seating capacity of 1,500 seats. Based on information provided by the owner, a typical event is expected to accommodate 1,000 people on average during the evening peak hour. Based on KLOA, Inc.'s surveys at other banquet facilities, the typical average vehicle occupancy is three people per vehicle. Applying this vehicle occupancy rate to the 1,000 attendees translates into 333 trips. However, not all the guests arrive during the peak hour. As such, a conservative rate of two-thirds of the guests were assumed to arrive during the evening peak hour with the remaining one-third arriving before and after the peak hour. Additionally, the banquet will have a maximum of 23 staff.

It is important to note that surveys conducted by ITE have shown that approximately 50 percent of trips made to drive-through restaurants, 40 percent of trips made to fast-casual and fine-dining restaurants, and 20 percent of trips made to retail spaces are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and weekday evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. As such, the number of new passenger vehicle trips generated by the development was reduced to account for pass-by traffic. Further, it is anticipated that some of the patrons of the plaza will be patrons of restaurants as well. As such, the total trips that will be generated by these uses were reduced by 10 percent to account for the interaction between the various uses. **Table 2** summarizes the trips projected to be generated by the proposed development.

Table 2
ESTIMATED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

| ITE Land-Use Code | Type/Size | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Saturday Midday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total | In | Out | Total |
| 934 | Fast-Food Restaurant with Drive-Through (3,565 s.f.) | 81 | 78 | 159 | 61 | 57 | 118 | 100 | 97 | 197 |
| 822 | Candy Store (1,280 s.f.) | -- | -- | -- | 4 | 4 | 8 | 4 | 4 | 8 |
| 971 | Smoking Establishment (4,782 s.f.) | -- | -- | -- | 28 | 19 | 47 | 30 | 12 | 42 |
| 565 | Day Care (72 Students) | 30 | 26 | 56 | 26 | 29 | 55 | 5 | 3 | 8 |
| 822 | Retail (3,624 s.f.) | 5 | 4 | 9 | 19 | 19 | 38 | 12 | 12 | 24 |
| 918 | Hair Salon (2,978 s.f.) | 3 | 1 | 4 | 1 | 3 | 4 | 5 | 10 | 15 |
| 933 | Fast Food Restaurant (8,562 s.f.) | 5 | 5 | 10 | 142 | 142 | 284 | 229 | 238 | 467 |
| 930 | Fast Casual Restaurant (13,650 s.f.) | 10 | 10 | 20 | 94 | 77 | 171 | 245 | 201 | 446 |
| 931 | Fine Dining Restaurant (14,811 s.f.) | 5 | 5 | 10 | 77 | 38 | 115 | 93 | 65 | 158 |
| 710 | General Office (2,978 s.f.) | 7 | 1 | 8 | 2 | 7 | 9 | 1 | 1 | 2 |
| | Banquet Facility (60,000 s.f. – 1,500 Seats) | 10 | 0 | 10 | 220 | 15 | 235 | 10 | 10 | 20 |
| **Sub Total** | | **156** | **130** | **286** | **674** | **410** | **1,084** | **734** | **653** | **1,387** |
| *Interaction Reduction (10%)*[1] | | *-5* | *-3* | *-8* | *-5* | *-7* | *-12* | *-5* | *-4* | *-9* |
| *Pass-By Reduction (50%)*[2] | | *-40* | *-40* | *-80* | *-71* | *-71* | *-142* | *-117* | *-117* | *-234* |
| *Pass-By Reduction (40%)*[3] | | *0* | *0* | *0* | *-57* | *-57* | *-114* | *-120* | *-120* | *-240* |
| *Pass-By Reduction (20%)*[4] | | *-1* | *-1* | *-2* | *-2* | *-2* | *-4* | *-1* | *-1* | *-2* |
| ***Total Pass-By*** | | **-41** | **-41** | **-82** | **-130** | **-130** | **-260** | **-238** | **-238** | **-476** |
| **Total New Trips** | | **110** | **86** | **196** | **539** | **273** | **812** | **491** | **411** | **902** |

1- 10 percent Interaction reduction was applied to all trips except the restaurant trips.
2- 50 percent pass-by reduction was applied to the fast-food restaurant trips.
3- 40 percent pass-by reduction was applied to the fast-casual and fine-dining restaurant trips
4- 20 percent pass-by reduction was applied to the retail trips.

# 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 fuel center.

## Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the development`s new passenger vehicle trips and **Figure 7** illustrates the pass-by traffic assignment of the development.

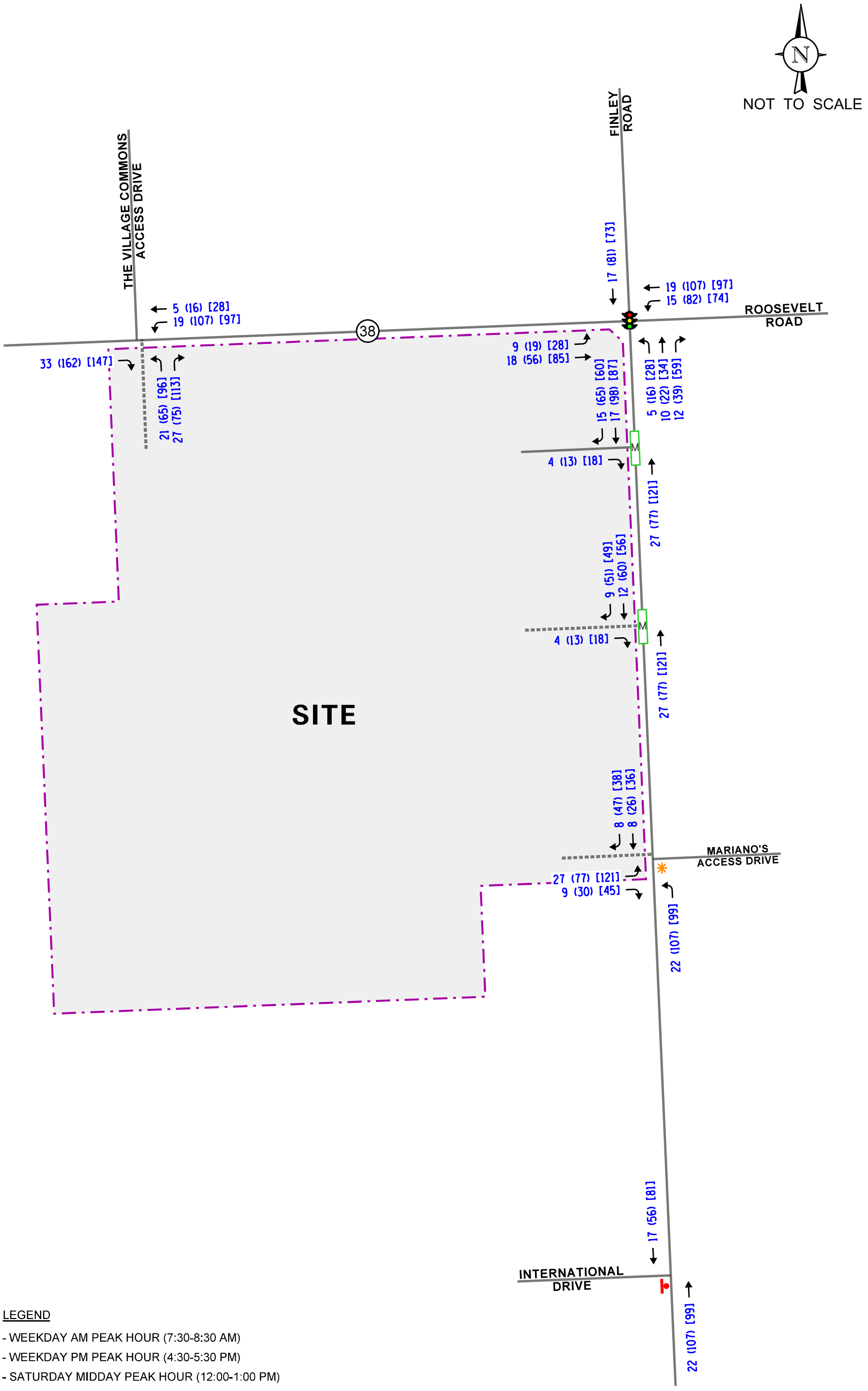
## Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.43 percent per year for six years (buildout year plus five years) for a total of three percent. A copy of the CMAP letter is included in the Appendix.

The projected Year 2031 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor, are illustrated in **Figure 8**.

## Total Projected Traffic Volumes

The development-generated traffic was added to the Year 2031 no-build traffic volumes to determine the projected Year 2031 total projected traffic volumes, as shown in **Figure 9**.




LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

* - COMBINED FOR ILLUSTRATIVE PURPOSES

BURJ PLAZA
LOMBARD, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES - NEW TRIPS

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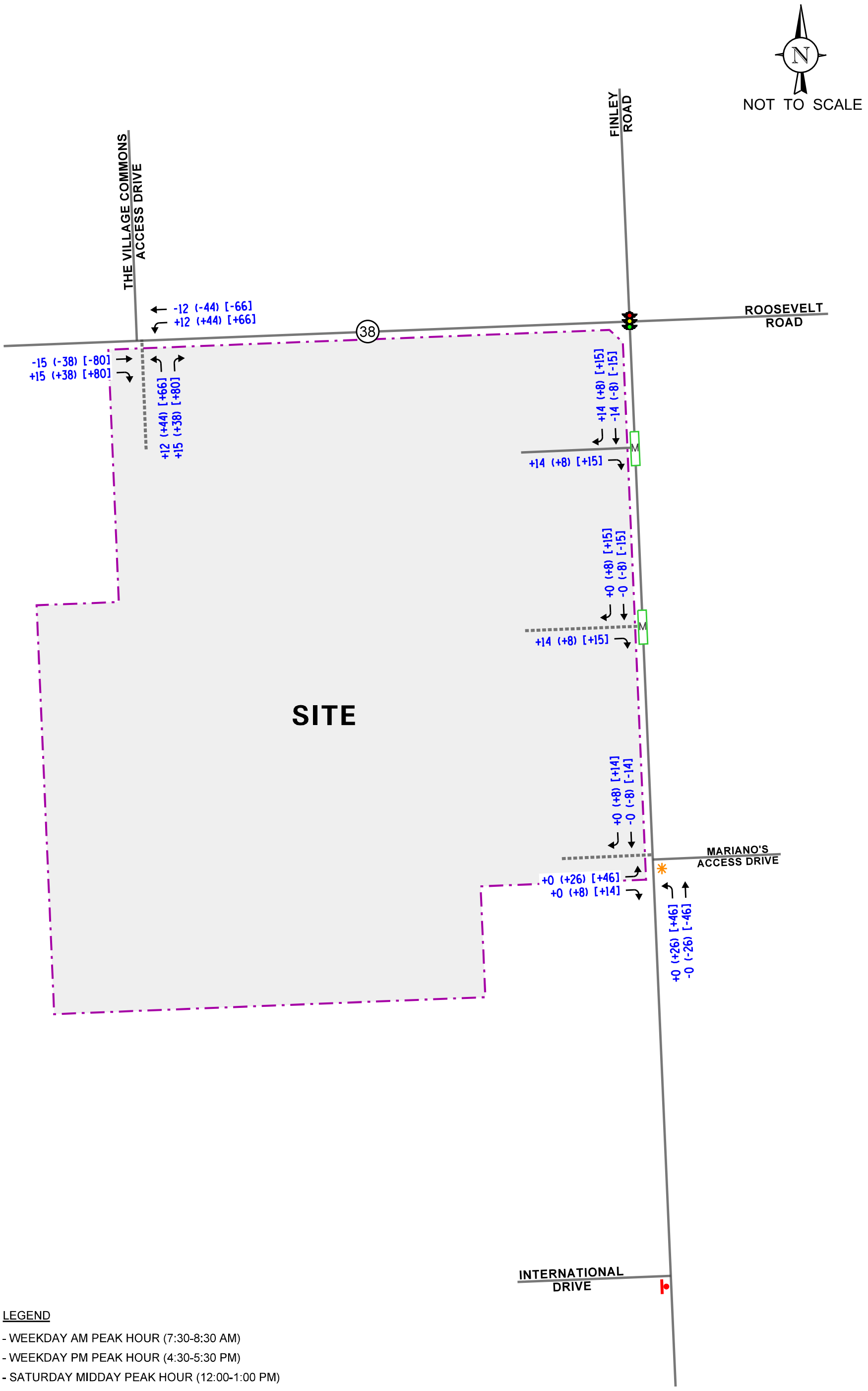


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PASS-BY TRAFFIC VOLUMES

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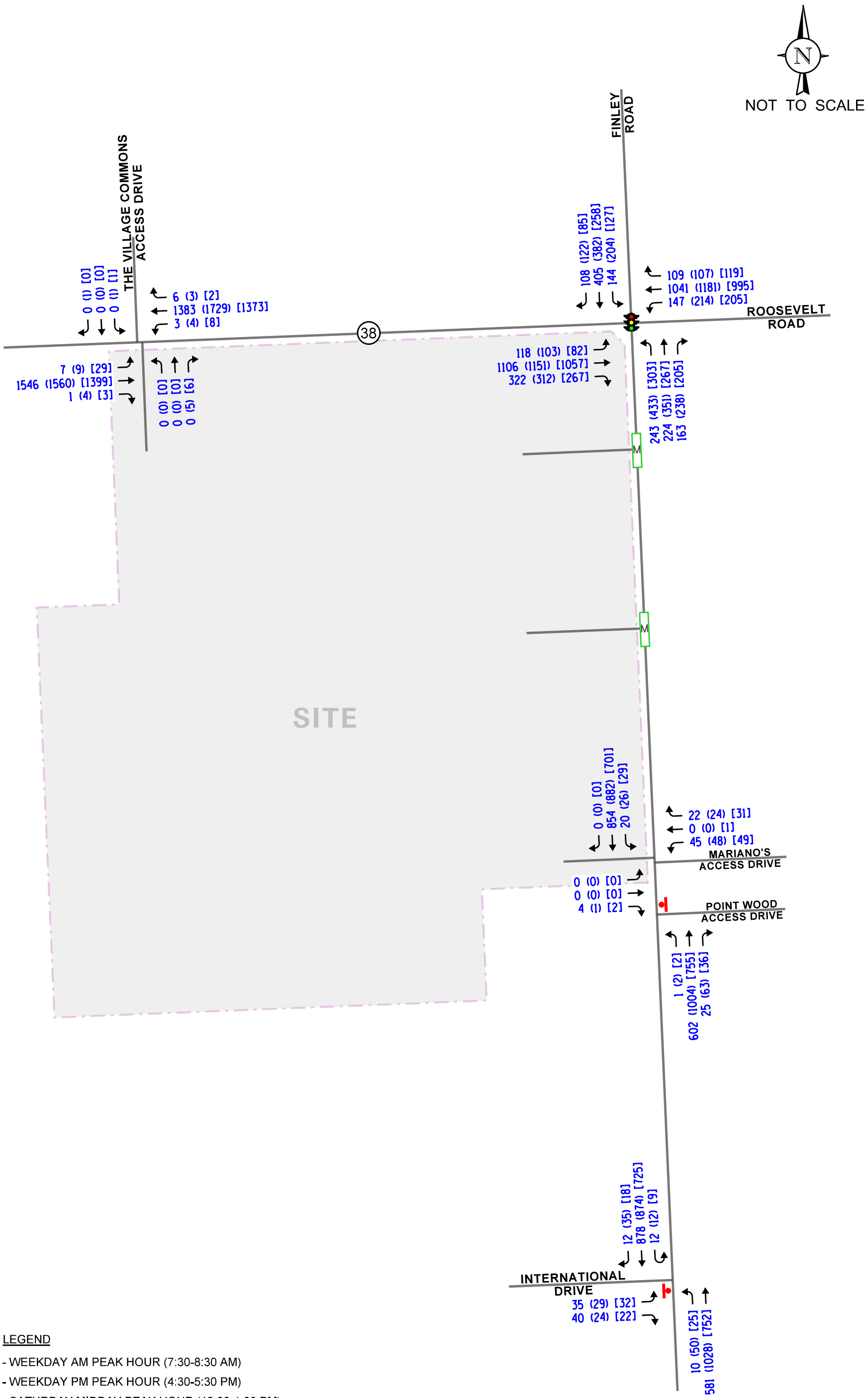
Job No: 25-071 Figure: 7




LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

BURJ PLAZA
LOMBARD, ILLINOIS

YEAR 2031 NO-BUILD TRAFFIC VOLUMES

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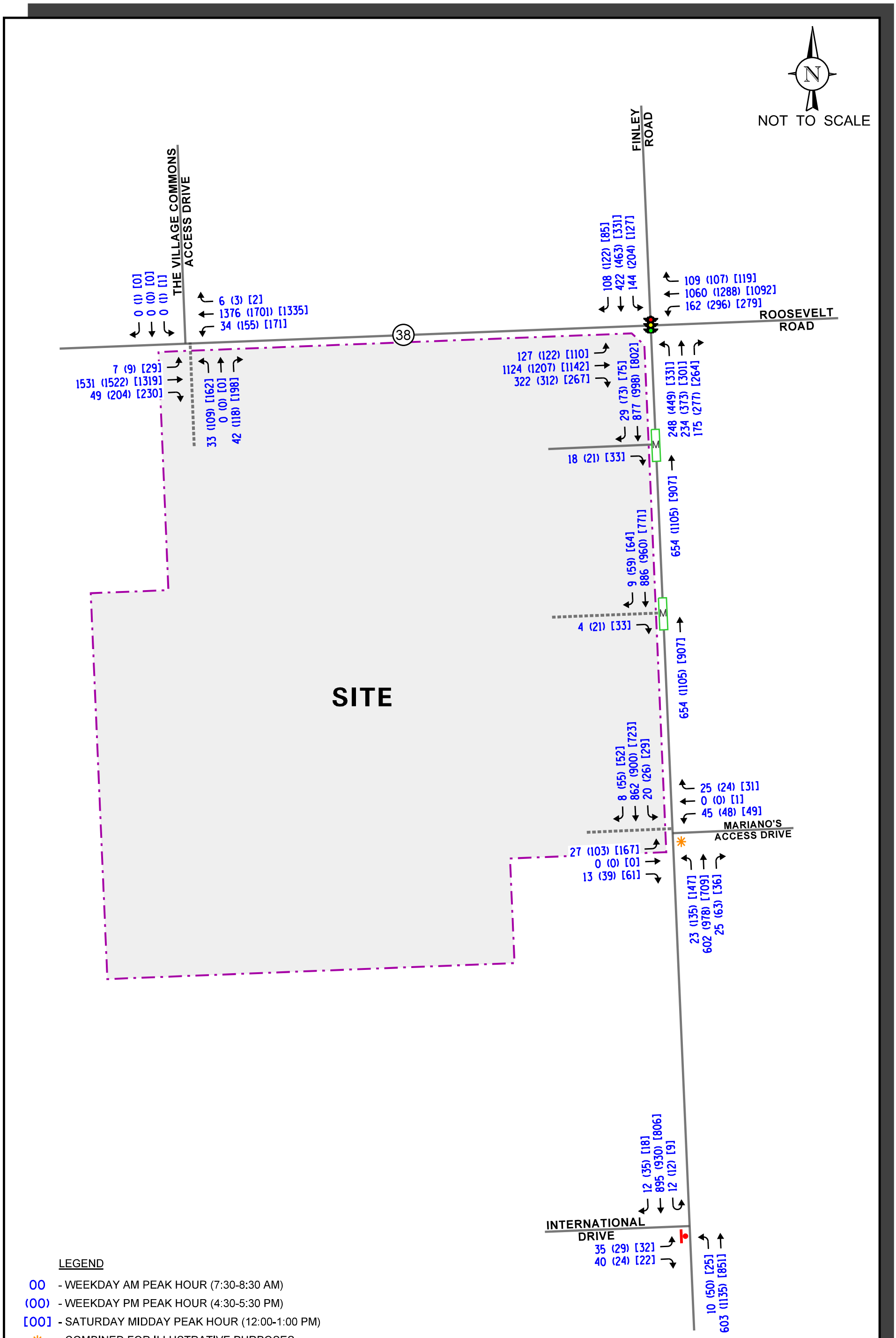


LEGEND

00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)

(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

* - COMBINED FOR ILLUSTRATIVE PURPOSES

BURJ PLAZA
LOMBARD, ILLINOIS

YEAR 2031 TOTAL TRAFFIC VOLUMES

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Job No: 25-071 Figure: 9

# 5. Traffic Analysis and Recommendations

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

## Traffic Analyses

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

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic signal-controlled intersection was performed using actual 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 (including the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

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

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

Table 3
CAPACITY ANALYSIS RESULTS – ROOSEVELT ROAD WITH FINLEY ROAD – SIGNALIZED
EXISTING INTERSECTION GEOMETRICS

| | Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | Overall |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | T | R | L | T | R | L | T | R | L | T/R | |
| Existing Conditions | Weekday Morning | C 22.2 | C 34.4 | B 14.9 | C 26.7 | C 29.9 | B 12.4 | E 67.8 | D 45.4 | C 33.3 | E 68.6 | E 66.0 | D 38.2 |
| | | C – 29.4 | | | C – 28.1 | | | D – 50.9 | | | E – 66.6 | | |
| | Weekday Evening | C 21.9 | D 37.1 | B 13.1 | D 36.9 | C 32.9 | B 13.2 | E 69.5 | D 49.7 | D 36.6 | E 73.9 | E 70.1 | D 42.5 |
| | | C – 31.3 | | | C – 32.1 | | | E – 55.1 | | | E – 71.2 | | |
| | Saturday Midday | B 12.6 | C 26.5 | B 10.8 | B 18.9 | C 21.7 | A 9.5 | E 65.0 | D 48.3 | D 35.2 | E 62.8 | E 61.8 | C 32.1 |
| | | C – 22.7 | | | C – 20.2 | | | D – 51.4 | | | E – 62.1 | | |
| No-Build Conditions | Weekday Morning | C 24.6 | D 36.4 | B 15.5 | C 32.2 | C 30.9 | B 12.5 | E 67.9 | D 45.3 | C 32.8 | E 68.7 | E 67.2 | D 39.4 |
| | | C – 31.1 | | | C – 29.5 | | | D – 50.8 | | | E – 67.5 | | |
| | Weekday Evening | C 24.3 | D 39.7 | B 13.6 | D 48.4 | D 35.1 | B 13.6 | E 69.5 | D 48.9 | D 35.7 | E 74.1 | E 74.2 | D 44.6 |
| | | C – 33.4 | | | D – 35.5 | | | D – 54.6 | | | E – 74.2 | | |
| | Saturday Midday | B 13.1 | C 27.6 | B 11.3 | C 21.4 | C 22.2 | A 9.5 | E 65.5 | D 48.4 | C 34.9 | E 62.8 | E 62.6 | C 32.8 |
| | | C – 23.7 | | | C – 20.9 | | | D – 51.5 | | | E – 62.6 | | |
| Projected Conditions | Weekday Morning | C 29.1 | D 38.1 | B 16.0 | D 42.1 | C 31.8 | B 12.7 | E 68.0 | D 45.1 | C 32.4 | E 68.7 | E 68.2 | D 40.8 |
| | | C – 32.8 | | | C – 31.5 | | | D – 50.4 | | | E – 68.3 | | |
| | Weekday Evening | D 41.0 | D 43.0 | B 14.0 | F 99+ | D 39.2 | B 14.3 | E 69.7 | D 49.1 | D 36.2 | E 74.1 | E 79.8 | D 51.4 |
| | | D – 37.4 | | | D – 50.5 | | | D – 54.3 | | | E – 78.4 | | |
| | Saturday Midday | B 16.7 | C 34.0 | B 13.4 | D 52.9 | C 24.5 | B 10.0 | E 67.5 | D 48.1 | C 32.8 | E 62.8 | E 68.7 | D 38.0 |
| | | C – 29.2 | | | C – 28.6 | | | D – 50.8 | | | E – 67.3 | | |

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

Table 4
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | | Saturday Midday Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| **Roosevelt Road with the Village Commons Access Drive/Full Movement Access Drive[1]** | | | | | | |
| • Northbound Approach | A | 0.1 | B | 10.6 | B | 10.1 |
| • Southbound Approach | A | 0.1 | C | 19.9 | C | 23.1 |
| • Eastbound Left Turn | B | 11.7 | B | 12.4 | B | 10.5 |
| • Westbound Left Turn | B | 12.1 | B | 11.1 | B | 10.5 |
| **Finley Road with Full Movement Access Drive/Mariano`s Access Drive[1]** | | | | | | |
| • Eastbound Approach | A | 9.9 | A | 9.3 | A | 9.0 |
| • Westbound Approach | B | 14.6 | C | 25.0 | C | 19.2 |
| • Northbound Left Turn | A | 8.5 | A | 8.5 | A | 8.4 |
| • Southbound Left Turn | A | 9.0 | B | 10.9 | A | 9.7 |
| **Finley Road with International Drive[2]** | | | | | | |
| • Eastbound Approach | C | 15.8 | D | 27.8 | C | 18.2 |
| • Northbound Left Turn | A | 8.7 | A | 9.0 | A | 8.5 |

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control
2 – One-way stop control

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | | Saturday Midday Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| **Roosevelt Road with the Village Commons Access Drive/Full Movement Access Drive[1]** | | | | | | |
| • Northbound Approach | A | 0.1 | B | 10.7 | B | 10.2 |
| • Southbound Approach | A | 0.1 | C | 21.1 | C | 23.7 |
| • Eastbound Left Turn | B | 11.9 | B | 12.9 | B | 10.7 |
| • Westbound Left Turn | B | 12.4 | B | 11.4 | B | 10.7 |
| **Finley Road with Full Movement Access Drive/Mariano`s Access Drive[1]** | | | | | | |
| • Eastbound Approach | A | 9.9 | A | 9.3 | A | 9.1 |
| • Westbound Approach | B | 14.9 | D | 25.3 | C | 19.8 |
| • Northbound Left Turn | A | 8.6 | A | 8.7 | A | 8.4 |
| • Southbound Left Turn | A | 9.0 | B | 11.1 | A | 9.8 |
| **Finley Road with International Drive[2]** | | | | | | |
| • Eastbound Approach | C | 16.2 | D | 30.4 | C | 19.2 |
| • Northbound Left Turn | A | 8.7 | A | 9.1 | A | 8.6 |

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control
2 – One-way stop control

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – TOTAL PROJECTED CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | | Saturday Midday Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| **Roosevelt Road with the Village Commons Access Drive/Full Movement Access Drive[1]** | | | | | | |
| • Northbound Approach | C | 24.0 | F | 73.0 | F | 99.0 |
| • Southbound Approach | A | 0.1 | E | 48.8 | F | 57.5 |
| • Eastbound Left Turn | B | 12.0 | B | 12.7 | B | 10.6 |
| • Westbound Left Turn | B | 13.6 | C | 18.0 | C | 16.1 |
| **Finley Road with North Right-In/Right-Out Access Drive[2]** | | | | | | |
| • Eastbound Approach | B | 11.9 | B | 13.0 | B | 12.0 |
| **Finley Road with South Right-In/Right-Out Access Drive[2]** | | | | | | |
| • Eastbound Approach | B | 11.7 | B | 12.6 | B | 11.7 |
| **Finley Road with Full Movement Access Drive/Mariano`s Access Drive[1]** | | | | | | |
| • Eastbound Approach | B | 14.5 | E | 41.6 | F | 87.6 |
| • Westbound Approach | C | 15.7 | E | 47.8 | D | 34.8 |
| • Northbound Left Turn | A | 8.7 | A | 9.6 | A | 9.4 |
| • Southbound Left Turn | A | 9.0 | B | 10.9 | A | 9.6 |
| **Finley Road with International Drive[2]** | | | | | | |
| • Eastbound Approach | C | 16.8 | E | 38.7 | C | 23.3 |
| • Northbound Left Turn | A | 8.8 | A | 9.3 | A | 8.9 |

LOS = Level of Service
Delay is measured in seconds.
1 – Two-way stop control
2 – One-way stop control

## Discussion and Recommendations

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

### *Roosevelt Road with Finley Road*

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall Level of Service (LOS) D during the weekday morning and weekday evening peak hours and LOS C during the Saturday midday peak hour. The eastbound and westbound approaches currently operate at LOS C during all three peak hours, the northbound approach operates at LOS D during all three peak hours, and the southbound approach operates at LOS E during all three peak hours. It should be noted that the intersection operates better than the capacity analyses indicate as, per IDOT requirements, the capacity analyses were performed assuming no right turns on red although they are permitted on all approaches.

Under Year 2031 no-build conditions, the intersection is projected to operate at the existing levels of service with increases in delay of less than two seconds over existing conditions. All approaches are projected to operate at LOS D or better during all three peak hours except for the southbound approach that is projected to continue operating at LOS E during the peak hours.

Under Year 2031 total projected conditions, the intersection is projected to operate at LOS D during the weekday morning, weekday evening, and Saturday midday peak hours with increases in delay of less than nine seconds over no-build conditions. The eastbound, westbound, and northbound approaches are projected to operate at LOS D or better during all three peak hours. The southbound approach is projected to continue to operate at a LOS E during all three peak hours with a Volume to Capacity ratio (v/c) of less than one. The maximum 95$^{th}$ percentile queue for the northbound approach is projected to be approximately 300 feet during the weekday evening peak hour and will not extend to the location of the full movement access drive on Finley Road. It should be noted that based on the results of the capacity analyses, the queues on the eastbound approach during the weekday morning and evening peak hours will extend to the location of the full movement access drive on Roosevelt Road. However, they will clear the intersection with each green phase of the signal. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by Burj Plaza and no roadway improvements or traffic control adjustments will be required.

### *Roosevelt Road with Site Access Drive/Village Commons Access Drive*

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours while the eastbound and westbound left-turn movements operate at LOS B during all three peak hours.

Under Year 2031 no-build conditions, all approaches and their critical movements are projected to operate at the same existing levels of service during all three peak hours with increases in delay of less than two seconds over existing conditions.

Under Year 2031 total conditions, the northbound and southbound approaches are projected to operate at LOS E or better during all three peak hours except for the northbound approach that is projected to operate at LOS F with a v/c of less than one during the weekday evening and Saturday midday peak hours. The lower level of service of F is common and expected when an access drive intersects a major arterial such as Roosevelt Road. The eastbound and westbound left-turn movements are projected to operate at LOS C or better during all three peak hours with 95$^{th}$ percentile queues of one to two vehicles during all three peak hours that can be accommodated via the existing left-turn lanes along Roosevelt Road. The 95$^{th}$ percentile queue for the northbound approach is projected to be approximately one or two vehicles during the weekday morning peak hour, six vehicles during the weekday evening peak hour, and ten vehicles during the Saturday midday peak hour. A review of the site plan indicates that there will be stacking for approximately six vehicles before reaching the first east-west drive aisle. In order to ensure that vehicles do not block this east-west drive aisle, a "Do Not Block Intersection" sign should be provided on the north-south access road facing south at its intersection with the east-west drive aisle. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by Burj Plaza.

*Finley Road with Mariano`s Access Drive/Site Full Movement Access Drive*

The results of the capacity analysis indicate that currently, all approaches and their critical movements operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours.

Under Year 2031 no-build conditions, all approaches and their critical movements are projected to operate at LOS C or better during all three peak hours except for the westbound approach that is projected to operate at LOS D during the weekday evening peak hour.

Under Year 2031 total projected conditions, the eastbound and westbound approaches are projected to operate at LOS B during the weekday morning peak hour and LOS E during the weekday evening peak hour. The eastbound approach is projected to operate at LOS F during the Saturday midday peak hour with a v/c of less than one, and the westbound approach is projected to operate at LOS D during the Saturday midday peak hour. The lower levels of service E/F are common and expected when an access road intersects a major road such as Finley Road. Additionally, the northbound and southbound left-turn movements are projected to operate at LOS B or better during all three peak hours with 95$^{th}$ percentile queues of one to two vehicles that can be accommodated within the left-turn lanes along Finley Road. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by Burj Plaza and will ensure efficient and flexible access to the site.

*Finley Road with International Drive*

The results of the capacity analysis indicate that currently the eastbound approach operates at LOS C during the weekday morning and Saturday midday peak hours and LOS D during the weekday evening peak hour. The northbound left turn operates at LOS A during all three peak hours.

Under Year 2031 no-build conditions, the eastbound approach and the northbound left-turn movement are projected to continue operating at the same existing levels of service during all three peak hours with increases in delay of less than three seconds over existing conditions.

Under Year 2031 total projected conditions, the eastbound approach is projected to operate at LOS C during the weekday morning and Saturday midday peak hours and LOS E during the weekday evening peak hour with increases in delay of less than eight seconds over no-build conditions. As such, this intersection will be adequate to accommodate the traffic estimated to be generated by Burj Plaza and no roadway improvements or traffic control adjustments will be required.

*Finley Road with Site North and South Right-In/Right-Out Access Drives*

The results of the capacity analysis indicate that the eastbound approach is projected to operate at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours at both north and south right-in/right-out access drives. As such, these intersections have adequate reserve capacity to accommodate the traffic estimated to be generated by Burj Plaza and will ensure efficient access to the site.

# 6. Traffic Signal Warrant Evaluation

As previously indicated, traffic counts were conducted at the intersection of Finley Road with Burj Plaza full movement access drive/Mariano`s access drive from 7:00 A.M. to 5:00 P.M. These counts were utilized to determine if a traffic signal is warranted under future conditions. Installation of a traffic signal requires that one or more of the nine signal warrants outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD 2009) is met. For the purposes of this study, Signal Warrant 1 (Eight Hour Vehicular Volume) and Signal Warrant 3 (Peak Hour) were utilized.

Warrant 1, (Eight-Hour Vehicular Volume) has two conditions. Per the MUTCD, Condition A (Minimum Vehicular Volume) is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Condition B (Interruption of Continuous Traffic) is intended for application at locations where Condition A is not satisfied and where the traffic volumes on a major street are so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Given that Finley Road provides two-lanes in each approach and Burj Plaza access drive will provide a two-lane approach, the required number of vehicles per hour on the major street is 600 (total of both approaches) and the required number of vehicles per hour on the minor street is 200 (one direction only) for Condition A. For Condition B, the required number of vehicles per hour on the major street is 900 (total of both approaches) and the required number of vehicles per hour on a two-lane minor street is 100 (one direction only).

**Table 7** summarizes the future (Year 2031 total projected) major street (Finley Road) and minor street (Burj Plaza access drive) traffic volumes at the intersection. It should be noted that the right-turn volume on the minor street approach (Burj Plaza access drive) was reduced by 60 percent per IDOT's traffic signal warrant requirements.

The following summarizes the results of the traffic signal warrant study based on the Year 2031 total projected conditions:

- Warrant 1A (Eight-Hour Volumes): none of the hourly volumes will satisfy the minimum volume requirement when eight hours are required.

- Warrant 1B (Eight-Hour Volumes) will be met for five hours of the required eight hours. As such, the Year 2031 total projected traffic volumes will not meet Warrant 1B per IDOT requirements.

Based on the above, a traffic signal will not be warranted at the intersection of Finley Road with the Burj Plaza access drive.

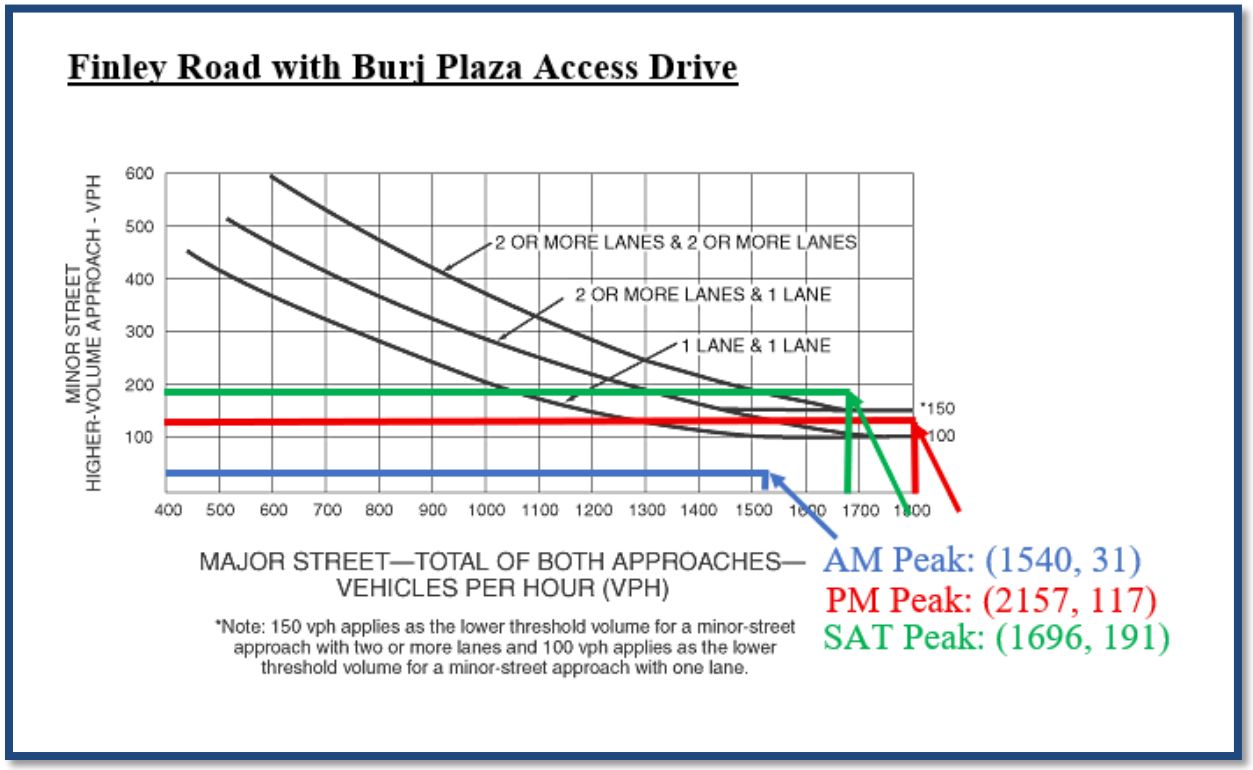
Table 7
FINLEY ROAD WITH BURJ PLAZA ACCESS DRIVE - YEAR 2031 TOTAL PROJECTED TRAFFIC VOLUMES

| Time | Major Approach Total (Finley Road) | Minor Approach (Burj Plaza Access Drive) | Single Lane Approach Minimum Met? | |
|---|---|---|---|---|
| | | | Condition A | Condition B |
| 7:00 AM | 1,323 | 32 | No | No |
| 8:00 AM | 1,494 | 39 | No | No |
| 9:00 AM | 1,115 | 30 | No | No |
| 10:00 AM | 1,157 | 34 | No | No |
| 11:00 AM | 1,387 | 100 | No | Yes |
| 12:00 PM | 1,479 | 155 | No | Yes |
| 1:00 PM | 1,450 | 152 | No | Yes |
| 2:00 PM | 1,534 | 106 | No | Yes |
| 3:00 PM | 1,726 | 108 | No | Yes |
| 4:00 PM | 2,029 | 96 | No | No |
| 5:00 PM | 1,970 | 124 | No | Yes |

**For Burj Plaza Access Drive:**
Warrant 1A requires a major approach volume of 600 vehicles and a minor approach volume of 200 vehicles.
Warrant 1B requires a major approach volume of 900 vehicles and a minor approach volume of 100 vehicles.

KLOA, Inc. also evaluated whether a traffic signal could be warranted based on Warrant 3 – Peak Hour. Warrant 3 indicates that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the combination of approach lanes.

**Figure 10** illustrates the projected peak hour volumes on the major and minor roadways versus the warrant thresholds for the intersection of Finley Road with Mariano`s access drive/Burj Plaza access drive.




**Traffic Signal Warrant Graph – Finley Road with Burj Plaza Access Drive** **Figure 10**

The results of the analysis indicate that the peak hour warrant is met on Saturday. While it appears that a traffic signal will be warranted based on one peak hour, as stated in the MUTCD, "the satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic signal control." Given that only one-hour is potentially met, it is KLOA, Inc's recommendation that future traffic counts after the development is fully operational be conducted to determine if other warrants are met.

## Parking Evaluation

As proposed, the development is to contain the following uses with approximately 688 parking spaces:

- 5,000 square-foot day care center with a maximum population of 72 children
- 3,565 square-foot fast food restaurant with drive-through
- 1,280 square-foot candy shop
- 4,782 square-foot smoking lounge
- 3,624 square feet of retail/service uses
- 2,978 square feet of personal care store
- Approximately 8,562 square feet of fast-food restaurants without drive-through
- Approximately 13,650 square feet of fast-casual restaurants
- Approximately 14,811 square feet of fine-dining restaurants
- Approximately 2,978 square feet of office space
- 60,000 square-foot banquet facility

Based on the Village of Lombard Code of Ordinances, the proposed uses are required to provide parking spaces based on the following rates:

- The day care center is required to provide two parking spaces per 1,000 square feet of gross floor area which translates into approximately ten parking spaces. The day care will be located in the southeast corner of the plaza and has its own parking spaces.

- The fast-food restaurants are required to provide nine parking spaces per 1,000 square feet of gross floor dining area which translates into approximately 74 parking spaces (6,200 square-foot of gross dining area).

- Retail uses within shopping centers are required to provide three parking spaces per 1,000 square feet of gross floor area. As such, the candy shop and the retail spaces should provide approximately 15 parking spaces.

- Given that there is no specific requirement for a smoking establishment, the Village has typically applied in the past the parking requirement for a fast-food restaurant. A review of the architectural plans indicates that the smoking establishment has an indoor seating area of 2,000 square feet plus an additional 668 square feet of outdoor seating area for a total seating area of 2,668 square feet. Based on this, the smoking establishment should provide 24 parking spaces.

- Personal care spaces are required to provide three parking spaces per 1,000 square feet of gross floor area which translates into nine parking spaces.

- Sit-down restaurants are required to provide approximately 12 parking spaces for every 1,000 square feet of gross floor dining area. As such, the fast-casual restaurants and fine-dining restaurants should provide 115 parking spaces in total (9,600 square foot of gross floor dining area).

- Office spaces are required to provide three parking spaces per 1,000 square feet of gross floor area which translates into nine spaces.

- Banquet facilities are required to provide one parking space per three seats plus one space per employee which translates into approximately 360 parking spaces for an average event with 1,000 guests and 523 parking spaces for the full occupancy of the banquet.

As such, the total number of parking spaces required per the Village code will be approximately 606 and 769 parking spaces assuming different occupancy of the banquet. While the proposed number of parking spaces falls short of meeting the Village's parking requirement when assuming a 1,500-guest event, it should be noted that these type of events usually occur on Friday and Saturday nights when most of the other uses within the plaza will be either closed or generating minimal parking demand.

In order to determine the adequacy of the proposed parking supply, an hourly shared parking analysis was conducted based on information published in the ITE *Parking Generation Manual*, 6th Edition. The shared parking tables per use based on the Village of Lombard parking requirements and the ITE hourly distributions are shown in **Tables 8** and **9.**

Table 8
SHARED PARKING ANALYSIS – VILLAGE RATES (1,000 ATTENDEES)

| Time | Fast-Food Restaurants | Fine Dining Restaurants | Fast Casual Restaurants | Retail | Hair Salon | Banquet (1,000 attendees) | Smoking Lounge | Office | Total |
|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 8:00 AM | 0 | 43 | 2 | 3 | 2 | 72 | 0 | 5 | 127 |
| 9:00 AM | 0 | 50 | 5 | 5 | 3 | 72 | 0 | 8 | 143 |
| 10:00 AM | 15 | 55 | 6 | 8 | 5 | 72 | 0 | 9 | 170 |
| 11:00 AM | 30 | 60 | 8 | 9 | 5 | 72 | 0 | 9 | 193 |
| 12:00 PM | 74 | 67 | 36 | 14 | 9 | 72 | 14 | 8 | 294 |
| 1:00 PM | 69 | 58 | 29 | 15 | 9 | 72 | 13 | 1 | 266 |
| 2:00 PM | 60 | 39 | 15 | 11 | 7 | 72 | 14 | 9 | 227 |
| 3:00 PM | 40 | 30 | 12 | 11 | 7 | 143 | 15 | 9 | 267 |
| 4:00 PM | 25 | 27 | 10 | 10 | 6 | 196 | 16 | 8 | 298 |
| 5:00 PM | 30 | 42 | 17 | 11 | 7 | 250 | 21 | 6 | 384 |
| 6:00 PM | 28 | 49 | 28 | 12 | 0 | 356 | 24 | 2 | 499 |
| 7:00 PM | 15 | 64 | 23 | 11 | 0 | 356 | 24 | 0 | 493 |
| 8:00 PM | 25 | 51 | 13 | 9 | 0 | 356 | 23 | 0 | 477 |
| | | | | | | | | **Provided** | **688** |

Table 9
SHARED PARKING ANALYSIS – VILLAGE RATES (1,500 ATTENDEES)

| Time | Fast-Food Restaurants | Fine Dining Restaurants | Fast Casual Restaurants | Retail | Hair Salon | Banquet (1,500 attendees) | Smoking Lounge | Office | Total |
|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 8:00 AM | 0 | 43 | 2 | 3 | 2 | 105 | 0 | 5 | 160 |
| 9:00 AM | 0 | 50 | 5 | 5 | 3 | 105 | 0 | 8 | 176 |
| 10:00 AM | 15 | 55 | 6 | 8 | 5 | 105 | 0 | 9 | 203 |
| 11:00 AM | 30 | 60 | 8 | 9 | 5 | 105 | 0 | 9 | 226 |
| 12:00 PM | 74 | 67 | 36 | 14 | 9 | 105 | 14 | 8 | 327 |
| 1:00 PM | 69 | 58 | 29 | 15 | 9 | 105 | 13 | 1 | 299 |
| 2:00 PM | 60 | 39 | 15 | 11 | 7 | 105 | 14 | 9 | 260 |
| 3:00 PM | 40 | 30 | 12 | 11 | 7 | 210 | 15 | 9 | 334 |
| 4:00 PM | 25 | 27 | 10 | 10 | 6 | 288 | 16 | 8 | 390 |
| 5:00 PM | 30 | 42 | 17 | 11 | 7 | 367 | 21 | 6 | 501 |
| 6:00 PM | 28 | 49 | 28 | 12 | 0 | 523 | 24 | 2 | 666 |
| 7:00 PM | 15 | 64 | 23 | 11 | 0 | 523 | 24 | 0 | 660 |
| 8:00 PM | 25 | 51 | 13 | 9 | 0 | 523 | 23 | 0 | 644 |
| | | | | | | | | **Provided** | **688** |

As can be seen from Tables 8 and 9, the development is projected to have an overall peak parking demand of 499 parking spaces based on the Village of Lombard ordinances and assuming 1,000 attendees for the banquet and 666 parking spaces based on the Village of Lombard Ordinances and assuming 1,500 attendees for the banquet. This peak parking demand is the result of the variations in the peak accumulation of parked vehicles due to time differences in the activity patterns of adjacent or proximate land uses (by hour, by day, by season). One of the main principles of the shared parking methodology is the relationships among land use activities in a development and as such, the proposed 688 off-street parking spaces will be adequate in accommodating the estimated peak parking demand for the development.

# 7. Conclusion

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

The development is to contain the following uses with approximately 688 parking spaces:

- 5,000 square-foot day care center with a maximum population of 72 children
- 3,565 square-foot fast food restaurant with drive-through
- 1,280 square-foot candy shop
- 4,782 square-foot smoking lounge
- 3,624 square feet of retail/service uses
- 2,978 square feet of personal care store
- Approximately 8,562 square feet of fast-food restaurants without drive-through
- Approximately 13,650 square feet of fast-casual restaurants
- Approximately 14,811 square feet of fine-dining restaurants
- Approximately 2,978 square feet of office space
- 60,000 square-foot banquet facility

- The traffic projected to be generated by Burj Plaza will be reduced due to the volume of pass-by traffic that will be diverted from the existing traffic on the adjacent roadways as well as interaction with the other proposed uses on site.

- Access to the development will be provided via the existing four access drives described as follows:

- An existing full movement access drive on the south side of Roosevelt Road located approximately 610 feet west of Finley Road. This access drive provides one inbound lane and two outbound lanes that will be striped for a shared left-turn/through lane and an exclusive right-turn lane. The outbound movements should be under stop sign control.

- An existing right-in/right-out access drive on the west side of Finley Road located approximately 185 feet south of Roosevelt Road. This access drive provides one inbound lane and one outbound lane. The outbound movement should be under stop sign control.

- An existing right-in/right-out access drive on the west side of Finley Road located approximately 395 feet south of Roosevelt Road. This access drive provides one inbound lane and one outbound lane. The outbound movement should be under stop sign control.

- An existing full movement access drive on the west side of Finley Road located approximately 665 feet south of Roosevelt Road. This access drive provides one inbound lane and two outbound lanes that will be striped for an exclusive left-turn lane and a shared through/right-turn lane. The outbound movements should be under stop sign control.

- As part of the development, it is recommended that the existing raised median along Finley Road at its intersection with the Mariano's full access drive/site full access drive be reconstructed to provide an exclusive northbound left-turn lane. This turn lane should provide 145 feet of storage and 175 feet of taper.

- Consideration should be given to consolidating the Mariano`s access drive and the existing access road to the Point West condominium development located south of Mariano`s in order to provide a more efficient and safer intersection. This is a future consideration that should involve all parties as well as the Village.

- The existing roadway system will generally have sufficient reserve capacity to accommodate the traffic that will be generated by Burj Plaza.

- The proposed access system will be adequate in accommodating the traffic projected to be generated by Burj Plaza.

- While a traffic signal appears to be warranted during one hour on a Saturday, it is KLOA, Inc.'s recommendation that future traffic counts after the development is fully operational be conducted to determine if other warrants are met.

- The number of parking spaces will be adequate to meet the parking needs of Burj Plaza.

# Appendix

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

# Traffic Count Summary Sheets

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

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

Count Name: Finley Road with International Drive TMC
Site Code:
Start Date: 03/27/2025


# Turning Movement Data

| Start Time | International Drive Eastbound | | | | | Finley Road Northbound | | | | | Finley 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 |
| 7:00 AM | 0 | 3 | 7 | 0 | 10 | 0 | 3 | 114 | 0 | 117 | 0 | 133 | 3 | 0 | 136 | 263 |
| 7:15 AM | 0 | 10 | 9 | 0 | 19 | 0 | 2 | 126 | 0 | 128 | 2 | 142 | 2 | 0 | 146 | 293 |
| 7:30 AM | 0 | 10 | 6 | 0 | 16 | 0 | 2 | 158 | 0 | 160 | 6 | 195 | 1 | 0 | 202 | 378 |
| 7:45 AM | 0 | 9 | 13 | 0 | 22 | 0 | 3 | 111 | 0 | 114 | 2 | 232 | 2 | 0 | 236 | 372 |
| Hourly Total | 0 | 32 | 35 | 0 | 67 | 0 | 10 | 509 | 0 | 519 | 10 | 702 | 8 | 0 | 720 | 1306 |
| 8:00 AM | 0 | 10 | 9 | 0 | 19 | 0 | 1 | 140 | 0 | 141 | 4 | 205 | 4 | 0 | 213 | 373 |
| 8:15 AM | 0 | 6 | 12 | 0 | 18 | 0 | 4 | 148 | 0 | 152 | 0 | 221 | 5 | 0 | 226 | 396 |
| 8:30 AM | 0 | 8 | 8 | 1 | 16 | 0 | 4 | 158 | 0 | 162 | 4 | 208 | 5 | 0 | 217 | 395 |
| 8:45 AM | 0 | 11 | 7 | 0 | 18 | 0 | 5 | 126 | 0 | 131 | 0 | 200 | 3 | 0 | 203 | 352 |
| Hourly Total | 0 | 35 | 36 | 1 | 71 | 0 | 14 | 572 | 0 | 586 | 8 | 834 | 17 | 0 | 859 | 1516 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | 0 | 9 | 5 | 0 | 14 | 0 | 4 | 195 | 0 | 199 | 2 | 162 | 6 | 0 | 170 | 383 |
| 2:15 PM | 0 | 14 | 3 | 0 | 17 | 0 | 9 | 185 | 0 | 194 | 1 | 174 | 4 | 0 | 179 | 390 |
| 2:30 PM | 0 | 7 | 8 | 0 | 15 | 0 | 7 | 175 | 0 | 182 | 1 | 159 | 5 | 1 | 165 | 362 |
| 2:45 PM | 0 | 7 | 4 | 0 | 11 | 0 | 9 | 186 | 0 | 195 | 1 | 171 | 2 | 1 | 174 | 380 |
| Hourly Total | 0 | 37 | 20 | 0 | 57 | 0 | 29 | 741 | 0 | 770 | 5 | 666 | 17 | 2 | 688 | 1515 |
| 3:00 PM | 0 | 5 | 6 | 0 | 11 | 0 | 7 | 171 | 0 | 178 | 1 | 188 | 5 | 0 | 194 | 383 |
| 3:15 PM | 0 | 8 | 10 | 1 | 18 | 0 | 7 | 225 | 0 | 232 | 2 | 196 | 6 | 0 | 204 | 454 |
| 3:30 PM | 0 | 4 | 5 | 1 | 9 | 0 | 7 | 212 | 1 | 219 | 2 | 179 | 9 | 1 | 190 | 418 |
| 3:45 PM | 0 | 6 | 9 | 0 | 15 | 0 | 8 | 198 | 0 | 206 | 2 | 184 | 4 | 0 | 190 | 411 |
| Hourly Total | 0 | 23 | 30 | 2 | 53 | 0 | 29 | 806 | 1 | 835 | 7 | 747 | 24 | 1 | 778 | 1666 |
| 4:00 PM | 0 | 4 | 6 | 0 | 10 | 0 | 11 | 290 | 0 | 301 | 1 | 182 | 3 | 0 | 186 | 497 |
| 4:15 PM | 0 | 6 | 3 | 0 | 9 | 0 | 7 | 212 | 0 | 219 | 0 | 198 | 8 | 0 | 206 | 434 |
| 4:30 PM | 0 | 7 | 6 | 0 | 13 | 0 | 10 | 241 | 0 | 251 | 2 | 202 | 7 | 0 | 211 | 475 |
| 4:45 PM | 0 | 4 | 11 | 1 | 15 | 0 | 8 | 229 | 0 | 237 | 6 | 235 | 12 | 1 | 253 | 505 |
| Hourly Total | 0 | 21 | 26 | 1 | 47 | 0 | 36 | 972 | 0 | 1008 | 9 | 817 | 30 | 1 | 856 | 1911 |
| 5:00 PM | 0 | 9 | 4 | 0 | 13 | 0 | 17 | 260 | 0 | 277 | 4 | 222 | 6 | 0 | 232 | 522 |
| 5:15 PM | 0 | 9 | 3 | 0 | 12 | 0 | 15 | 248 | 0 | 263 | 0 | 189 | 10 | 2 | 199 | 474 |
| 5:30 PM | 0 | 4 | 9 | 0 | 13 | 0 | 12 | 222 | 0 | 234 | 1 | 188 | 10 | 1 | 199 | 446 |
| 5:45 PM | 0 | 10 | 12 | 0 | 22 | 0 | 14 | 178 | 0 | 192 | 3 | 223 | 10 | 0 | 236 | 450 |
| Hourly Total | 0 | 32 | 28 | 0 | 60 | 0 | 58 | 908 | 0 | 966 | 8 | 822 | 36 | 3 | 866 | 1892 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 PM | 0 | 8 | 5 | 0 | 13 | 1 | 5 | 168 | 0 | 174 | 3 | 160 | 5 | 0 | 168 | 355 |
| 12:15 PM | 0 | 10 | 6 | 0 | 16 | 1 | 4 | 199 | 0 | 204 | 2 | 197 | 4 | 1 | 203 | 423 |
| 12:30 PM | 0 | 6 | 5 | 0 | 11 | 0 | 5 | 189 | 0 | 194 | 1 | 167 | 3 | 0 | 171 | 376 |
| 12:45 PM | 1 | 7 | 6 | 2 | 14 | 0 | 9 | 174 | 0 | 183 | 3 | 179 | 6 | 0 | 188 | 385 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hourly Total | 1 | 31 | 22 | 2 | 54 | 2 | 23 | 730 | 0 | 755 | 9 | 703 | 18 | 1 | 730 | 1539 |
| 1:00 PM | 0 | 6 | 2 | 0 | 8 | 0 | 4 | 179 | 0 | 183 | 1 | 157 | 1 | 0 | 159 | 350 |
| 1:15 PM | 0 | 10 | 6 | 2 | 16 | 0 | 8 | 179 | 0 | 187 | 2 | 146 | 7 | 0 | 155 | 358 |
| 1:30 PM | 0 | 9 | 5 | 0 | 14 | 0 | 12 | 168 | 0 | 180 | 3 | 177 | 15 | 0 | 195 | 389 |
| 1:45 PM | 0 | 1 | 7 | 0 | 8 | 0 | 8 | 162 | 0 | 170 | 2 | 160 | 11 | 0 | 173 | 351 |
| Hourly Total | 0 | 26 | 20 | 2 | 46 | 0 | 32 | 688 | 0 | 720 | 8 | 640 | 34 | 0 | 682 | 1448 |
| Grand Total | 1 | 237 | 217 | 8 | 455 | 2 | 231 | 5926 | 1 | 6159 | 64 | 5931 | 184 | 8 | 6179 | 12793 |
| Approach % | 0.2 | 52.1 | 47.7 | - | - | 0.0 | 3.8 | 96.2 | - | - | 1.0 | 96.0 | 3.0 | - | - | - |
| Total % | 0.0 | 1.9 | 1.7 | - | 3.6 | 0.0 | 1.8 | 46.3 | - | 48.1 | 0.5 | 46.4 | 1.4 | - | 48.3 | - |
| Lights | 1 | 231 | 203 | - | 435 | 2 | 229 | 5821 | - | 6052 | 64 | 5855 | 181 | - | 6100 | 12587 |
| % Lights | 100.0 | 97.5 | 93.5 | - | 95.6 | 100.0 | 99.1 | 98.2 | - | 98.3 | 100.0 | 98.7 | 98.4 | - | 98.7 | 98.4 |
| Buses | 0 | 5 | 10 | - | 15 | 0 | 0 | 23 | - | 23 | 0 | 13 | 1 | - | 14 | 52 |
| % Buses | 0.0 | 2.1 | 4.6 | - | 3.3 | 0.0 | 0.0 | 0.4 | - | 0.4 | 0.0 | 0.2 | 0.5 | - | 0.2 | 0.4 |
| Single-Unit Trucks | 0 | 0 | 4 | - | 4 | 0 | 2 | 66 | - | 68 | 0 | 52 | 2 | - | 54 | 126 |
| % Single-Unit Trucks | 0.0 | 0.0 | 1.8 | - | 0.9 | 0.0 | 0.9 | 1.1 | - | 1.1 | 0.0 | 0.9 | 1.1 | - | 0.9 | 1.0 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 16 | - | 16 | 0 | 11 | 0 | - | 11 | 27 |
| % Articulated Trucks | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.3 | - | 0.3 | 0.0 | 0.2 | 0.0 | - | 0.2 | 0.2 |
| Bicycles on Road | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | 0.0 | 0.4 | 0.0 | - | 0.2 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 8 | - | - | - | - | 1 | - | - | - | - | 8 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

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

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

Count Name: Finley Road with International Drive TMC
Site Code:
Start Date: 03/27/2025


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

| Start Time | International Drive Eastbound | | | | | Finley Road Northbound | | | | | Finley 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 |
| 7:30 AM | 0 | 10 | 6 | 0 | 16 | 0 | 2 | 158 | 0 | 160 | 6 | 195 | 1 | 0 | 202 | 378 |
| 7:45 AM | 0 | 9 | 13 | 0 | 22 | 0 | 3 | 111 | 0 | 114 | 2 | 232 | 2 | 0 | 236 | 372 |
| 8:00 AM | 0 | 10 | 9 | 0 | 19 | 0 | 1 | 140 | 0 | 141 | 4 | 205 | 4 | 0 | 213 | 373 |
| 8:15 AM | 0 | 6 | 12 | 0 | 18 | 0 | 4 | 148 | 0 | 152 | 0 | 221 | 5 | 0 | 226 | 396 |
| Total | 0 | 35 | 40 | 0 | 75 | 0 | 10 | 557 | 0 | 567 | 12 | 853 | 12 | 0 | 877 | 1519 |
| Approach % | 0.0 | 46.7 | 53.3 | - | - | 0.0 | 1.8 | 98.2 | - | - | 1.4 | 97.3 | 1.4 | - | - | - |
| Total % | 0.0 | 2.3 | 2.6 | - | 4.9 | 0.0 | 0.7 | 36.7 | - | 37.3 | 0.8 | 56.2 | 0.8 | - | 57.7 | - |
| PHF | 0.000 | 0.875 | 0.769 | - | 0.852 | 0.000 | 0.625 | 0.881 | - | 0.886 | 0.500 | 0.919 | 0.600 | - | 0.929 | 0.959 |
| Lights | 0 | 34 | 35 | - | 69 | 0 | 10 | 538 | - | 548 | 12 | 836 | 10 | - | 858 | 1475 |
| % Lights | - | 97.1 | 87.5 | - | 92.0 | - | 100.0 | 96.6 | - | 96.6 | 100.0 | 98.0 | 83.3 | - | 97.8 | 97.1 |
| Buses | 0 | 1 | 5 | - | 6 | 0 | 0 | 5 | - | 5 | 0 | 4 | 1 | - | 5 | 16 |
| % Buses | - | 2.9 | 12.5 | - | 8.0 | - | 0.0 | 0.9 | - | 0.9 | 0.0 | 0.5 | 8.3 | - | 0.6 | 1.1 |
| Single-Unit Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 12 | - | 12 | 0 | 9 | 1 | - | 10 | 22 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 2.2 | - | 2.1 | 0.0 | 1.1 | 8.3 | - | 1.1 | 1.4 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | - | 2 | 0 | 4 | 0 | - | 4 | 6 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | - | 0.4 | 0.0 | 0.5 | 0.0 | - | 0.5 | 0.4 |
| 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 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Rosemont, Illinois, United States 60018
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Count Name: Finley Road with International Drive TMC
Site Code:
Start Date: 03/27/2025


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

| Start Time | International Drive Eastbound | | | | | Finley Road Northbound | | | | | Finley 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 |
| 4:30 PM | 0 | 7 | 6 | 0 | 13 | 0 | 10 | 241 | 0 | 251 | 2 | 202 | 7 | 0 | 211 | 475 |
| 4:45 PM | 0 | 4 | 11 | 1 | 15 | 0 | 8 | 229 | 0 | 237 | 6 | 235 | 12 | 1 | 253 | 505 |
| 5:00 PM | 0 | 9 | 4 | 0 | 13 | 0 | 17 | 260 | 0 | 277 | 4 | 222 | 6 | 0 | 232 | 522 |
| 5:15 PM | 0 | 9 | 3 | 0 | 12 | 0 | 15 | 248 | 0 | 263 | 0 | 189 | 10 | 2 | 199 | 474 |
| Total | 0 | 29 | 24 | 1 | 53 | 0 | 50 | 978 | 0 | 1028 | 12 | 848 | 35 | 3 | 895 | 1976 |
| Approach % | 0.0 | 54.7 | 45.3 | - | - | 0.0 | 4.9 | 95.1 | - | - | 1.3 | 94.7 | 3.9 | - | - | - |
| Total % | 0.0 | 1.5 | 1.2 | - | 2.7 | 0.0 | 2.5 | 49.5 | - | 52.0 | 0.6 | 42.9 | 1.8 | - | 45.3 | - |
| PHF | 0.000 | 0.806 | 0.545 | - | 0.883 | 0.000 | 0.735 | 0.940 | - | 0.928 | 0.500 | 0.902 | 0.729 | - | 0.884 | 0.946 |
| Lights | 0 | 29 | 23 | - | 52 | 0 | 49 | 968 | - | 1017 | 12 | 843 | 35 | - | 890 | 1959 |
| % Lights | - | 100.0 | 95.8 | - | 98.1 | - | 98.0 | 99.0 | - | 98.9 | 100.0 | 99.4 | 100.0 | - | 99.4 | 99.1 |
| 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 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 1 | - | 1 | 0 | 1 | 5 | - | 6 | 0 | 4 | 0 | - | 4 | 11 |
| % Single-Unit Trucks | - | 0.0 | 4.2 | - | 1.9 | - | 2.0 | 0.5 | - | 0.6 | 0.0 | 0.5 | 0.0 | - | 0.4 | 0.6 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 5 | - | 5 | 0 | 1 | 0 | - | 1 | 6 |
| % Articulated Trucks | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.5 | - | 0.5 | 0.0 | 0.1 | 0.0 | - | 0.1 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 3 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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Count Name: Finley Road with International Drive TMC
Site Code:
Start Date: 03/27/2025


# Turning Movement Peak Hour Data (12:00 PM)

| Start Time | International Drive Eastbound | | | | | Finley Road Northbound | | | | | Finley 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 |
| 12:00 PM | 0 | 8 | 5 | 0 | 13 | 1 | 5 | 168 | 0 | 174 | 3 | 160 | 5 | 0 | 168 | 355 |
| 12:15 PM | 0 | 10 | 6 | 0 | 16 | 1 | 4 | 199 | 0 | 204 | 2 | 197 | 4 | 1 | 203 | 423 |
| 12:30 PM | 0 | 6 | 5 | 0 | 11 | 0 | 5 | 189 | 0 | 194 | 1 | 167 | 3 | 0 | 171 | 376 |
| 12:45 PM | 1 | 7 | 6 | 2 | 14 | 0 | 9 | 174 | 0 | 183 | 3 | 179 | 6 | 0 | 188 | 385 |
| Total | 1 | 31 | 22 | 2 | 54 | 2 | 23 | 730 | 0 | 755 | 9 | 703 | 18 | 1 | 730 | 1539 |
| Approach % | 1.9 | 57.4 | 40.7 | - | - | 0.3 | 3.0 | 96.7 | - | - | 1.2 | 96.3 | 2.5 | - | - | - |
| Total % | 0.1 | 2.0 | 1.4 | - | 3.5 | 0.1 | 1.5 | 47.4 | - | 49.1 | 0.6 | 45.7 | 1.2 | - | 47.4 | - |
| PHF | 0.250 | 0.775 | 0.917 | - | 0.844 | 0.500 | 0.639 | 0.917 | - | 0.925 | 0.750 | 0.892 | 0.750 | - | 0.899 | 0.910 |
| Lights | 1 | 31 | 22 | - | 54 | 2 | 23 | 723 | - | 748 | 9 | 700 | 18 | - | 727 | 1529 |
| % Lights | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 | 100.0 | 99.0 | - | 99.1 | 100.0 | 99.6 | 100.0 | - | 99.6 | 99.4 |
| 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 | 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 | 0.0 | 0.0 | 0.7 | - | 0.7 | 0.0 | 0.4 | 0.0 | - | 0.4 | 0.5 |
| Articulated Trucks | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | - | 2 | 0 | 0 | 0 | - | 0 | 2 |
| % Articulated Trucks | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.3 | - | 0.3 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| 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 | 0.0 |
| Pedestrians | - | - | - | 2 | - | - | - | - | 0 | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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Count Name: Roosevelt Road with Access Drive
TMC
Site Code:
Start Date: 03/27/2025


# Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Access Drive Northbound | | | | | | Access Drive Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 0 | 311 | 0 | 0 | 311 | 0 | 0 | 242 | 0 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 553 |
| 7:15 AM | 0 | 3 | 385 | 0 | 0 | 388 | 1 | 2 | 287 | 0 | 0 | 290 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 679 |
| 7:30 AM | 0 | 1 | 419 | 0 | 0 | 420 | 0 | 0 | 365 | 1 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 786 |
| 7:45 AM | 0 | 2 | 398 | 1 | 0 | 401 | 0 | 2 | 334 | 1 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 738 |
| Hourly Total | 0 | 6 | 1513 | 1 | 0 | 1520 | 1 | 4 | 1228 | 2 | 0 | 1235 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2756 |
| 8:00 AM | 0 | 1 | 322 | 0 | 0 | 323 | 0 | 0 | 331 | 1 | 0 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 |
| 8:15 AM | 0 | 3 | 362 | 0 | 0 | 365 | 0 | 1 | 321 | 3 | 0 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 690 |
| 8:30 AM | 0 | 4 | 384 | 0 | 0 | 388 | 0 | 0 | 374 | 1 | 0 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 763 |
| 8:45 AM | 1 | 7 | 333 | 0 | 0 | 341 | 0 | 5 | 280 | 1 | 0 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 627 |
| Hourly Total | 1 | 15 | 1401 | 0 | 0 | 1417 | 0 | 6 | 1306 | 6 | 0 | 1318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2735 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | 1 | 0 | 317 | 1 | 0 | 319 | 0 | 2 | 303 | 3 | 0 | 308 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | 1 | 632 |
| 2:15 PM | 0 | 1 | 336 | 1 | 0 | 338 | 1 | 2 | 328 | 1 | 0 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 670 |
| 2:30 PM | 1 | 0 | 329 | 0 | 0 | 330 | 0 | 1 | 285 | 1 | 1 | 287 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 618 |
| 2:45 PM | 2 | 1 | 349 | 1 | 0 | 353 | 0 | 0 | 351 | 1 | 0 | 352 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 707 |
| Hourly Total | 4 | 2 | 1331 | 3 | 0 | 1340 | 1 | 5 | 1267 | 6 | 1 | 1279 | 0 | 2 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 1 | 2 | 1 | 2627 |
| 3:00 PM | 0 | 0 | 359 | 1 | 0 | 360 | 0 | 1 | 425 | 0 | 0 | 426 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 788 |
| 3:15 PM | 0 | 0 | 357 | 0 | 0 | 357 | 0 | 6 | 413 | 4 | 0 | 423 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 782 |
| 3:30 PM | 0 | 5 | 301 | 0 | 0 | 306 | 0 | 3 | 440 | 0 | 0 | 443 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 754 |
| 3:45 PM | 0 | 1 | 356 | 0 | 0 | 357 | 2 | 1 | 383 | 2 | 0 | 388 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 747 |
| Hourly Total | 0 | 6 | 1373 | 1 | 0 | 1380 | 2 | 11 | 1661 | 6 | 0 | 1680 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 1 | 3071 |
| 4:00 PM | 0 | 5 | 383 | 0 | 0 | 388 | 0 | 2 | 453 | 1 | 0 | 456 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 848 |
| 4:15 PM | 0 | 3 | 376 | 1 | 0 | 380 | 0 | 0 | 403 | 2 | 0 | 405 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 786 |
| 4:30 PM | 0 | 0 | 383 | 1 | 0 | 384 | 0 | 1 | 384 | 0 | 0 | 385 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 770 |
| 4:45 PM | 0 | 3 | 368 | 1 | 0 | 372 | 0 | 1 | 451 | 3 | 0 | 455 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 829 |
| Hourly Total | 0 | 11 | 1510 | 3 | 0 | 1524 | 0 | 4 | 1691 | 6 | 0 | 1701 | 0 | 1 | 0 | 4 | 2 | 5 | 0 | 1 | 0 | 2 | 0 | 3 | 3233 |
| 5:00 PM | 0 | 3 | 357 | 2 | 0 | 362 | 0 | 1 | 441 | 0 | 0 | 442 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 806 |
| 5:15 PM | 0 | 3 | 398 | 0 | 0 | 401 | 0 | 1 | 412 | 0 | 0 | 413 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 816 |
| 5:30 PM | 0 | 0 | 351 | 0 | 0 | 351 | 0 | 1 | 392 | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 745 |
| 5:45 PM | 0 | 1 | 353 | 0 | 0 | 354 | 0 | 1 | 381 | 1 | 0 | 383 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 738 |
| Hourly Total | 0 | 7 | 1459 | 2 | 0 | 1468 | 0 | 4 | 1626 | 1 | 0 | 1631 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 2 | 3105 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 PM | 0 | 4 | 327 | 0 | 0 | 331 | 0 | 0 | 298 | 0 | 0 | 298 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 632 |
| 12:15 PM | 0 | 22 | 325 | 0 | 0 | 347 | 0 | 4 | 353 | 0 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 704 |
| 12:30 PM | 0 | 2 | 353 | 0 | 0 | 355 | 0 | 2 | 333 | 2 | 0 | 337 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 694 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:45 PM | 0 | 1 | 342 | 3 | 0 | 346 | 0 | 2 | 314 | 0 | 1 | 316 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 663 |
| Hourly Total | 0 | 29 | 1347 | 3 | 0 | 1379 | 0 | 8 | 1298 | 2 | 1 | 1308 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 1 | 0 | 0 | 2 | 1 | 2693 |
| 1:00 PM | 0 | 4 | 297 | 1 | 0 | 302 | 0 | 3 | 294 | 3 | 0 | 300 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 605 |
| 1:15 PM | 0 | 0 | 327 | 1 | 0 | 328 | 0 | 1 | 365 | 0 | 0 | 366 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 696 |
| 1:30 PM | 0 | 1 | 343 | 0 | 0 | 344 | 0 | 3 | 298 | 1 | 0 | 302 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 648 |
| 1:45 PM | 0 | 1 | 362 | 2 | 0 | 365 | 0 | 3 | 319 | 1 | 0 | 323 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 690 |
| Hourly Total | 0 | 6 | 1329 | 4 | 0 | 1339 | 0 | 10 | 1276 | 5 | 0 | 1291 | 0 | 0 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 2 | 2639 |
| Grand Total | 5 | 82 | 11263 | 17 | 0 | 11367 | 4 | 52 | 11353 | 34 | 2 | 11443 | 0 | 3 | 0 | 36 | 5 | 39 | 1 | 3 | 0 | 6 | 5 | 10 | 22859 |
| Approach % | 0.0 | 0.7 | 99.1 | 0.1 | - | - | 0.0 | 0.5 | 99.2 | 0.3 | - | - | 0.0 | 7.7 | 0.0 | 92.3 | - | - | 10.0 | 30.0 | 0.0 | 60.0 | - | - | - |
| Total % | 0.0 | 0.4 | 49.3 | 0.1 | - | 49.7 | 0.0 | 0.2 | 49.7 | 0.1 | - | 50.1 | 0.0 | 0.0 | 0.0 | 0.2 | - | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| Lights | 5 | 81 | 11001 | 13 | - | 11100 | 4 | 50 | 11088 | 33 | - | 11175 | 0 | 1 | 0 | 35 | - | 36 | 1 | 3 | 0 | 5 | - | 9 | 22320 |
| % Lights | 100.0 | 98.8 | 97.7 | 76.5 | - | 97.7 | 100.0 | 96.2 | 97.7 | 97.1 | - | 97.7 | - | 33.3 | - | 97.2 | - | 92.3 | 100.0 | 100.0 | - | 83.3 | - | 90.0 | 97.6 |
| Buses | 0 | 0 | 76 | 0 | - | 76 | 0 | 0 | 84 | 0 | - | 84 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 160 |
| % Buses | 0.0 | 0.0 | 0.7 | 0.0 | - | 0.7 | 0.0 | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.7 |
| Single-Unit Trucks | 0 | 1 | 115 | 1 | - | 117 | 0 | 0 | 127 | 0 | - | 127 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 244 |
| % Single-Unit Trucks | 0.0 | 1.2 | 1.0 | 5.9 | - | 1.0 | 0.0 | 0.0 | 1.1 | 0.0 | - | 1.1 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 1.1 |
| Articulated Trucks | 0 | 0 | 71 | 2 | - | 73 | 0 | 1 | 53 | 1 | - | 55 | 0 | 2 | 0 | 1 | - | 3 | 0 | 0 | 0 | 1 | - | 1 | 132 |
| % Articulated Trucks | 0.0 | 0.0 | 0.6 | 11.8 | - | 0.6 | 0.0 | 1.9 | 0.5 | 2.9 | - | 0.5 | - | 66.7 | - | 2.8 | - | 7.7 | 0.0 | 0.0 | - | 16.7 | - | 10.0 | 0.6 |
| Bicycles on Road | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 5.9 | - | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 5 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Roosevelt Road with Access Drive
TMC
Site Code:
Start Date: 03/27/2025


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

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Access Drive Northbound | | | | | | Access Drive Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 1 | 419 | 0 | 0 | 420 | 0 | 0 | 365 | 1 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 786 |
| 7:45 AM | 0 | 2 | 398 | 1 | 0 | 401 | 0 | 2 | 334 | 1 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 738 |
| 8:00 AM | 0 | 1 | 322 | 0 | 0 | 323 | 0 | 0 | 331 | 1 | 0 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 655 |
| 8:15 AM | 0 | 3 | 362 | 0 | 0 | 365 | 0 | 1 | 321 | 3 | 0 | 325 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 690 |
| Total | 0 | 7 | 1501 | 1 | 0 | 1509 | 0 | 3 | 1351 | 6 | 0 | 1360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2869 |
| Approach % | 0.0 | 0.5 | 99.5 | 0.1 | - | - | 0.0 | 0.2 | 99.3 | 0.4 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - |
| Total % | 0.0 | 0.2 | 52.3 | 0.0 | - | 52.6 | 0.0 | 0.1 | 47.1 | 0.2 | - | 47.4 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| PHF | 0.000 | 0.583 | 0.896 | 0.250 | - | 0.898 | 0.000 | 0.375 | 0.925 | 0.500 | - | 0.929 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.913 |
| Lights | 0 | 6 | 1444 | 1 | - | 1451 | 0 | 3 | 1278 | 6 | - | 1287 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2738 |
| % Lights | - | 85.7 | 96.2 | 100.0 | - | 96.2 | - | 100.0 | 94.6 | 100.0 | - | 94.6 | - | - | - | - | - | - | - | - | - | - | - | - | 95.4 |
| Buses | 0 | 0 | 18 | 0 | - | 18 | 0 | 0 | 23 | 0 | - | 23 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 41 |
| % Buses | - | 0.0 | 1.2 | 0.0 | - | 1.2 | - | 0.0 | 1.7 | 0.0 | - | 1.7 | - | - | - | - | - | - | - | - | - | - | - | - | 1.4 |
| Single-Unit Trucks | 0 | 1 | 23 | 0 | - | 24 | 0 | 0 | 33 | 0 | - | 33 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 57 |
| % Single-Unit Trucks | - | 14.3 | 1.5 | 0.0 | - | 1.6 | - | 0.0 | 2.4 | 0.0 | - | 2.4 | - | - | - | - | - | - | - | - | - | - | - | - | 2.0 |
| Articulated Trucks | 0 | 0 | 16 | 0 | - | 16 | 0 | 0 | 17 | 0 | - | 17 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 33 |
| % Articulated Trucks | - | 0.0 | 1.1 | 0.0 | - | 1.1 | - | 0.0 | 1.3 | 0.0 | - | 1.3 | - | - | - | - | - | - | - | - | - | - | - | - | 1.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Roosevelt Road with Access Drive
TMC
Site Code:
Start Date: 03/27/2025


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

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Access Drive Northbound | | | | | | Access Drive Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:30 PM | 0 | 0 | 383 | 1 | 0 | 384 | 0 | 1 | 384 | 0 | 0 | 385 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 770 |
| 4:45 PM | 0 | 3 | 368 | 1 | 0 | 372 | 0 | 1 | 451 | 3 | 0 | 455 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 829 |
| 5:00 PM | 0 | 3 | 357 | 2 | 0 | 362 | 0 | 1 | 441 | 0 | 0 | 442 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 806 |
| 5:15 PM | 0 | 3 | 398 | 0 | 0 | 401 | 0 | 1 | 412 | 0 | 0 | 413 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 816 |
| Total | 0 | 9 | 1506 | 4 | 0 | 1519 | 0 | 4 | 1688 | 3 | 0 | 1695 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 3221 |
| Approach % | 0.0 | 0.6 | 99.1 | 0.3 | - | - | 0.0 | 0.2 | 99.6 | 0.2 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 50.0 | 0.0 | 50.0 | - | - | - |
| Total % | 0.0 | 0.3 | 46.8 | 0.1 | - | 47.2 | 0.0 | 0.1 | 52.4 | 0.1 | - | 52.6 | 0.0 | 0.0 | 0.0 | 0.2 | - | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.1 | - |
| PHF | 0.000 | 0.750 | 0.946 | 0.500 | - | 0.947 | 0.000 | 1.000 | 0.936 | 0.250 | - | 0.931 | 0.000 | 0.000 | 0.000 | 0.625 | - | 0.625 | 0.000 | 0.250 | 0.000 | 0.250 | - | 0.500 | 0.971 |
| Lights | 0 | 9 | 1491 | 4 | - | 1504 | 0 | 4 | 1671 | 3 | - | 1678 | 0 | 0 | 0 | 5 | - | 5 | 0 | 1 | 0 | 1 | - | 2 | 3189 |
| % Lights | - | 100.0 | 99.0 | 100.0 | - | 99.0 | - | 100.0 | 99.0 | 100.0 | - | 99.0 | - | - | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 99.0 |
| Buses | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Buses | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 15 |
| % Single-Unit Trucks | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.6 | 0.0 | - | 0.6 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.5 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 10 |
| % Articulated Trucks | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Count Name: Roosevelt Road with Access Drive
TMC
Site Code:
Start Date: 03/27/2025


# Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Access Drive Northbound | | | | | | Access Drive Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 12:00 PM | 0 | 4 | 327 | 0 | 0 | 331 | 0 | 0 | 298 | 0 | 0 | 298 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 632 |
| 12:15 PM | 0 | 22 | 325 | 0 | 0 | 347 | 0 | 4 | 353 | 0 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 704 |
| 12:30 PM | 0 | 2 | 353 | 0 | 0 | 355 | 0 | 2 | 333 | 2 | 0 | 337 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 694 |
| 12:45 PM | 0 | 1 | 342 | 3 | 0 | 346 | 0 | 2 | 314 | 0 | 1 | 316 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 663 |
| Total | 0 | 29 | 1347 | 3 | 0 | 1379 | 0 | 8 | 1298 | 2 | 1 | 1308 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 1 | 0 | 0 | 2 | 1 | 2693 |
| Approach % | 0.0 | 2.1 | 97.7 | 0.2 | - | - | 0.0 | 0.6 | 99.2 | 0.2 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | - |
| Total % | 0.0 | 1.1 | 50.0 | 0.1 | - | 51.2 | 0.0 | 0.3 | 48.2 | 0.1 | - | 48.6 | 0.0 | 0.0 | 0.0 | 0.2 | - | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| PHF | 0.000 | 0.330 | 0.954 | 0.250 | - | 0.971 | 0.000 | 0.500 | 0.919 | 0.250 | - | 0.916 | 0.000 | 0.000 | 0.000 | 0.625 | - | 0.625 | 0.000 | 0.250 | 0.000 | 0.000 | - | 0.250 | 0.956 |
| Lights | 0 | 29 | 1334 | 3 | - | 1366 | 0 | 7 | 1281 | 2 | - | 1290 | 0 | 0 | 0 | 5 | - | 5 | 0 | 1 | 0 | 0 | - | 1 | 2662 |
| % Lights | - | 100.0 | 99.0 | 100.0 | - | 99.1 | - | 87.5 | 98.7 | 100.0 | - | 98.6 | - | - | - | 100.0 | - | 100.0 | - | 100.0 | - | - | - | 100.0 | 98.8 |
| Buses | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Buses | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.1 |
| Single-Unit Trucks | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 11 | 0 | - | 11 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 19 |
| % Single-Unit Trucks | - | 0.0 | 0.6 | 0.0 | - | 0.6 | - | 0.0 | 0.8 | 0.0 | - | 0.8 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.7 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Articulated Trucks | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 12.5 | 0.1 | 0.0 | - | 0.2 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Roosevelt Road with Finley Road
TMC
Site Code:
Start Date: 03/27/2025


# Turning Movement Data

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Finley Road Northbound | | | | | | Finley Road Southbound | | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| 7:00 AM | 0 | 22 | 228 | 38 | 0 | 288 | 0 | 35 | 173 | 18 | 0 | 226 | 0 | 48 | 48 | 29 | 0 | 125 | 0 | 35 | 60 | 21 | 0 | 116 | 755 |
| 7:15 AM | 0 | 37 | 305 | 57 | 1 | 399 | 0 | 32 | 213 | 29 | 0 | 274 | 0 | 58 | 57 | 33 | 0 | 148 | 0 | 24 | 46 | 24 | 0 | 94 | 915 |
| 7:30 AM | 0 | 40 | 282 | 57 | 0 | 379 | 0 | 25 | 267 | 27 | 1 | 319 | 0 | 66 | 68 | 51 | 0 | 185 | 0 | 54 | 101 | 35 | 0 | 190 | 1073 |
| 7:45 AM | 0 | 37 | 298 | 85 | 0 | 420 | 0 | 46 | 266 | 26 | 0 | 338 | 0 | 46 | 47 | 30 | 0 | 123 | 0 | 23 | 89 | 29 | 0 | 141 | 1022 |
| Hourly Total | 0 | 136 | 1113 | 237 | 1 | 1486 | 0 | 138 | 919 | 100 | 1 | 1157 | 0 | 218 | 220 | 143 | 0 | 581 | 0 | 136 | 296 | 109 | 0 | 541 | 3765 |
| 8:00 AM | 0 | 16 | 208 | 90 | 0 | 314 | 0 | 37 | 231 | 21 | 0 | 289 | 0 | 71 | 49 | 42 | 0 | 162 | 0 | 32 | 76 | 19 | 0 | 127 | 892 |
| 8:15 AM | 0 | 22 | 241 | 81 | 0 | 344 | 0 | 35 | 225 | 32 | 2 | 292 | 0 | 53 | 53 | 35 | 0 | 141 | 0 | 31 | 101 | 22 | 4 | 154 | 931 |
| 8:30 AM | 0 | 18 | 301 | 92 | 0 | 411 | 0 | 34 | 275 | 25 | 1 | 334 | 0 | 76 | 41 | 37 | 0 | 154 | 0 | 34 | 71 | 32 | 0 | 137 | 1036 |
| 8:45 AM | 0 | 11 | 216 | 80 | 2 | 307 | 0 | 30 | 202 | 26 | 0 | 258 | 0 | 47 | 55 | 53 | 0 | 155 | 0 | 38 | 90 | 22 | 0 | 150 | 870 |
| Hourly Total | 0 | 67 | 966 | 343 | 2 | 1376 | 0 | 136 | 933 | 104 | 3 | 1173 | 0 | 247 | 198 | 167 | 0 | 612 | 0 | 135 | 338 | 95 | 4 | 568 | 3729 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | 0 | 19 | 250 | 64 | 0 | 333 | 0 | 42 | 239 | 29 | 1 | 310 | 0 | 74 | 48 | 52 | 0 | 174 | 0 | 28 | 56 | 16 | 0 | 100 | 917 |
| 2:15 PM | 0 | 23 | 236 | 68 | 0 | 327 | 0 | 42 | 254 | 37 | 1 | 333 | 1 | 64 | 64 | 46 | 0 | 175 | 0 | 27 | 65 | 17 | 0 | 109 | 944 |
| 2:30 PM | 0 | 23 | 243 | 59 | 0 | 325 | 0 | 42 | 231 | 28 | 1 | 301 | 0 | 67 | 79 | 51 | 1 | 197 | 0 | 41 | 65 | 20 | 0 | 126 | 949 |
| 2:45 PM | 0 | 26 | 256 | 68 | 0 | 350 | 0 | 43 | 234 | 36 | 0 | 313 | 0 | 95 | 65 | 49 | 0 | 209 | 0 | 33 | 67 | 24 | 0 | 124 | 996 |
| Hourly Total | 0 | 91 | 985 | 259 | 0 | 1335 | 0 | 169 | 958 | 130 | 3 | 1257 | 1 | 300 | 256 | 198 | 1 | 755 | 0 | 129 | 253 | 77 | 0 | 459 | 3806 |
| 3:00 PM | 0 | 25 | 252 | 74 | 0 | 351 | 0 | 52 | 303 | 28 | 1 | 383 | 0 | 71 | 65 | 47 | 0 | 183 | 0 | 50 | 71 | 44 | 0 | 165 | 1082 |
| 3:15 PM | 0 | 33 | 250 | 78 | 0 | 361 | 0 | 50 | 284 | 35 | 1 | 369 | 0 | 92 | 74 | 66 | 0 | 232 | 0 | 41 | 70 | 33 | 0 | 144 | 1106 |
| 3:30 PM | 0 | 28 | 219 | 68 | 1 | 315 | 0 | 53 | 285 | 35 | 2 | 373 | 0 | 93 | 72 | 44 | 0 | 209 | 0 | 58 | 75 | 45 | 0 | 178 | 1075 |
| 3:45 PM | 0 | 18 | 276 | 72 | 0 | 366 | 0 | 48 | 304 | 28 | 0 | 380 | 0 | 83 | 69 | 53 | 0 | 205 | 0 | 58 | 71 | 27 | 0 | 156 | 1107 |
| Hourly Total | 0 | 104 | 997 | 292 | 1 | 1393 | 0 | 203 | 1176 | 126 | 4 | 1505 | 0 | 339 | 280 | 210 | 0 | 829 | 0 | 207 | 287 | 149 | 0 | 643 | 4370 |
| 4:00 PM | 0 | 33 | 280 | 72 | 2 | 385 | 0 | 46 | 284 | 40 | 0 | 370 | 0 | 118 | 103 | 75 | 0 | 296 | 0 | 41 | 62 | 44 | 0 | 147 | 1198 |
| 4:15 PM | 0 | 26 | 267 | 72 | 0 | 365 | 0 | 52 | 273 | 38 | 0 | 363 | 0 | 98 | 78 | 50 | 0 | 226 | 0 | 41 | 84 | 30 | 0 | 155 | 1109 |
| 4:30 PM | 0 | 26 | 294 | 75 | 0 | 395 | 0 | 51 | 255 | 21 | 0 | 327 | 0 | 106 | 77 | 55 | 0 | 238 | 0 | 50 | 89 | 30 | 0 | 169 | 1129 |
| 4:45 PM | 0 | 25 | 257 | 82 | 0 | 364 | 0 | 55 | 312 | 26 | 0 | 393 | 0 | 103 | 76 | 64 | 0 | 243 | 0 | 43 | 102 | 41 | 0 | 186 | 1186 |
| Hourly Total | 0 | 110 | 1098 | 301 | 2 | 1509 | 0 | 204 | 1124 | 125 | 0 | 1453 | 0 | 425 | 334 | 244 | 0 | 1003 | 0 | 175 | 337 | 145 | 0 | 657 | 4622 |
| 5:00 PM | 0 | 23 | 248 | 74 | 0 | 345 | 0 | 53 | 301 | 27 | 0 | 381 | 0 | 107 | 112 | 59 | 0 | 278 | 0 | 63 | 96 | 24 | 0 | 183 | 1187 |
| 5:15 PM | 0 | 26 | 318 | 72 | 0 | 416 | 0 | 49 | 275 | 30 | 3 | 354 | 0 | 104 | 76 | 53 | 0 | 233 | 0 | 42 | 84 | 23 | 0 | 149 | 1152 |
| 5:30 PM | 0 | 25 | 262 | 68 | 0 | 355 | 0 | 52 | 249 | 29 | 0 | 330 | 0 | 92 | 84 | 58 | 0 | 234 | 0 | 30 | 78 | 22 | 0 | 130 | 1049 |
| 5:45 PM | 0 | 22 | 268 | 82 | 0 | 372 | 1 | 61 | 263 | 28 | 1 | 353 | 0 | 67 | 81 | 45 | 0 | 193 | 0 | 42 | 85 | 30 | 0 | 157 | 1075 |
| Hourly Total | 0 | 96 | 1096 | 296 | 0 | 1488 | 1 | 215 | 1088 | 114 | 4 | 1418 | 0 | 370 | 353 | 215 | 0 | 938 | 0 | 177 | 343 | 99 | 0 | 619 | 4463 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 PM | 0 | 21 | 259 | 62 | 0 | 342 | 0 | 44 | 255 | 36 | 0 | 335 | 0 | 46 | 61 | 48 | 0 | 155 | 0 | 21 | 50 | 12 | 0 | 83 | 915 |
| 12:15 PM | 0 | 22 | 214 | 71 | 0 | 307 | 0 | 50 | 247 | 29 | 0 | 326 | 0 | 102 | 67 | 59 | 0 | 228 | 1 | 25 | 81 | 21 | 0 | 128 | 989 |
| 12:30 PM | 1 | 16 | 292 | 57 | 0 | 366 | 2 | 51 | 260 | 20 | 3 | 333 | 0 | 65 | 62 | 50 | 0 | 177 | 1 | 33 | 56 | 24 | 0 | 114 | 990 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:45 PM | 0 | 20 | 261 | 69 | 3 | 350 | 0 | 52 | 204 | 31 | 4 | 287 | 0 | 81 | 54 | 42 | 0 | 177 | 0 | 42 | 63 | 26 | 0 | 131 | 945 |
| Hourly Total | 1 | 79 | 1026 | 259 | 3 | 1365 | 2 | 197 | 966 | 116 | 7 | 1281 | 0 | 294 | 244 | 199 | 0 | 737 | 2 | 121 | 250 | 83 | 0 | 456 | 3839 |
| 1:00 PM | 0 | 18 | 206 | 49 | 0 | 273 | 0 | 38 | 197 | 18 | 0 | 253 | 1 | 81 | 53 | 60 | 0 | 195 | 0 | 26 | 55 | 21 | 0 | 102 | 823 |
| 1:15 PM | 0 | 13 | 252 | 56 | 0 | 321 | 0 | 43 | 271 | 32 | 2 | 346 | 0 | 69 | 50 | 47 | 0 | 166 | 0 | 46 | 49 | 22 | 0 | 117 | 950 |
| 1:30 PM | 0 | 23 | 240 | 68 | 0 | 331 | 0 | 67 | 208 | 25 | 0 | 300 | 0 | 65 | 64 | 56 | 0 | 185 | 1 | 23 | 47 | 18 | 0 | 89 | 905 |
| 1:45 PM | 0 | 25 | 285 | 69 | 0 | 379 | 0 | 55 | 240 | 29 | 0 | 324 | 0 | 65 | 44 | 38 | 0 | 147 | 0 | 27 | 47 | 19 | 0 | 93 | 943 |
| Hourly Total | 0 | 79 | 983 | 242 | 0 | 1304 | 0 | 203 | 916 | 104 | 2 | 1223 | 1 | 280 | 211 | 201 | 0 | 693 | 1 | 122 | 198 | 80 | 0 | 401 | 3621 |
| Grand Total | 1 | 762 | 8264 | 2229 | 9 | 11256 | 3 | 1465 | 8080 | 919 | 24 | 10467 | 2 | 2473 | 2096 | 1577 | 1 | 6148 | 3 | 1202 | 2302 | 837 | 4 | 4344 | 32215 |
| Approach % | 0.0 | 6.8 | 73.4 | 19.8 | - | - | 0.0 | 14.0 | 77.2 | 8.8 | - | - | 0.0 | 40.2 | 34.1 | 25.7 | - | - | 0.1 | 27.7 | 53.0 | 19.3 | - | - | - |
| Total % | 0.0 | 2.4 | 25.7 | 6.9 | - | 34.9 | 0.0 | 4.5 | 25.1 | 2.9 | - | 32.5 | 0.0 | 7.7 | 6.5 | 4.9 | - | 19.1 | 0.0 | 3.7 | 7.1 | 2.6 | - | 13.5 | - |
| Lights | 1 | 734 | 8083 | 2185 | - | 11003 | 3 | 1452 | 7893 | 901 | - | 10249 | 2 | 2423 | 2069 | 1551 | - | 6045 | 3 | 1177 | 2272 | 806 | - | 4258 | 31555 |
| % Lights | 100.0 | 96.3 | 97.8 | 98.0 | - | 97.8 | 100.0 | 99.1 | 97.7 | 98.0 | - | 97.9 | 100.0 | 98.0 | 98.7 | 98.4 | - | 98.3 | 100.0 | 97.9 | 98.7 | 96.3 | - | 98.0 | 98.0 |
| Buses | 0 | 13 | 57 | 8 | - | 78 | 0 | 5 | 53 | 8 | - | 66 | 0 | 14 | 10 | 4 | - | 28 | 0 | 13 | 5 | 18 | - | 36 | 208 |
| % Buses | 0.0 | 1.7 | 0.7 | 0.4 | - | 0.7 | 0.0 | 0.3 | 0.7 | 0.9 | - | 0.6 | 0.0 | 0.6 | 0.5 | 0.3 | - | 0.5 | 0.0 | 1.1 | 0.2 | 2.2 | - | 0.8 | 0.6 |
| Single-Unit Trucks | 0 | 11 | 66 | 29 | - | 106 | 0 | 7 | 86 | 8 | - | 101 | 0 | 30 | 14 | 14 | - | 58 | 0 | 10 | 17 | 10 | - | 37 | 302 |
| % Single-Unit Trucks | 0.0 | 1.4 | 0.8 | 1.3 | - | 0.9 | 0.0 | 0.5 | 1.1 | 0.9 | - | 1.0 | 0.0 | 1.2 | 0.7 | 0.9 | - | 0.9 | 0.0 | 0.8 | 0.7 | 1.2 | - | 0.9 | 0.9 |
| Articulated Trucks | 0 | 4 | 58 | 7 | - | 69 | 0 | 1 | 48 | 1 | - | 50 | 0 | 6 | 3 | 7 | - | 16 | 0 | 2 | 6 | 3 | - | 11 | 146 |
| % Articulated Trucks | 0.0 | 0.5 | 0.7 | 0.3 | - | 0.6 | 0.0 | 0.1 | 0.6 | 0.1 | - | 0.5 | 0.0 | 0.2 | 0.1 | 0.4 | - | 0.3 | 0.0 | 0.2 | 0.3 | 0.4 | - | 0.3 | 0.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 2 | 0 | - | 2 | 4 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 9 | - | - | - | - | - | 24 | - | - | - | - | - | 1 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Roosevelt Road with Finley Road
TMC
Site Code:
Start Date: 03/27/2025


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

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Finley Road Northbound | | | | | | Finley Road Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 7:30 AM | 0 | 40 | 282 | 57 | 0 | 379 | 0 | 25 | 267 | 27 | 1 | 319 | 0 | 66 | 68 | 51 | 0 | 185 | 0 | 54 | 101 | 35 | 0 | 190 | 1073 |
| 7:45 AM | 0 | 37 | 298 | 85 | 0 | 420 | 0 | 46 | 266 | 26 | 0 | 338 | 0 | 46 | 47 | 30 | 0 | 123 | 0 | 23 | 89 | 29 | 0 | 141 | 1022 |
| 8:00 AM | 0 | 16 | 208 | 90 | 0 | 314 | 0 | 37 | 231 | 21 | 0 | 289 | 0 | 71 | 49 | 42 | 0 | 162 | 0 | 32 | 76 | 19 | 0 | 127 | 892 |
| 8:15 AM | 0 | 22 | 241 | 81 | 0 | 344 | 0 | 35 | 225 | 32 | 2 | 292 | 0 | 53 | 53 | 35 | 0 | 141 | 0 | 31 | 101 | 22 | 4 | 154 | 931 |
| Total | 0 | 115 | 1029 | 313 | 0 | 1457 | 0 | 143 | 989 | 106 | 3 | 1238 | 0 | 236 | 217 | 158 | 0 | 611 | 0 | 140 | 367 | 105 | 4 | 612 | 3918 |
| Approach % | 0.0 | 7.9 | 70.6 | 21.5 | - | - | 0.0 | 11.6 | 79.9 | 8.6 | - | - | 0.0 | 38.6 | 35.5 | 25.9 | - | - | 0.0 | 22.9 | 60.0 | 17.2 | - | - | - |
| Total % | 0.0 | 2.9 | 26.3 | 8.0 | - | 37.2 | 0.0 | 3.6 | 25.2 | 2.7 | - | 31.6 | 0.0 | 6.0 | 5.5 | 4.0 | - | 15.6 | 0.0 | 3.6 | 9.4 | 2.7 | - | 15.6 | - |
| PHF | 0.000 | 0.719 | 0.863 | 0.869 | - | 0.867 | 0.000 | 0.777 | 0.926 | 0.828 | - | 0.916 | 0.000 | 0.831 | 0.798 | 0.775 | - | 0.826 | 0.000 | 0.648 | 0.908 | 0.750 | - | 0.805 | 0.913 |
| Lights | 0 | 109 | 990 | 304 | - | 1403 | 0 | 141 | 938 | 103 | - | 1182 | 0 | 221 | 213 | 155 | - | 589 | 0 | 133 | 359 | 95 | - | 587 | 3761 |
| % Lights | - | 94.8 | 96.2 | 97.1 | - | 96.3 | - | 98.6 | 94.8 | 97.2 | - | 95.5 | - | 93.6 | 98.2 | 98.1 | - | 96.4 | - | 95.0 | 97.8 | 90.5 | - | 95.9 | 96.0 |
| Buses | 0 | 4 | 12 | 3 | - | 19 | 0 | 0 | 16 | 2 | - | 18 | 0 | 3 | 3 | 1 | - | 7 | 0 | 4 | 2 | 6 | - | 12 | 56 |
| % Buses | - | 3.5 | 1.2 | 1.0 | - | 1.3 | - | 0.0 | 1.6 | 1.9 | - | 1.5 | - | 1.3 | 1.4 | 0.6 | - | 1.1 | - | 2.9 | 0.5 | 5.7 | - | 2.0 | 1.4 |
| Single-Unit Trucks | 0 | 2 | 14 | 5 | - | 21 | 0 | 2 | 21 | 0 | - | 23 | 0 | 10 | 1 | 2 | - | 13 | 0 | 2 | 4 | 2 | - | 8 | 65 |
| % Single-Unit Trucks | - | 1.7 | 1.4 | 1.6 | - | 1.4 | - | 1.4 | 2.1 | 0.0 | - | 1.9 | - | 4.2 | 0.5 | 1.3 | - | 2.1 | - | 1.4 | 1.1 | 1.9 | - | 1.3 | 1.7 |
| Articulated Trucks | 0 | 0 | 13 | 1 | - | 14 | 0 | 0 | 14 | 1 | - | 15 | 0 | 2 | 0 | 0 | - | 2 | 0 | 1 | 2 | 2 | - | 5 | 36 |
| % Articulated Trucks | - | 0.0 | 1.3 | 0.3 | - | 1.0 | - | 0.0 | 1.4 | 0.9 | - | 1.2 | - | 0.8 | 0.0 | 0.0 | - | 0.3 | - | 0.7 | 0.5 | 1.9 | - | 0.8 | 0.9 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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Count Name: Roosevelt Road with Finley Road
TMC
Site Code:
Start Date: 03/27/2025


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

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Finley Road Northbound | | | | | | Finley Road Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 4:30 PM | 0 | 26 | 294 | 75 | 0 | 395 | 0 | 51 | 255 | 21 | 0 | 327 | 0 | 106 | 77 | 55 | 0 | 238 | 0 | 50 | 89 | 30 | 0 | 169 | 1129 |
| 4:45 PM | 0 | 25 | 257 | 82 | 0 | 364 | 0 | 55 | 312 | 26 | 0 | 393 | 0 | 103 | 76 | 64 | 0 | 243 | 0 | 43 | 102 | 41 | 0 | 186 | 1186 |
| 5:00 PM | 0 | 23 | 248 | 74 | 0 | 345 | 0 | 53 | 301 | 27 | 0 | 381 | 0 | 107 | 112 | 59 | 0 | 278 | 0 | 63 | 96 | 24 | 0 | 183 | 1187 |
| 5:15 PM | 0 | 26 | 318 | 72 | 0 | 416 | 0 | 49 | 275 | 30 | 3 | 354 | 0 | 104 | 76 | 53 | 0 | 233 | 0 | 42 | 84 | 23 | 0 | 149 | 1152 |
| Total | 0 | 100 | 1117 | 303 | 0 | 1520 | 0 | 208 | 1143 | 104 | 3 | 1455 | 0 | 420 | 341 | 231 | 0 | 992 | 0 | 198 | 371 | 118 | 0 | 687 | 4654 |
| Approach % | 0.0 | 6.6 | 73.5 | 19.9 | - | - | 0.0 | 14.3 | 78.6 | 7.1 | - | - | 0.0 | 42.3 | 34.4 | 23.3 | - | - | 0.0 | 28.8 | 54.0 | 17.2 | - | - | - |
| Total % | 0.0 | 2.1 | 24.0 | 6.5 | - | 32.7 | 0.0 | 4.5 | 24.6 | 2.2 | - | 31.3 | 0.0 | 9.0 | 7.3 | 5.0 | - | 21.3 | 0.0 | 4.3 | 8.0 | 2.5 | - | 14.8 | - |
| PHF | 0.000 | 0.962 | 0.878 | 0.924 | - | 0.913 | 0.000 | 0.945 | 0.916 | 0.867 | - | 0.926 | 0.000 | 0.981 | 0.761 | 0.902 | - | 0.892 | 0.000 | 0.786 | 0.909 | 0.720 | - | 0.923 | 0.980 |
| Lights | 0 | 99 | 1106 | 300 | - | 1505 | 0 | 208 | 1133 | 102 | - | 1443 | 0 | 415 | 338 | 228 | - | 981 | 0 | 198 | 368 | 117 | - | 683 | 4612 |
| % Lights | - | 99.0 | 99.0 | 99.0 | - | 99.0 | - | 100.0 | 99.1 | 98.1 | - | 99.2 | - | 98.8 | 99.1 | 98.7 | - | 98.9 | - | 100.0 | 99.2 | 99.2 | - | 99.4 | 99.1 |
| Buses | 0 | 0 | 6 | 0 | - | 6 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Buses | - | 0.0 | 0.5 | 0.0 | - | 0.4 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Single-Unit Trucks | 0 | 0 | 2 | 2 | - | 4 | 0 | 0 | 4 | 2 | - | 6 | 0 | 3 | 2 | 2 | - | 7 | 0 | 0 | 1 | 1 | - | 2 | 19 |
| % Single-Unit Trucks | - | 0.0 | 0.2 | 0.7 | - | 0.3 | - | 0.0 | 0.3 | 1.9 | - | 0.4 | - | 0.7 | 0.6 | 0.9 | - | 0.7 | - | 0.0 | 0.3 | 0.8 | - | 0.3 | 0.4 |
| Articulated Trucks | 0 | 1 | 3 | 1 | - | 5 | 0 | 0 | 5 | 0 | - | 5 | 0 | 2 | 1 | 1 | - | 4 | 0 | 0 | 1 | 0 | - | 1 | 15 |
| % Articulated Trucks | - | 1.0 | 0.3 | 0.3 | - | 0.3 | - | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 0.5 | 0.3 | 0.4 | - | 0.4 | - | 0.0 | 0.3 | 0.0 | - | 0.1 | 0.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 1 |
| % 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 | 0.3 | 0.0 | - | 0.1 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Roosevelt Road with Finley Road
TMC
Site Code:
Start Date: 03/27/2025


# Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Roosevelt Road Eastbound | | | | | | Roosevelt Road Westbound | | | | | | Finley Road Northbound | | | | | | Finley Road Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | Int. Total |
| 12:00 PM | 0 | 21 | 259 | 62 | 0 | 342 | 0 | 44 | 255 | 36 | 0 | 335 | 0 | 46 | 61 | 48 | 0 | 155 | 0 | 21 | 50 | 12 | 0 | 83 | 915 |
| 12:15 PM | 0 | 22 | 214 | 71 | 0 | 307 | 0 | 50 | 247 | 29 | 0 | 326 | 0 | 102 | 67 | 59 | 0 | 228 | 1 | 25 | 81 | 21 | 0 | 128 | 989 |
| 12:30 PM | 1 | 16 | 292 | 57 | 0 | 366 | 2 | 51 | 260 | 20 | 3 | 333 | 0 | 65 | 62 | 50 | 0 | 177 | 1 | 33 | 56 | 24 | 0 | 114 | 990 |
| 12:45 PM | 0 | 20 | 261 | 69 | 3 | 350 | 0 | 52 | 204 | 31 | 4 | 287 | 0 | 81 | 54 | 42 | 0 | 177 | 0 | 42 | 63 | 26 | 0 | 131 | 945 |
| Total | 1 | 79 | 1026 | 259 | 3 | 1365 | 2 | 197 | 966 | 116 | 7 | 1281 | 0 | 294 | 244 | 199 | 0 | 737 | 2 | 121 | 250 | 83 | 0 | 456 | 3839 |
| Approach % | 0.1 | 5.8 | 75.2 | 19.0 | - | - | 0.2 | 15.4 | 75.4 | 9.1 | - | - | 0.0 | 39.9 | 33.1 | 27.0 | - | - | 0.4 | 26.5 | 54.8 | 18.2 | - | - | - |
| Total % | 0.0 | 2.1 | 26.7 | 6.7 | - | 35.6 | 0.1 | 5.1 | 25.2 | 3.0 | - | 33.4 | 0.0 | 7.7 | 6.4 | 5.2 | - | 19.2 | 0.1 | 3.2 | 6.5 | 2.2 | - | 11.9 | - |
| PHF | 0.250 | 0.898 | 0.878 | 0.912 | - | 0.932 | 0.250 | 0.947 | 0.929 | 0.806 | - | 0.956 | 0.000 | 0.721 | 0.910 | 0.843 | - | 0.808 | 0.500 | 0.720 | 0.772 | 0.798 | - | 0.870 | 0.969 |
| Lights | 1 | 77 | 1017 | 258 | - | 1353 | 2 | 196 | 953 | 115 | - | 1266 | 0 | 293 | 241 | 196 | - | 730 | 2 | 121 | 250 | 82 | - | 455 | 3804 |
| % Lights | 100.0 | 97.5 | 99.1 | 99.6 | - | 99.1 | 100.0 | 99.5 | 98.7 | 99.1 | - | 98.8 | - | 99.7 | 98.8 | 98.5 | - | 99.1 | 100.0 | 100.0 | 100.0 | 98.8 | - | 99.8 | 99.1 |
| Buses | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 3 |
| % Buses | 0.0 | 0.0 | 0.1 | 0.0 | - | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | - | 0.2 | 0.1 |
| Single-Unit Trucks | 0 | 2 | 4 | 1 | - | 7 | 0 | 1 | 8 | 1 | - | 10 | 0 | 1 | 3 | 2 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| % Single-Unit Trucks | 0.0 | 2.5 | 0.4 | 0.4 | - | 0.5 | 0.0 | 0.5 | 0.8 | 0.9 | - | 0.8 | - | 0.3 | 1.2 | 1.0 | - | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.6 |
| Articulated Trucks | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 |
| % Articulated Trucks | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.3 | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.5 | - | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 7 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Study Name** Finley Road with Marianos Access Drive TMC
**Start Date** Thursday, March 27, 2025 7:00 AM
**End Date** Saturday, March 29, 2025 2:00 PM
**Site Code**

## Report Summary

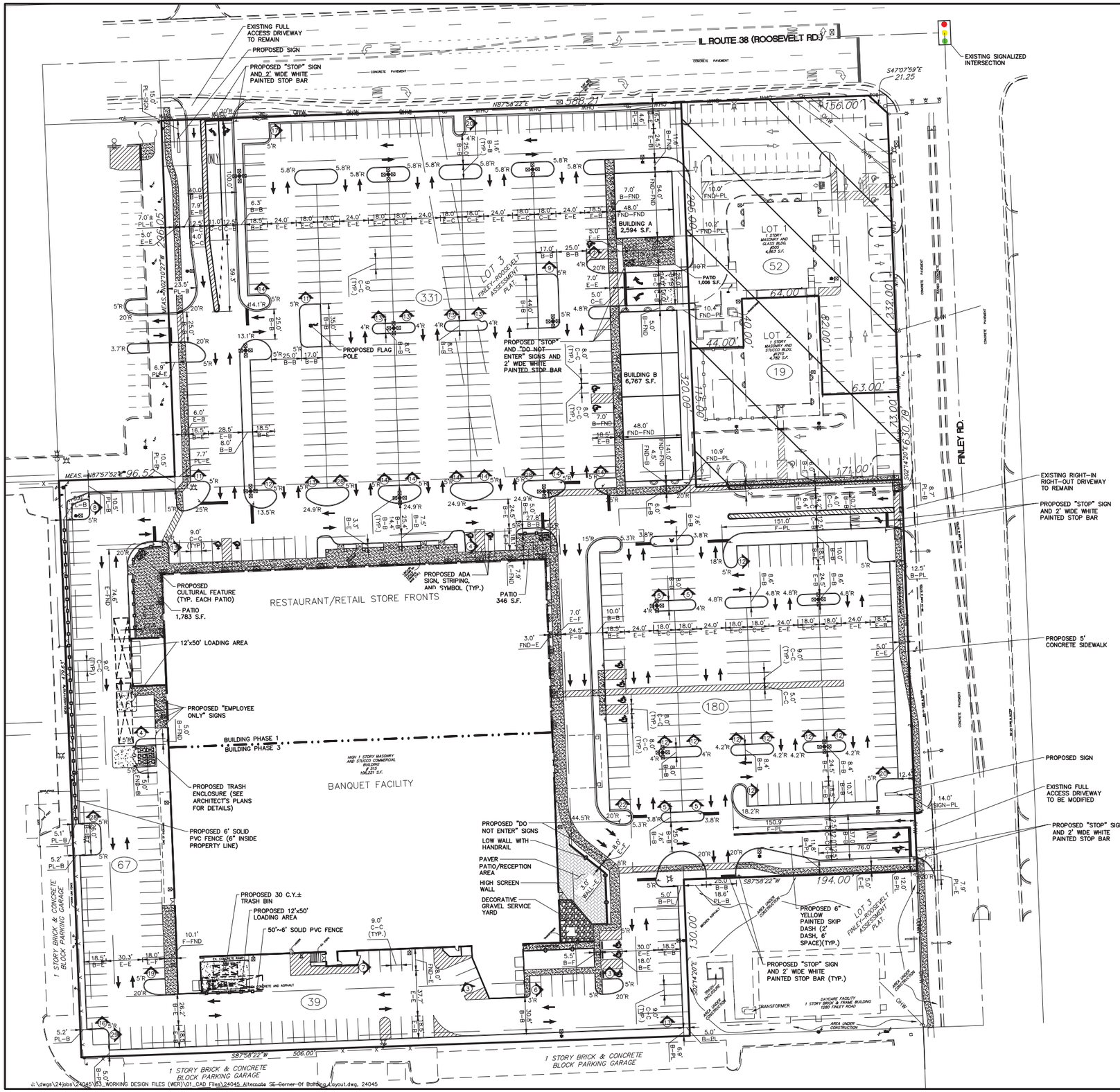
| | | Eastbound | | | | | | | Westbound | | | | | | | Northbound | | | | | | | Southbound | | | | | | | Northwestbound | | | | | | | | Crosswalk | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Period | Class. | U | L | T | BR | R | I | O | U | HL | L | T | R | I | O | U | L | T | R | HR | I | O | U | L | BL | T | R | I | O | U | HL | BL | BR | HR | I | O | Total | | destria | Total |
| **Peak 1** | Lights | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 27 | 0 | 3 | 30 | 32 | 0 | 1 | 569 | 22 | 3 | 595 | 849 | 0 | 10 | 9 | 803 | 0 | 822 | 593 | 0 | 17 | 0 | 21 | 0 | 38 | 12 | 1487 | EB | 0 | 0 |
| Specified Period | % | 0% | 0% | 0% | 0% | 50% | 50% | 100% | 0% | 0% | 96% | 0% | 75% | 94% | 100% | 0% | 100% | 98% | 100% | 100% | 98% | 98% | 0% | 100% | 90% | 98% | 0% | 98% | 98% | 0% | 100% | 0% | 100% | 0% | 100% | 92% | 98% | | 0% | |
| 7:30 AM - 8:30 AM | Buses | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 5 | 0 | 0 | 1 | 3 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | WB | 1 | 1 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 25% | 25% | 0% | 0% | 0% | 4% | 0% | 0% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 1% | 0% | 0% | 10% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 8% | 1% | | 100% | |
| 7:30 AM - 8:30 AM | ıgle-Unit Truc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 10 | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | NB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 25% | 3% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | | 0% | |
| | ticulated Truc | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | SB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 25% | 25% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | cycles on Roa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NWB | 2 | 2 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | **Total** | **0** | **0** | **0** | **0** | **4** | **4** | **1** | **0** | **0** | **28** | **0** | **4** | **32** | **32** | **0** | **1** | **583** | **22** | **3** | **609** | **868** | **0** | **10** | **10** | **819** | **0** | **839** | **608** | **0** | **17** | **0** | **21** | **0** | **38** | **13** | **1522** | | **3** | **3** |
| | PHF | 0 | 0 | 0 | 0 | 1 | 1 | 0.25 | 0 | 0 | 0.88 | 0 | 0.5 | 0.89 | 0.89 | 0 | 0.25 | 0.87 | 0.69 | 0.38 | 0.88 | 0.94 | 0 | 0.62 | 0.5 | 0.94 | 0 | 0.93 | 0.86 | 0 | 0.61 | 0 | 0.75 | 0 | 0.79 | 0.65 | 0.97 | | | |
| | Approach % | | | | | | 0% | 0% | | | | | | 2% | 2% | | | | | | 40% | 57% | | | | | | 55% | 40% | | | | | | 2% | 1% | | | | |
| **Peak 2** | Lights | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 44 | 2 | 8 | 55 | 55 | 0 | 2 | 966 | 49 | 14 | 1031 | 892 | 0 | 6 | 19 | 844 | 0 | 869 | 989 | 0 | 3 | 0 | 15 | 0 | 18 | 34 | 1974 | EB | 0 | 0 |
| Specified Period | % | 0% | 0% | 0% | 0% | 100% | 100% | 100% | 0% | 100% | 100% | 100% | 100% | 100% | 98% | 0% | 100% | 99% | 100% | 100% | 99% | 100% | 0% | 86% | 100% | 100% | 0% | 99% | 99% | 0% | 100% | 0% | 94% | 0% | 95% | 100% | 99% | | 0% | |
| 4:30 PM - 5:30 PM | Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | WB | 9 | 9 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| 4:30 PM - 5:30 PM | ıgle-Unit Truc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 4 | 3 | 0 | 1 | 0 | 3 | 0 | 4 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | NB | 1 | 1 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 6% | 0% | 5% | 0% | 0% | | 100% | |
| | ticulated Truc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | SB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | cycles on Roa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NWB | 14 | 14 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | **Total** | **0** | **0** | **0** | **0** | **1** | **1** | **4** | **0** | **1** | **44** | **2** | **8** | **55** | **56** | **0** | **2** | **974** | **49** | **14** | **1039** | **896** | **0** | **7** | **19** | **848** | **0** | **874** | **998** | **0** | **3** | **0** | **16** | **0** | **19** | **34** | **1988** | | **24** | **24** |
| | PHF | 0 | 0 | 0 | 0 | 0.25 | 0.25 | 1 | 0 | 0.25 | 0.92 | 0.5 | 1 | 0.92 | 0.64 | 0 | 0.5 | 0.93 | 0.68 | 0.7 | 0.94 | 0.89 | 0 | 0.44 | 0.68 | 0.87 | 0 | 0.87 | 0.93 | 0 | 0.38 | 0 | 0.67 | 0 | 0.79 | 0.77 | 0.97 | | | |
| | Approach % | | | | | | 0% | 0% | | | | | | 3% | 3% | | | | | | 52% | 45% | | | | | | 44% | 50% | | | | | | 1% | 2% | | | | |

| | |
|---|---|
| **Study Name** | Finley Road with Marianos Access Drive TMC |
| **Start Date** | Thursday, March 27, 2025 7:00 AM |
| **End Date** | Saturday, March 29, 2025 2:00 PM |
| **Site Code** | |

## Report Summary

| | | Eastbound | | | | | | | Westbound | | | | | | | | Northbound | | | | | | | | Southbound | | | | | | | | Northwestbound | | | | | | | | | Crosswalk | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time Period** | **Class.** | **U** | **L** | **T** | **BR** | **R** | **I** | **O** | **U** | **HL** | **L** | **T** | **R** | **I** | **O** | **U** | **L** | **T** | **R** | **HR** | **I** | **O** | **U** | **L** | **BL** | **T** | **R** | **I** | **O** | **U** | **HL** | **BL** | **BR** | **HR** | **I** | **O** | **Total** | | **:destria** | **Total** |
| **Peak 1** | Lights | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 1 | 42 | 1 | 7 | 51 | 53 | 0 | 2 | 713 | 32 | 4 | 751 | 720 | 2 | 19 | 8 | 670 | 0 | 699 | 743 | 0 | 6 | 0 | 21 | 2 | 29 | 13 | 1532 | EB | 0 | 0 |
| Specified Period | % | 0% | 0% | 0% | 0% | 100% | 100% | 100% | 0% | 100% | 100% | 100% | 88% | 98% | 100% | 0% | 100% | 99% | 100% | 100% | 99% | 100% | 100% | 100% | 100% | 100% | 0% | 100% | 99% | 0% | 100% | 0% | 100% | 100% | 100% | 100% | 99% | | 0% | |
| 12:00 PM - 1:00 PM | Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | WB | 8 | 8 |
| One Hour Peak | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| 12:00 PM - 1:00 PM | ıgle-Unit Truc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | NB | 3 | 3 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13% | 2% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | ticulated Truc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | SB | 0 | 0 |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 0% | |
| | cycles on Roa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | NWB | 7 | 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% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | | 100% | |
| | **Total** | **0** | **0** | **0** | **0** | **2** | **2** | **3** | **0** | **1** | **42** | **1** | **8** | **52** | **53** | **0** | **2** | **719** | **32** | **4** | **757** | **722** | **2** | **19** | **8** | **672** | **0** | **701** | **750** | **0** | **6** | **0** | **21** | **2** | **29** | **13** | **1541** | | **18** | **18** |
| | PHF | 0 | 0 | 0 | 0 | 0.5 | 0.5 | 0.38 | 0 | 0.25 | 0.81 | 0.25 | 0.5 | 0.87 | 0.74 | 0 | 0.5 | 0.93 | 0.8 | 1 | 0.93 | 0.86 | 0.25 | 0.59 | 0.4 | 0.84 | 0 | 0.85 | 0.92 | 0 | 0.3 | 0 | 0.75 | 0.5 | 0.72 | 0.54 | 0.9 | | | |
| | Approach % | | | | | | 0% | 0% | | | | | | 3% | 3% | | | | | | 49% | 47% | | | | | | 45% | 49% | | | | | | 2% | 1% | | | | | |

# Site Plan




GENERAL NOTES:

1. THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #24-22850 REV 2 DATED 10/14/2024) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

LOT 3 PARKING DATA

| | |
|---|---|
| REGULAR SPACES | 603 |
| ADA ACCESSIBLE SPACES | 14 |
| TOTAL SPACES | 617 |

LOT 3 SITE DATA

| | | |
|---|---|---|
| LOT AREA | = | 434,453 S.F. (9.97 AC.) |
| EX. BUILDING AREA | = | 106,221 S.F. |
| BUILDING A AREA | = | 2,594 S.F. |
| BUILDING B AREA | = | 6,767 S.F. |
| EX. IMPERVIOUS AREA | = | 409,141 S.F. (9.39 AC.)(94.2%) |
| PROP. IMPERVIOUS AREA | = | 391,011 S.F. (8.98 AC.)(90.0%) |
| INT. LANDSCAPE AREA | = | 30,799 S.F. (0.71 AC.)(7.1%) (NOT INCLUDING 5' PERIMETER AND 10' ALONG ROADWAY FRONTAGES) |

= PHASE 2

40 0 20 40 80 160

# SITE PLAN

| NO. | REVISIONS PER OWNER | DATE 6/10/2025 |
|---|---|---|
| 1 | | |

Prepared For:

**BURJ PLAZA LLC**
8060 Lawndale
Skokie, IL

**BURJ PLAZA - PHASE 3**
515 W. Roosevelt Rd.
Lombard, IL

Prepared By:


Watermark Engineering RESOURCES
watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800


| | |
|---|---|
| CHECKED BY: | J. MILLER |
| DESIGN BY: | JOSH MILLER |
| DRAWN BY: | JOSH MILLER |
| DATE: | MARCH 26, 2025 |
| SCALE: | 1" = 40' |
| PROJECT NO.: | 24-045 |

1 of 1

# ITE Trip Generation Summary Sheets

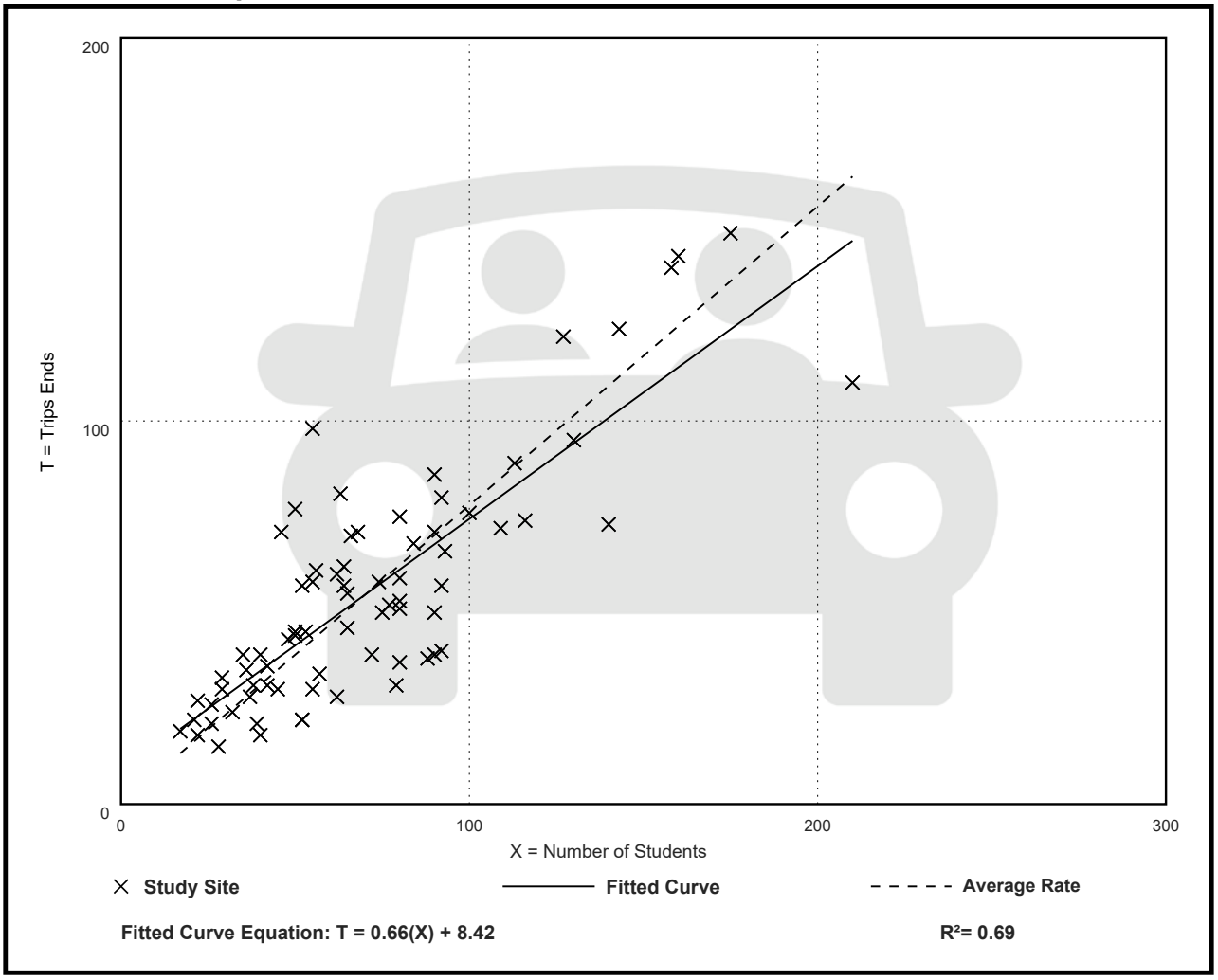
# Day Care Center
# (565)

**Vehicle Trip Ends vs: Students**
**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: 75
Avg. Num. of Students: 71
Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.78 | 0.39 - 1.78 | 0.25 |

## Data Plot and Equation



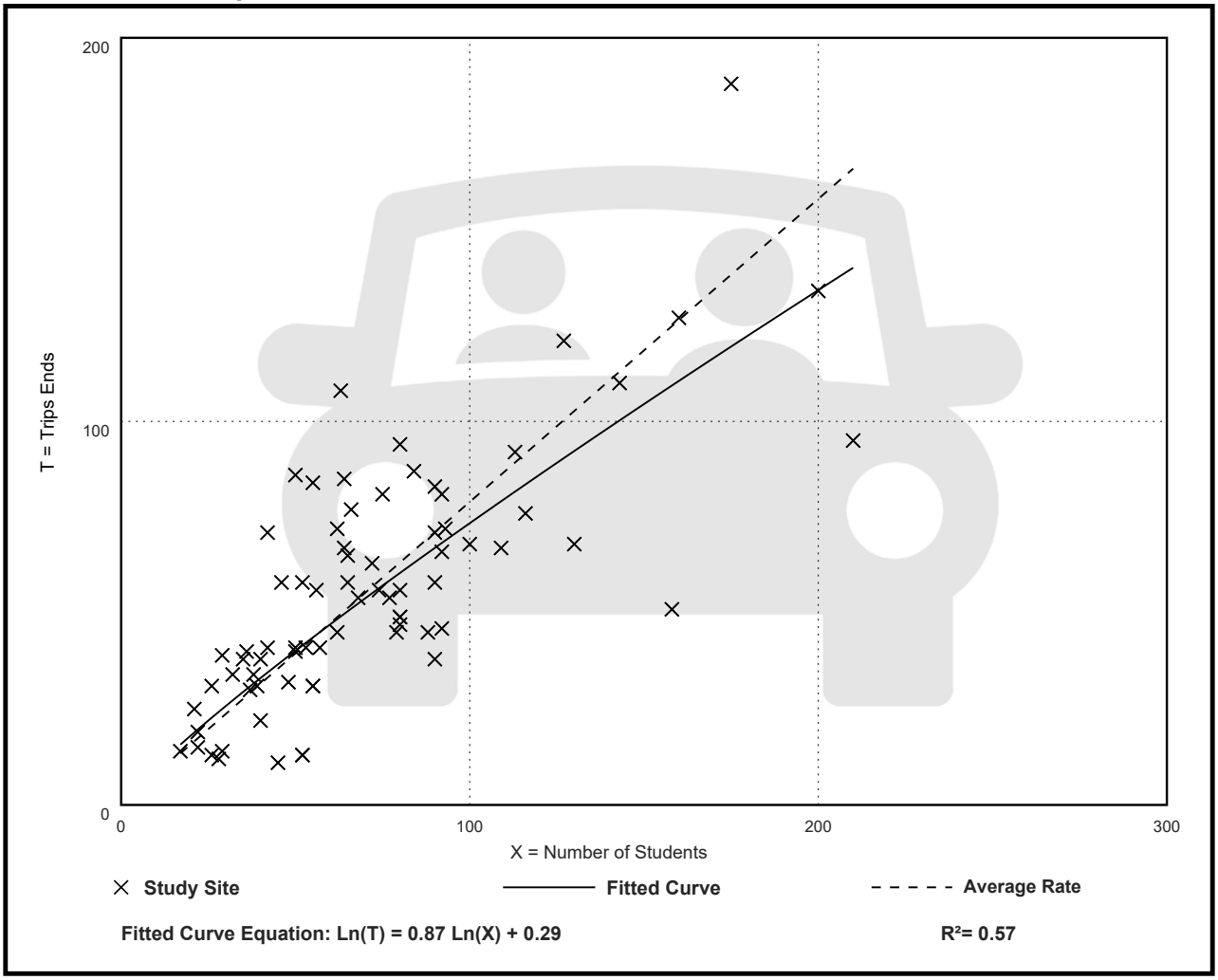
# Day Care Center
# (565)

**Vehicle Trip Ends vs: Students**
**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: 75
Avg. Num. of Students: 72
Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.79 | 0.24 - 1.72 | 0.30 |

## Data Plot and Equation



# Day Care Center
# (565)

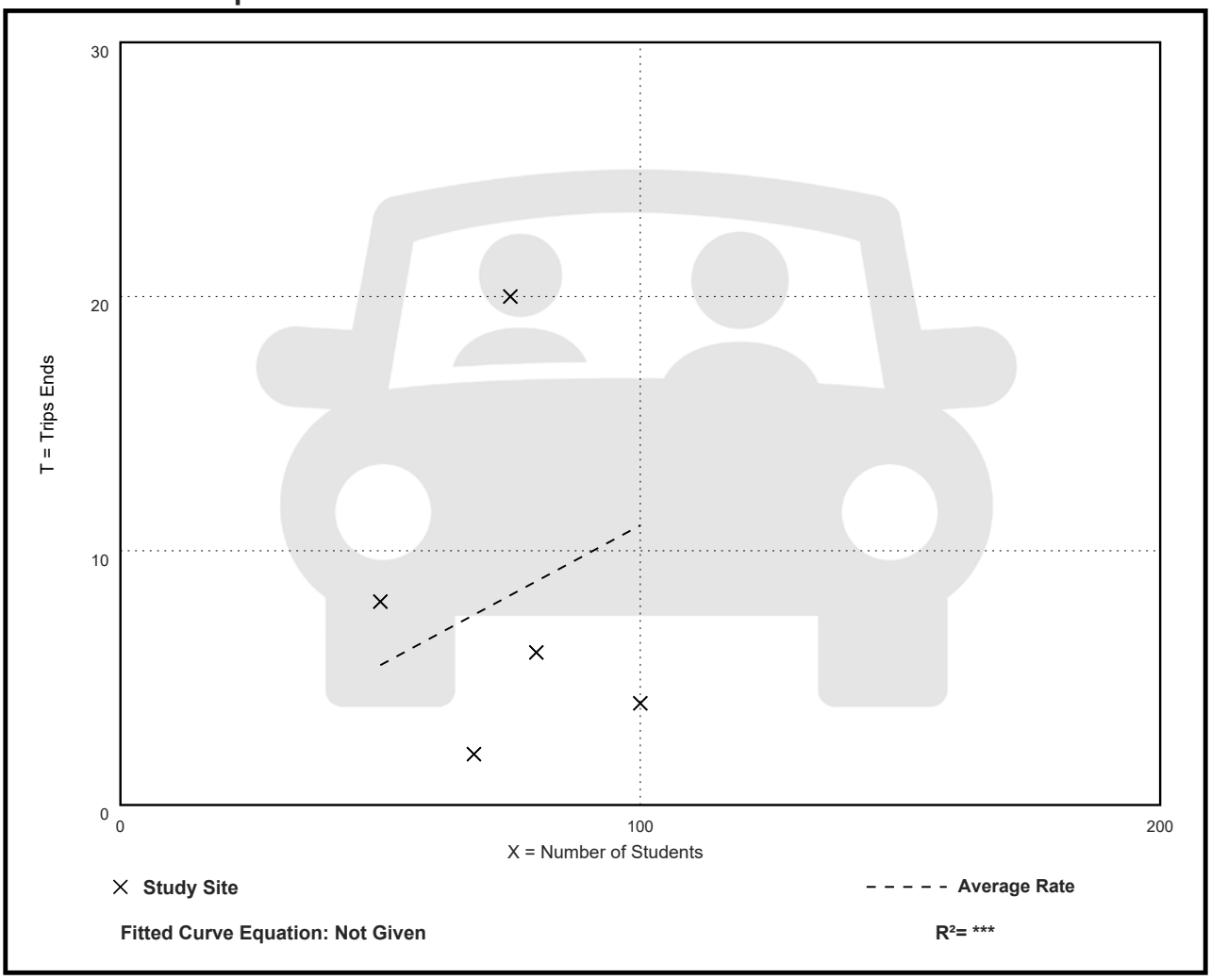
**Vehicle Trip Ends vs: Students**
**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Students: 75
Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.11 | 0.03 - 0.27 | 0.10 |

## Data Plot and Equation



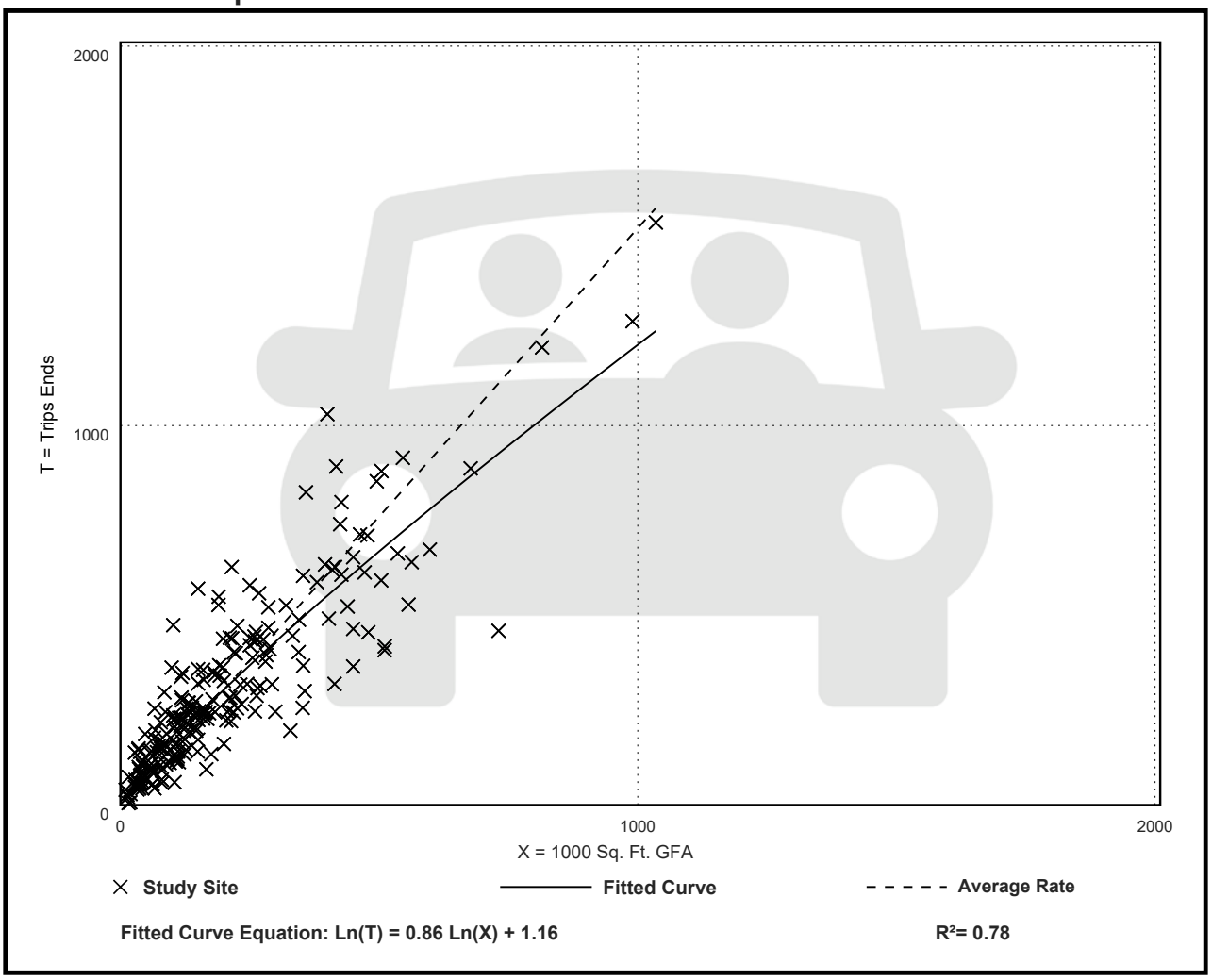
# General Office Building
# (710)

**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: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.52 | 0.32 - 4.93 | 0.58 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16**

**$R^2$= 0.78**

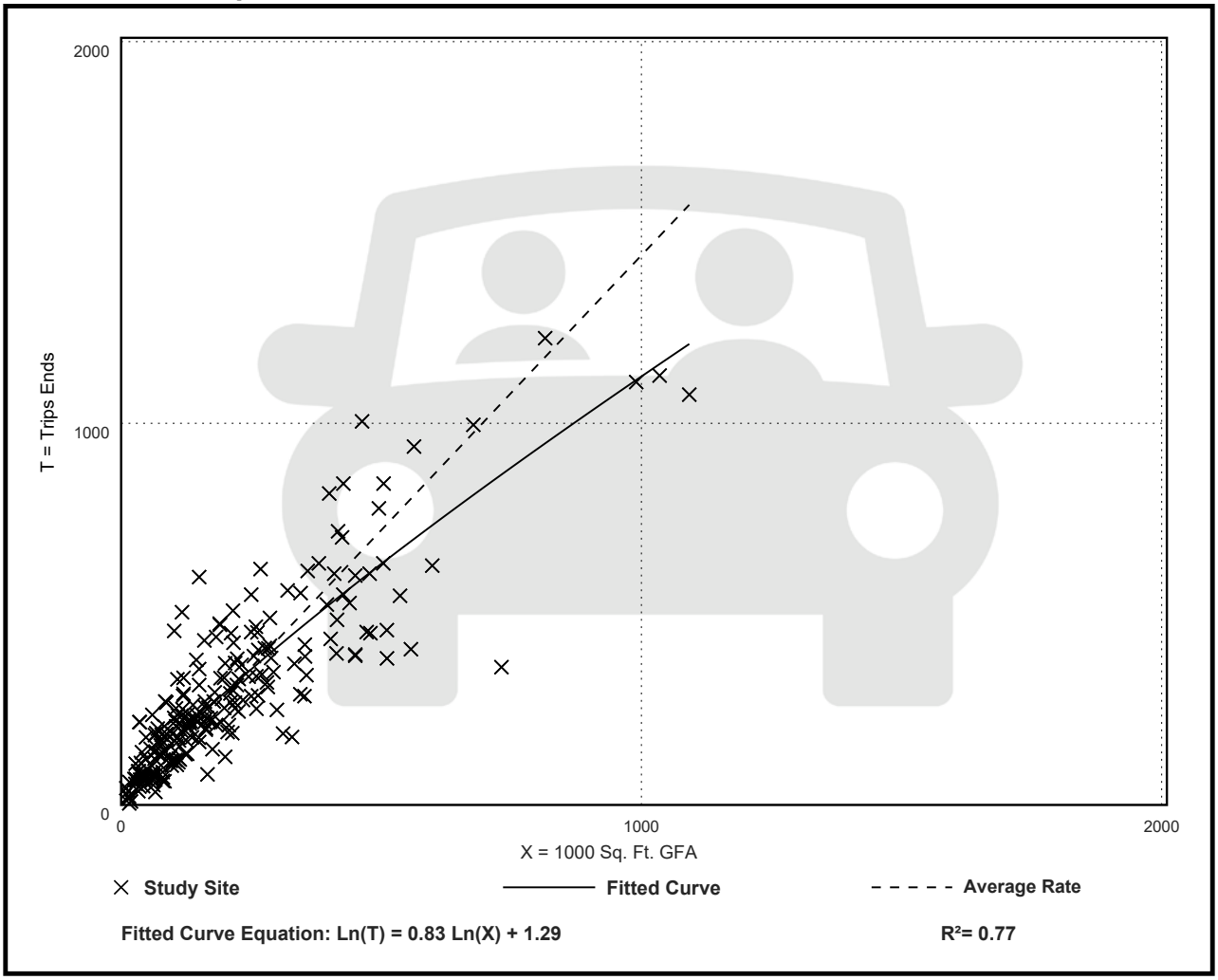
# General Office Building
# (710)

**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: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.44 | 0.26 - 6.20 | 0.60 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29**

**$R^2$= 0.77**

# General Office Building
# (710)

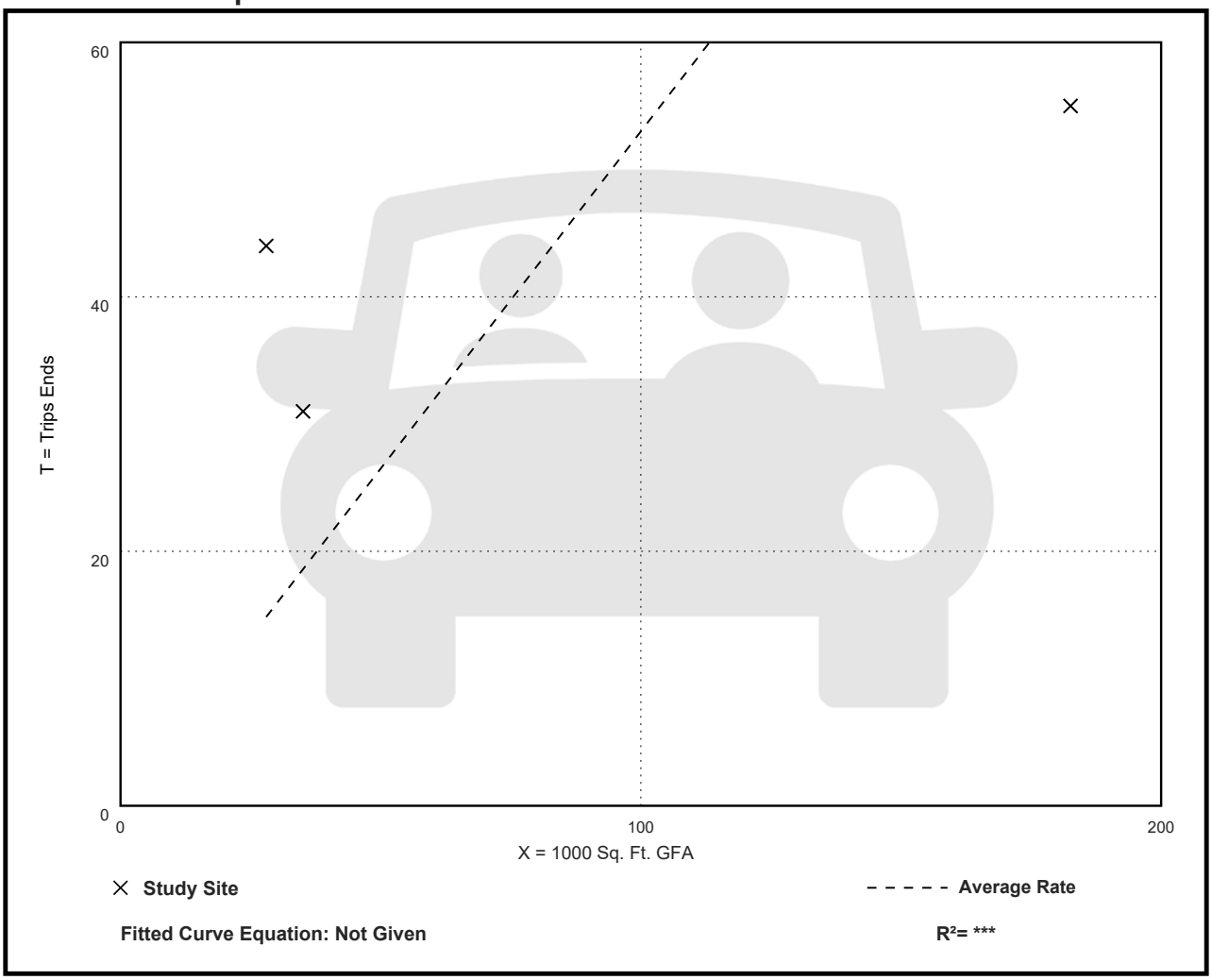
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 82
Directional Distribution: 54% entering, 46% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.53 | 0.30 - 1.57 | 0.52 |

## Data Plot and Equation



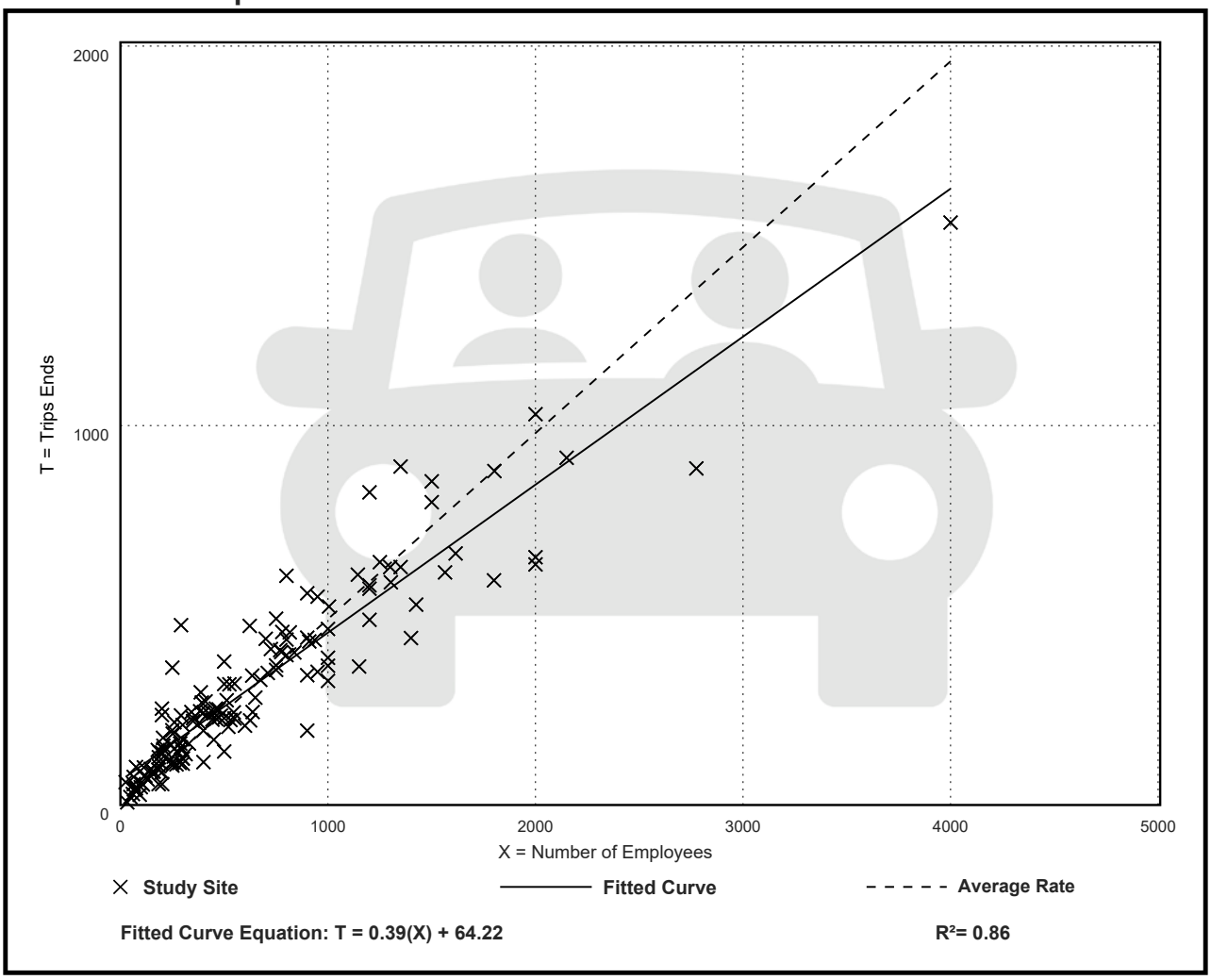
# General Office Building
# (710)

**Vehicle Trip Ends vs: Employees**
**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: 153
Avg. Num. of Employees: 618
Directional Distribution: 88% entering, 12% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.49 | 0.21 - 2.40 | 0.16 |

## Data Plot and Equation



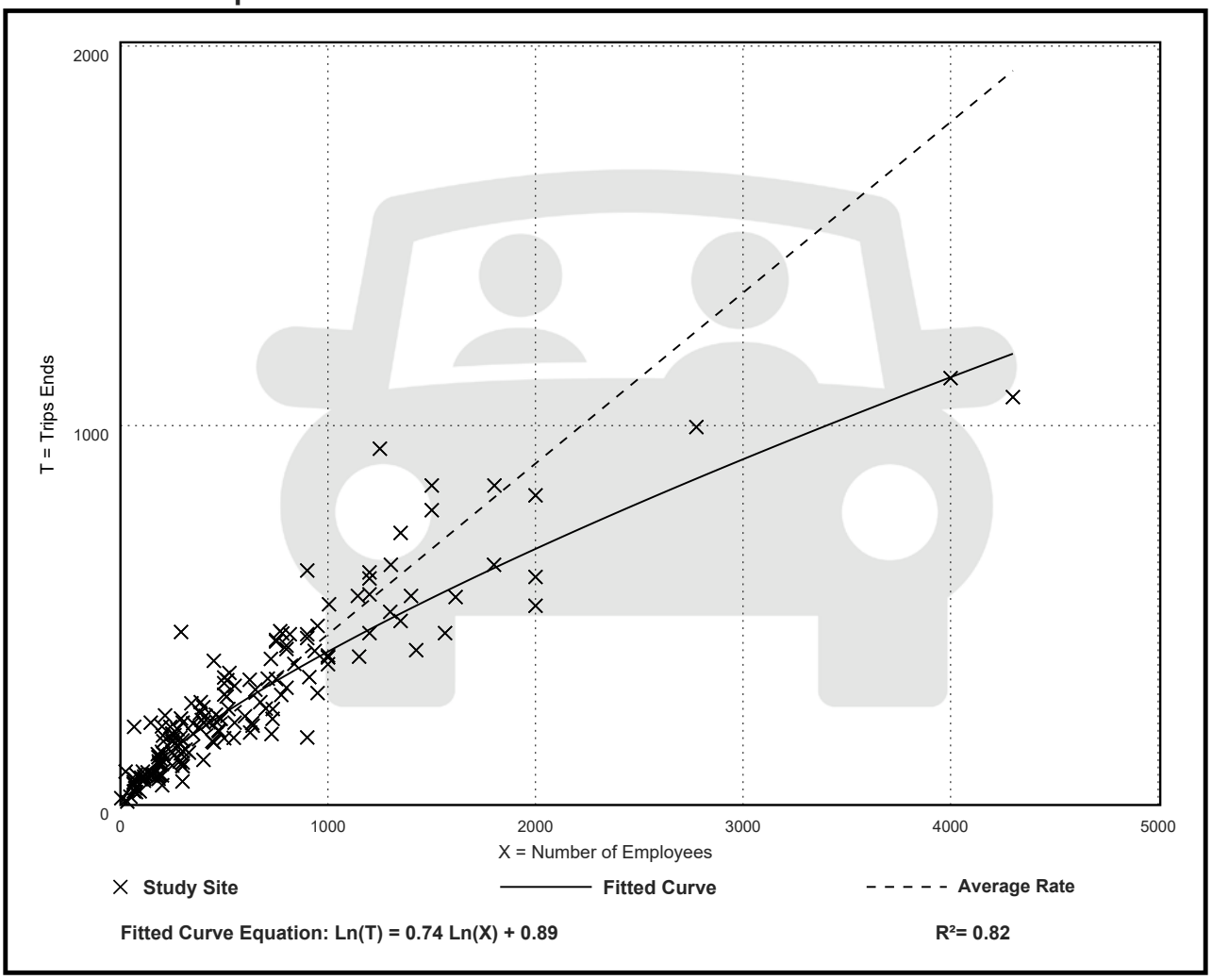
# General Office Building
# (710)

**Vehicle Trip Ends vs: Employees**
**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: 163
Avg. Num. of Employees: 614
Directional Distribution: 17% entering, 83% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.45 | 0.20 - 4.50 | 0.18 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 0.89**

**$R^2$= 0.82**

# General Office Building
# (710)

**Vehicle Trip Ends vs: Employees**
**On a: Saturday, Peak Hour of Generator**

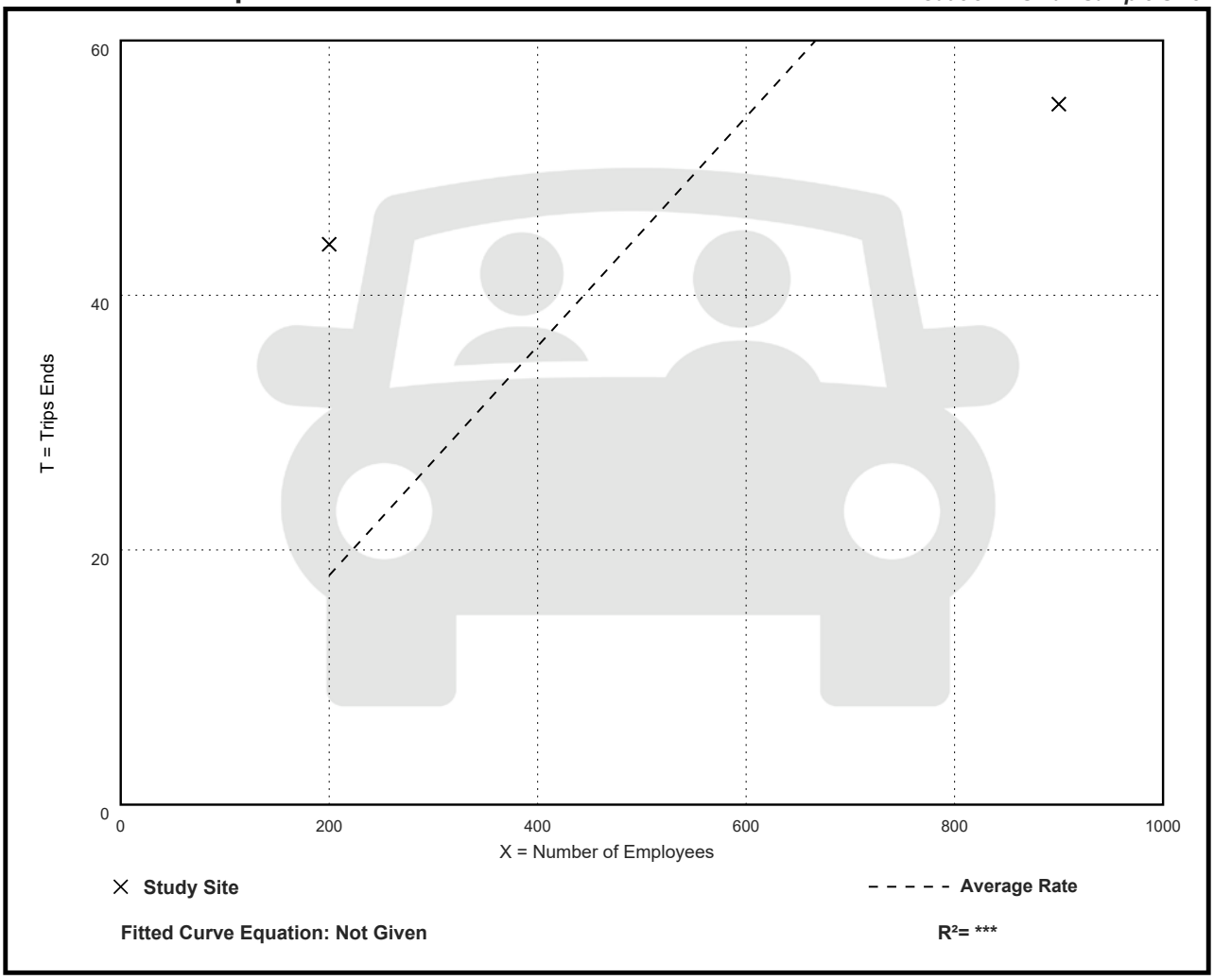
**Setting/Location: General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Employees: 550
Directional Distribution: 54% entering, 46% exiting

## Vehicle Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.09 | 0.06 - 0.22 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= *****

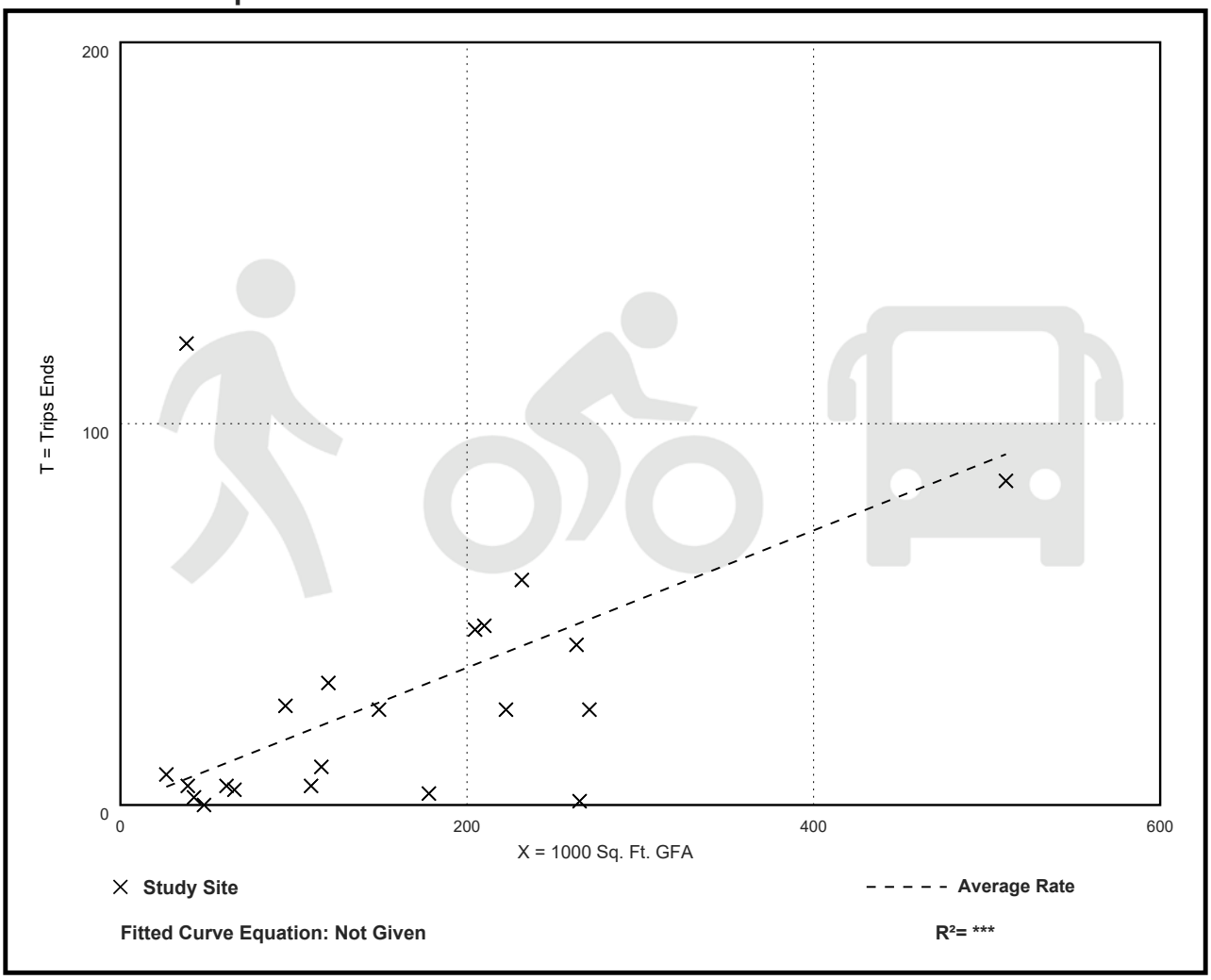
# General Office Building
# (710)

**Walk+Bike+Transit 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: 21
Avg. 1000 Sq. Ft. GFA: 156
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.18 | 0.00 - 3.17 | 0.34 |

## Data Plot and Equation



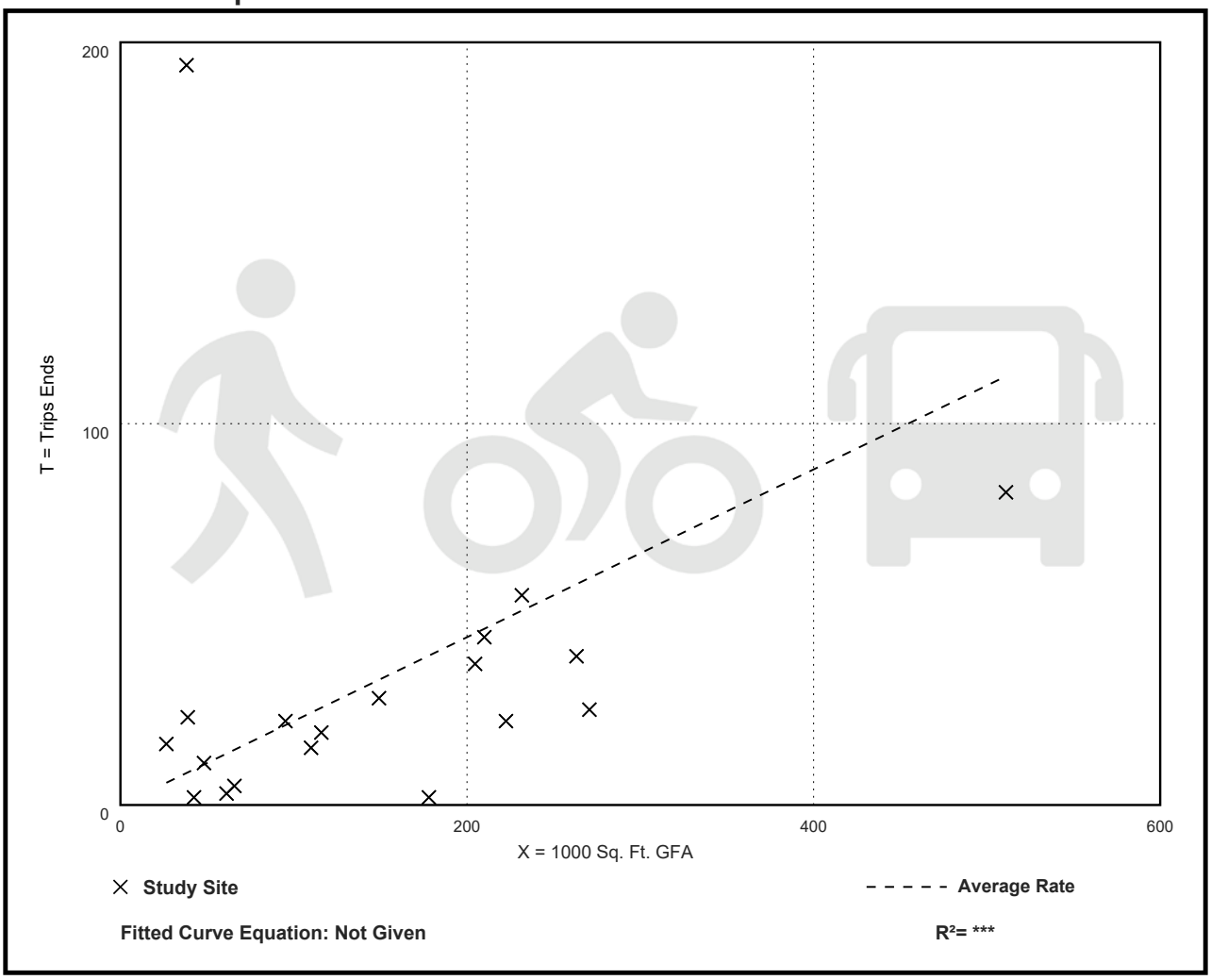
# General Office Building
# (710)

**Walk+Bike+Transit 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: 19
Avg. 1000 Sq. Ft. GFA: 152
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.22 | 0.01 - 5.09 | 0.59 |

## Data Plot and Equation



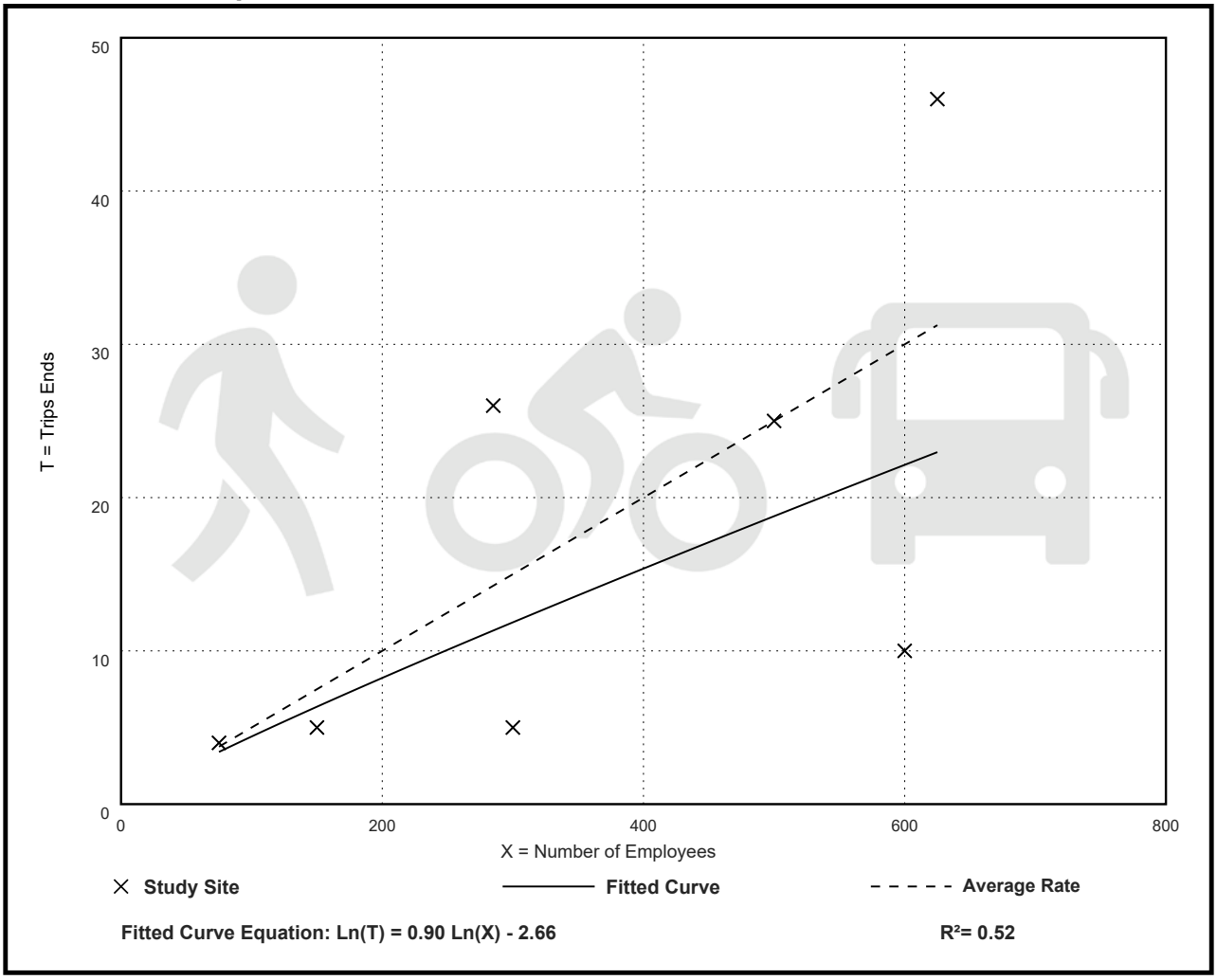
# General Office Building
# (710)

**Walk+Bike+Transit Trip Ends vs: Employees**
**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: 7
Avg. Num. of Employees: 362
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.05 | 0.02 - 0.09 | 0.03 |

## Data Plot and Equation



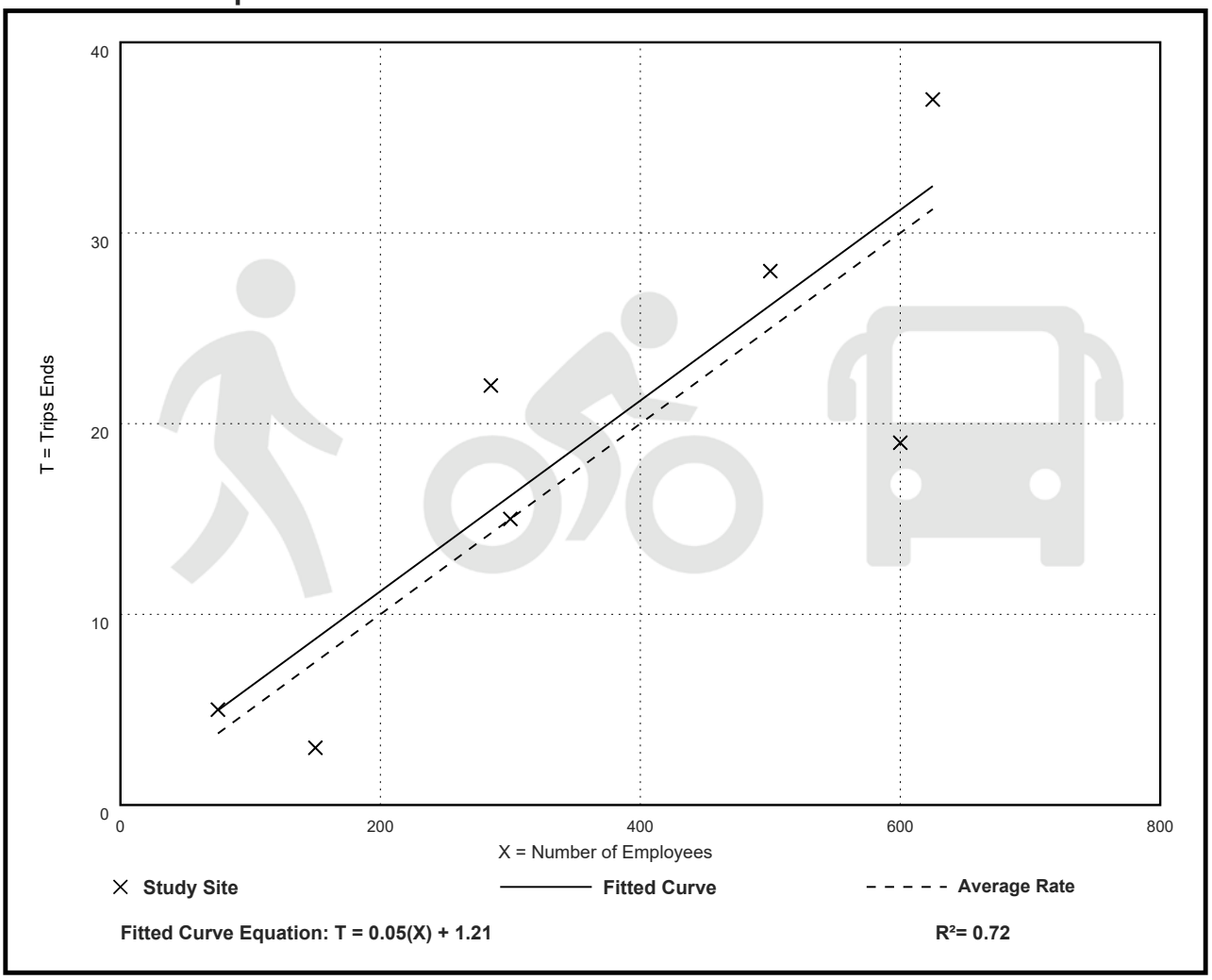
# General Office Building
# (710)

**Walk+Bike+Transit Trip Ends vs: Employees**
**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: 7
Avg. Num. of Employees: 362
Directional Distribution: Not Available

## Walk+Bike+Transit Trip Generation per Employee

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.05 | 0.02 - 0.08 | 0.02 |

## Data Plot and Equation



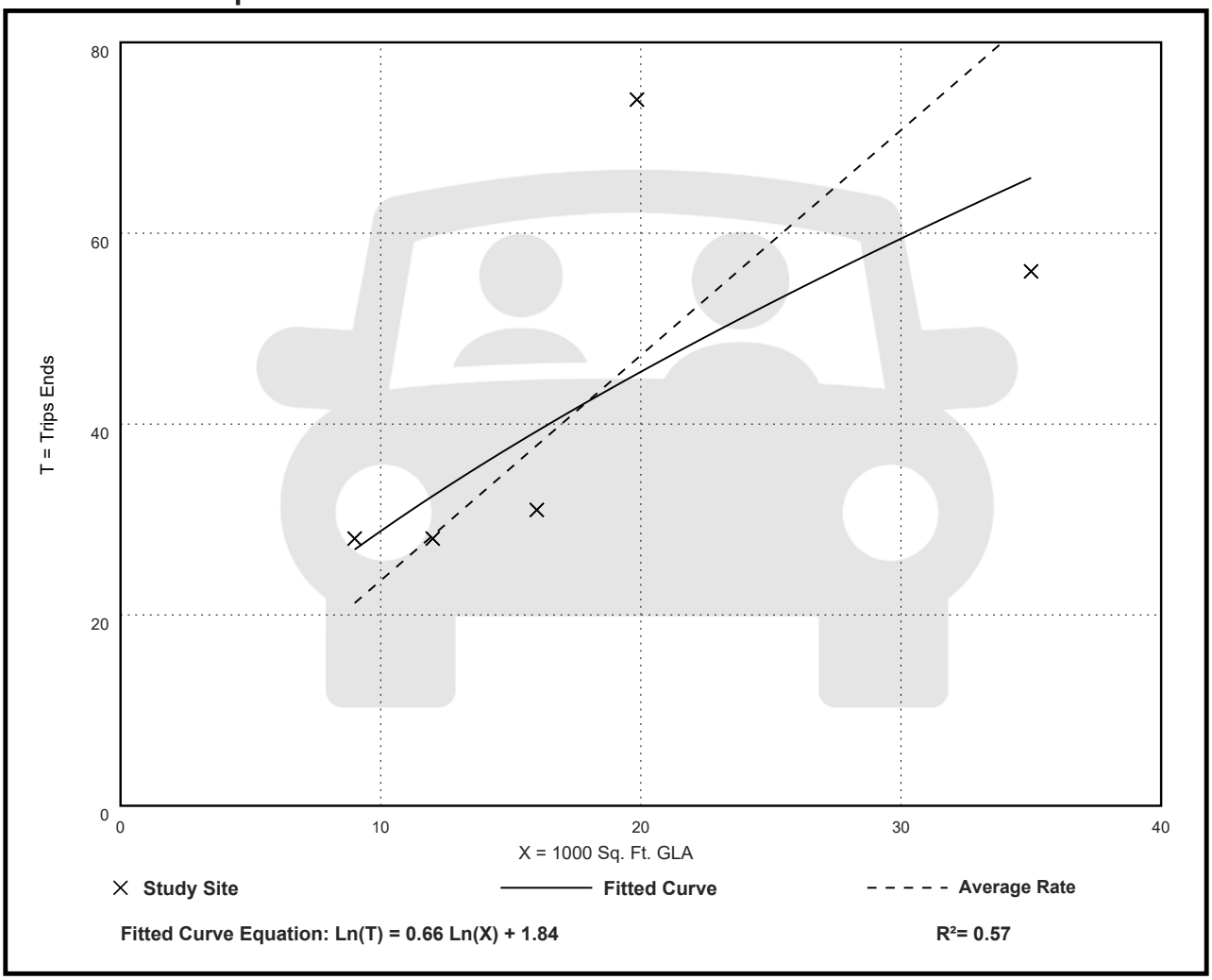
# Strip Retail Plaza (<40k)
# (822)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**
**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: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 2.36 | 1.60 - 3.73 | 0.94 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84**

**$R^2$= 0.57**

# Strip Retail Plaza (<40k)
# (822)

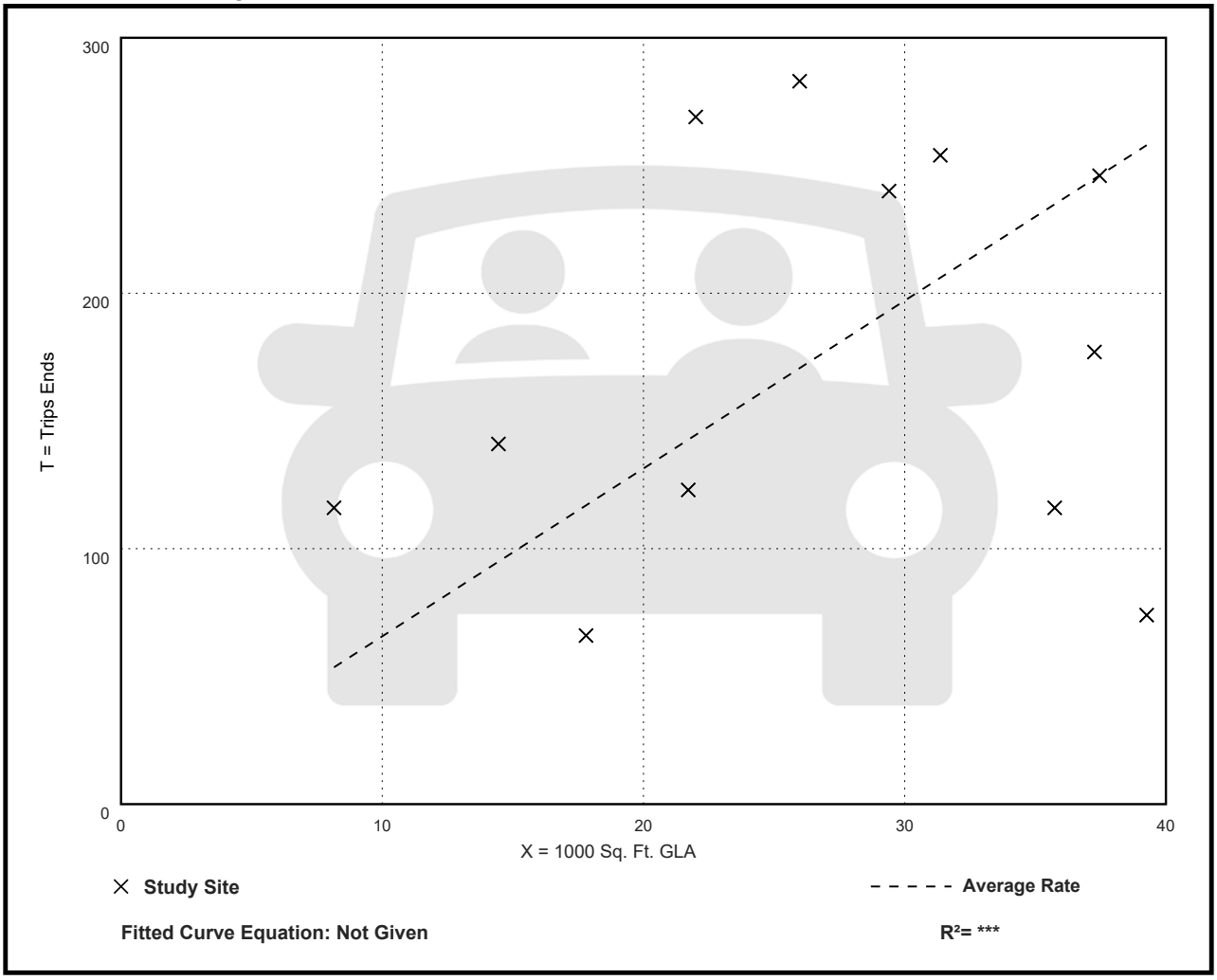
**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**
**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 12
Avg. 1000 Sq. Ft. GLA: 27
Directional Distribution: 51% entering, 49% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 6.57 | 1.88 - 14.23 | 3.45 |

## Data Plot and Equation



# Hair Salon
# (918)

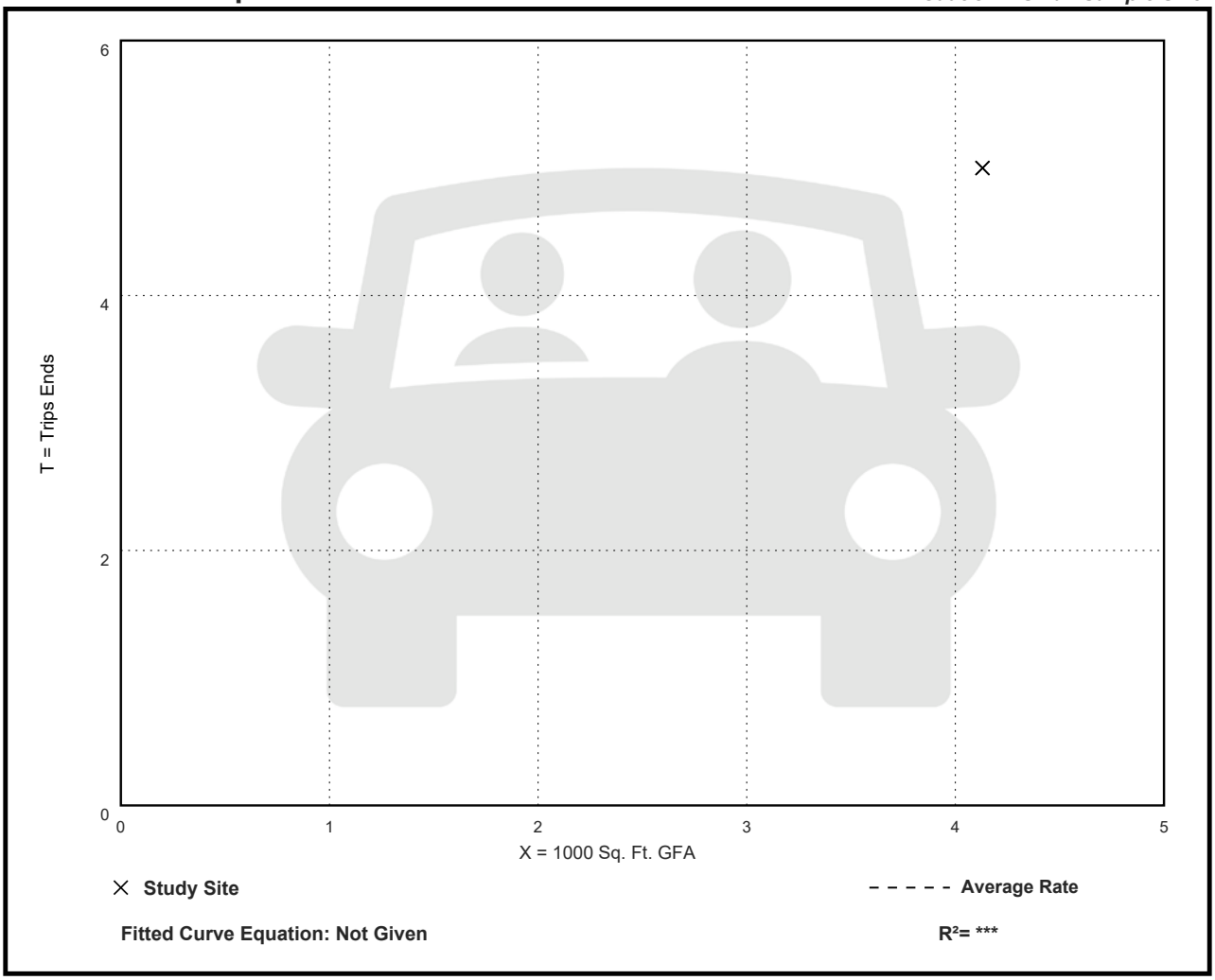
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: Not Available

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.21 | 1.21 - 1.21 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= *****

# Hair Salon
# (918)

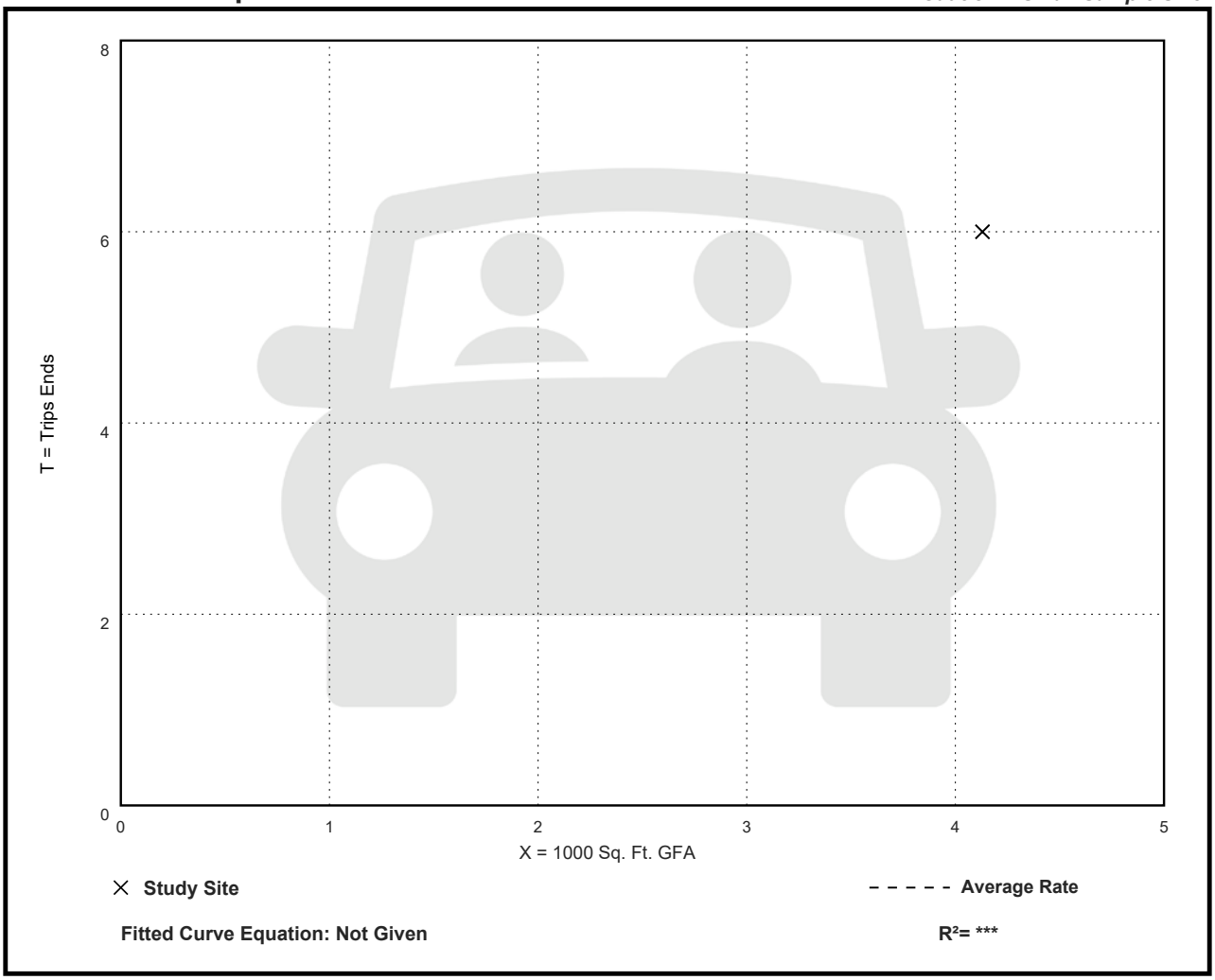
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 17% entering, 83% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.45 | 1.45 - 1.45 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***

# Hair Salon
# (918)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Saturday, Peak Hour of Generator**

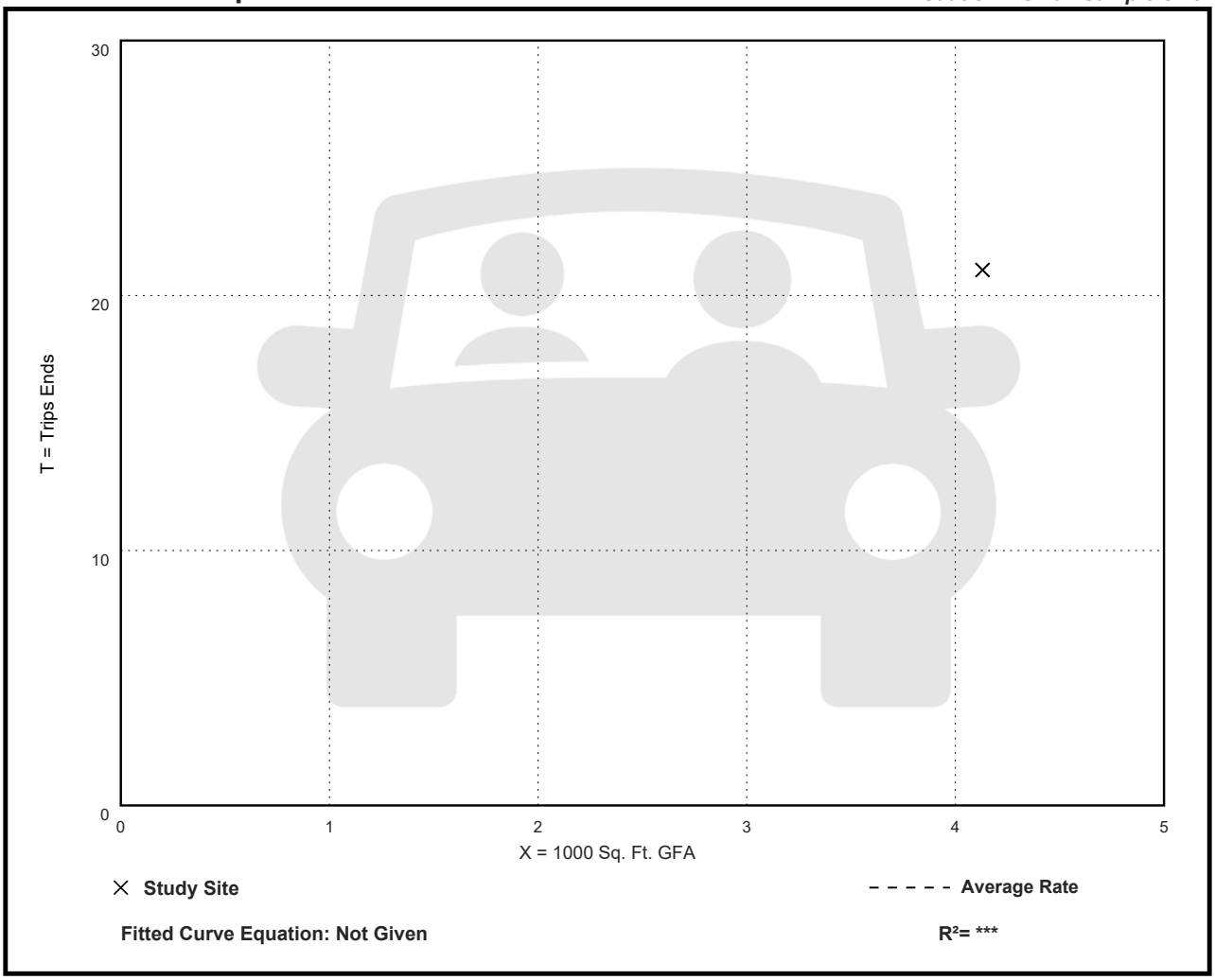
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 36% entering, 64% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 5.08 | 5.08 - 5.08 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***

# Fast Casual Restaurant
# (930)

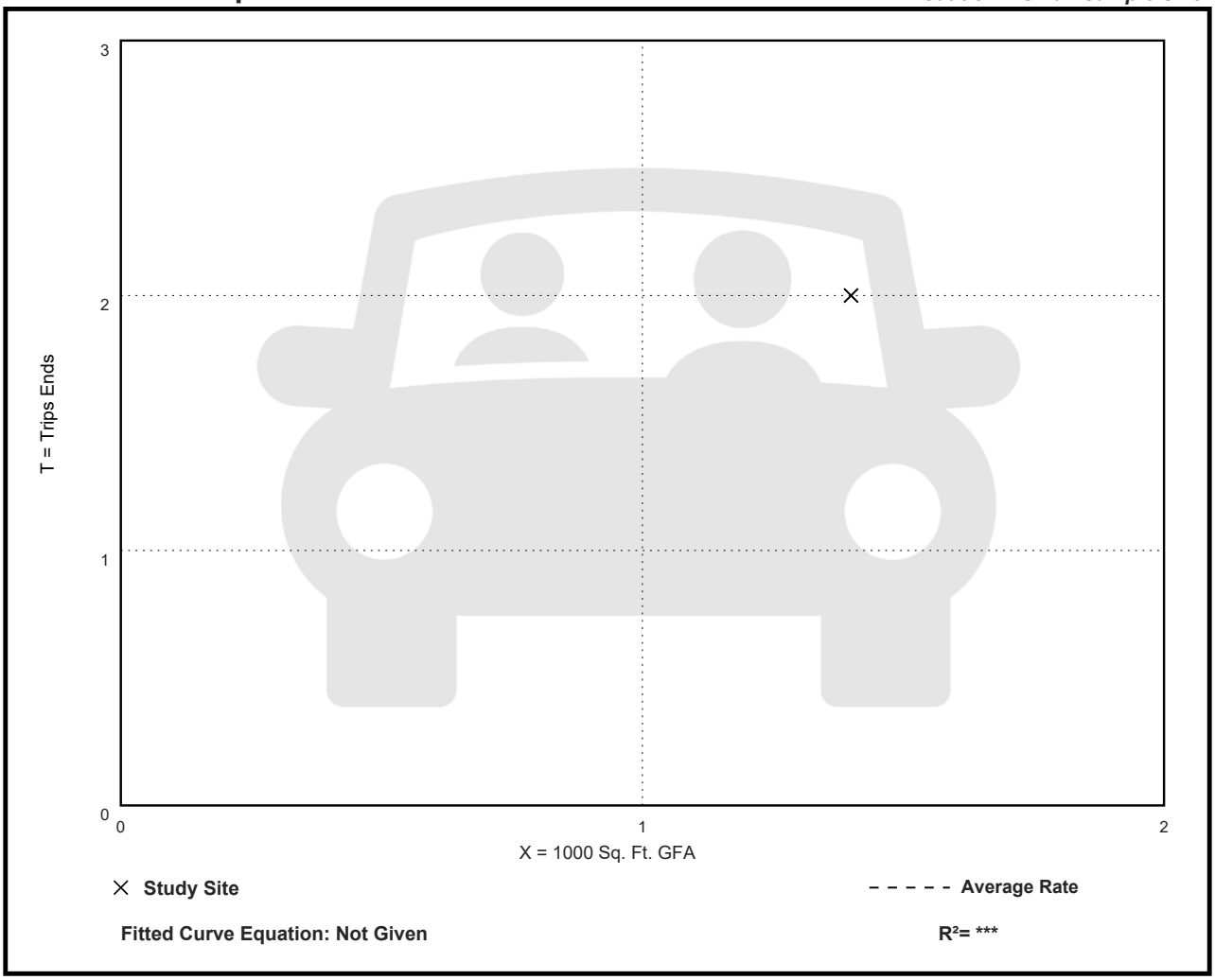
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.43 | 1.43 - 1.43 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= *****

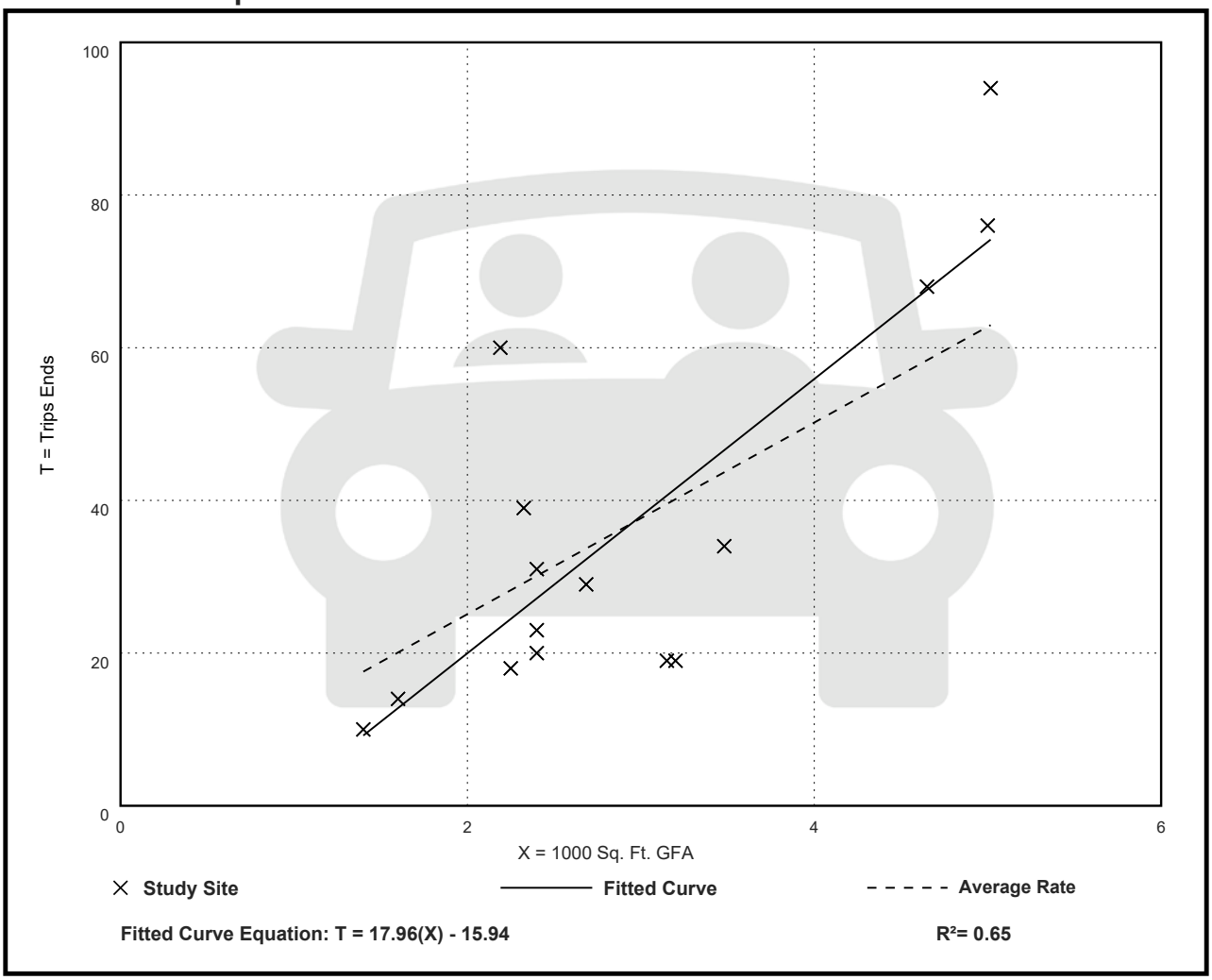
# Fast Casual Restaurant
# (930)

**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: 15
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 55% entering, 45% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 12.55 | 5.94 - 27.40 | 5.52 |

## Data Plot and Equation




**Fitted Curve Equation: T = 17.96(X) - 15.94**

**$R^2$= 0.65**

# Fast Casual Restaurant
# (930)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Saturday, Peak Hour of Generator**

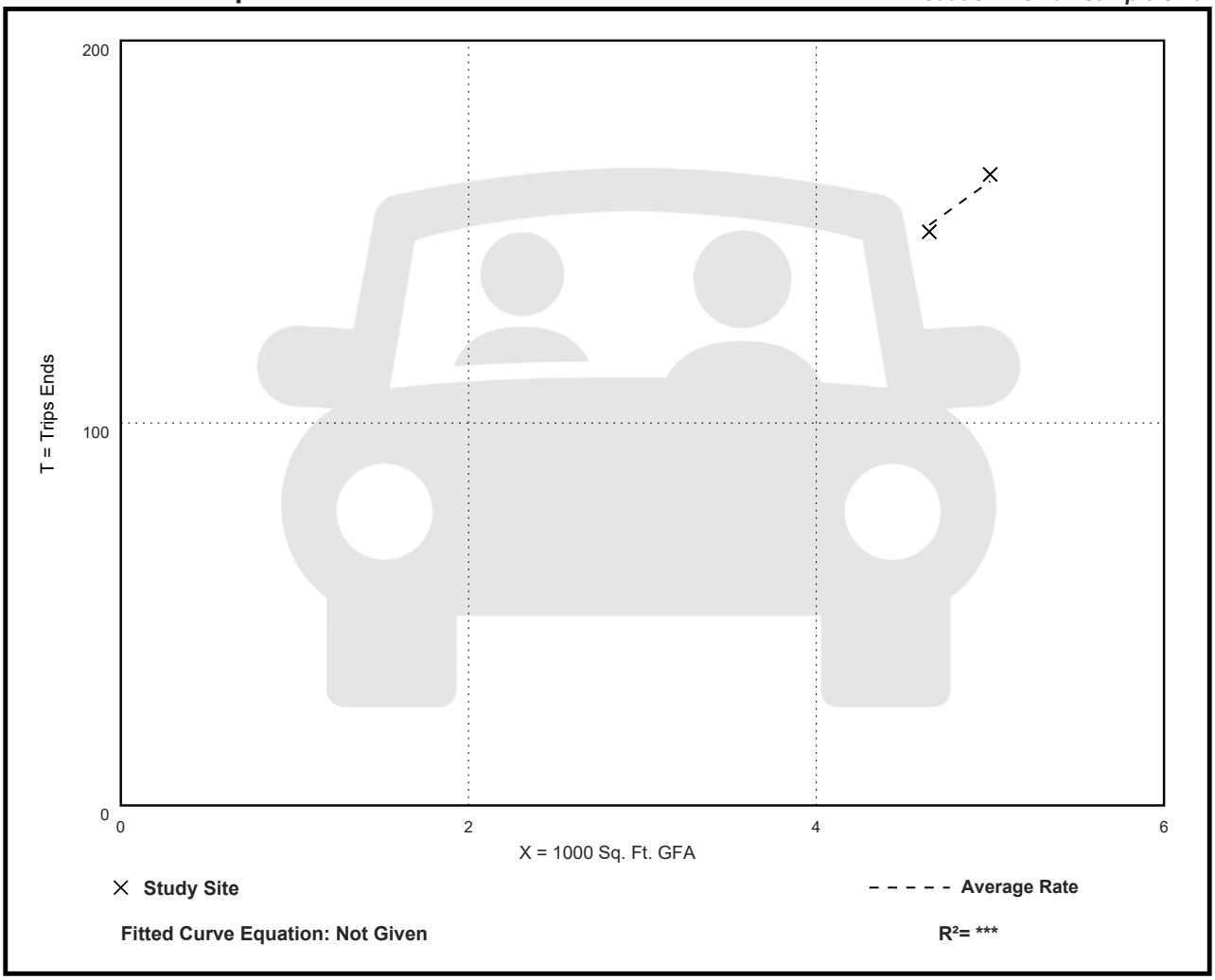
**Setting/Location: General Urban/Suburban**
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 32.64 | 32.26 - 33.00 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= *****

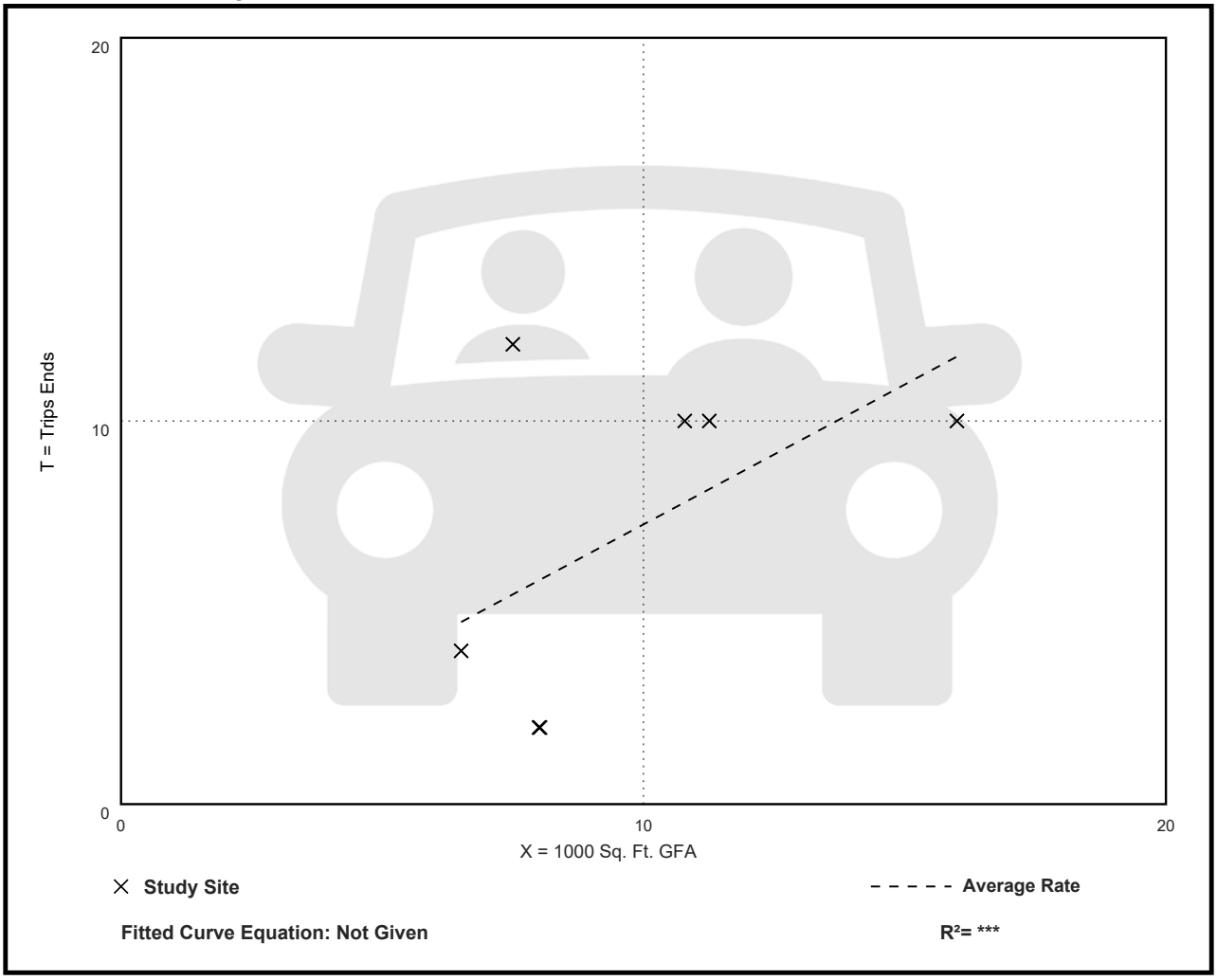
# Fine Dining Restaurant
# (931)

**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: 7
Avg. 1000 Sq. Ft. GFA: 10
Directional Distribution: Not Available

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.73 | 0.25 - 1.60 | 0.42 |

## Data Plot and Equation



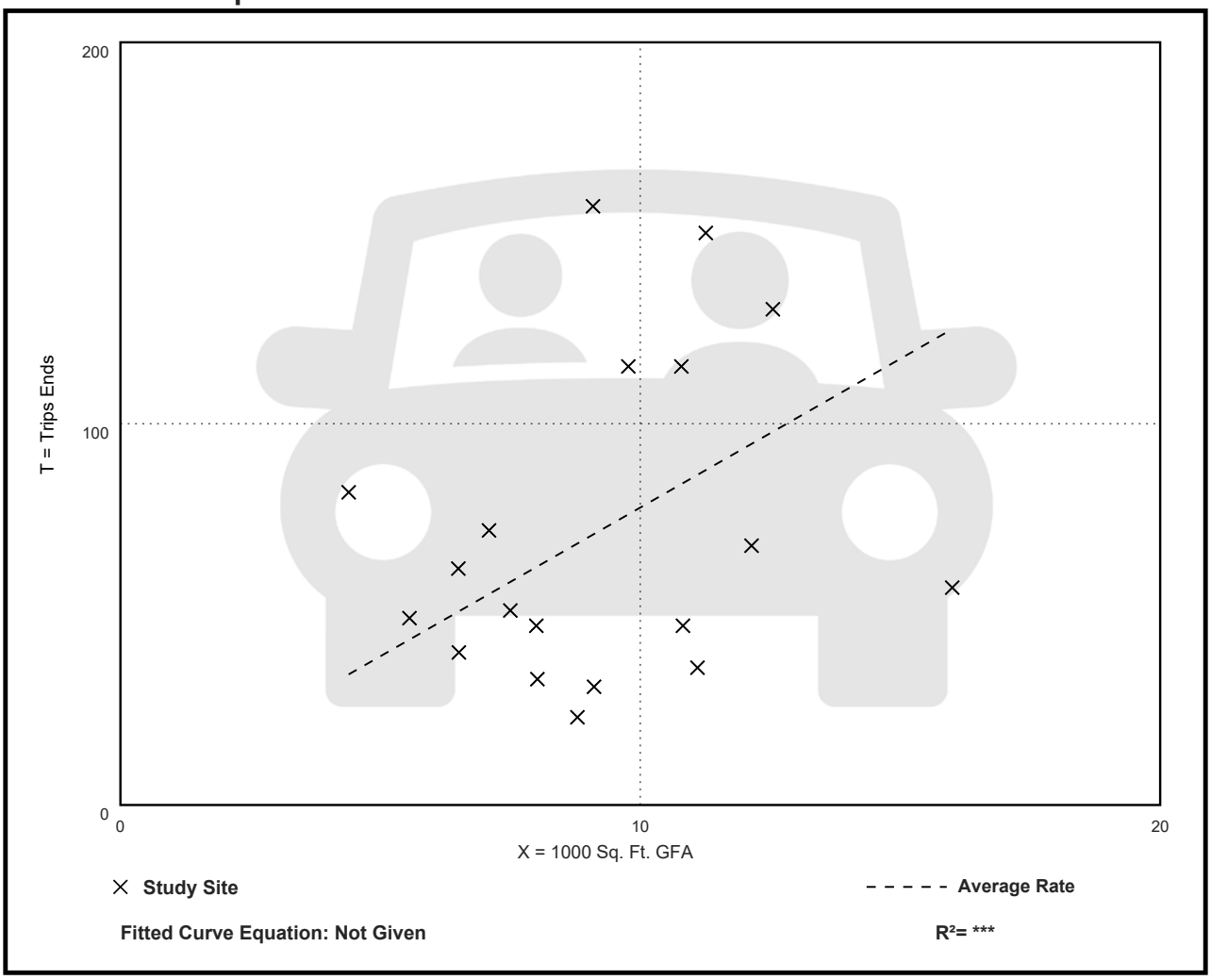
# Fine Dining Restaurant
# (931)

**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: 19
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 67% entering, 33% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 7.80 | 2.62 - 18.68 | 4.49 |

## Data Plot and Equation



# Fine Dining Restaurant
# (931)

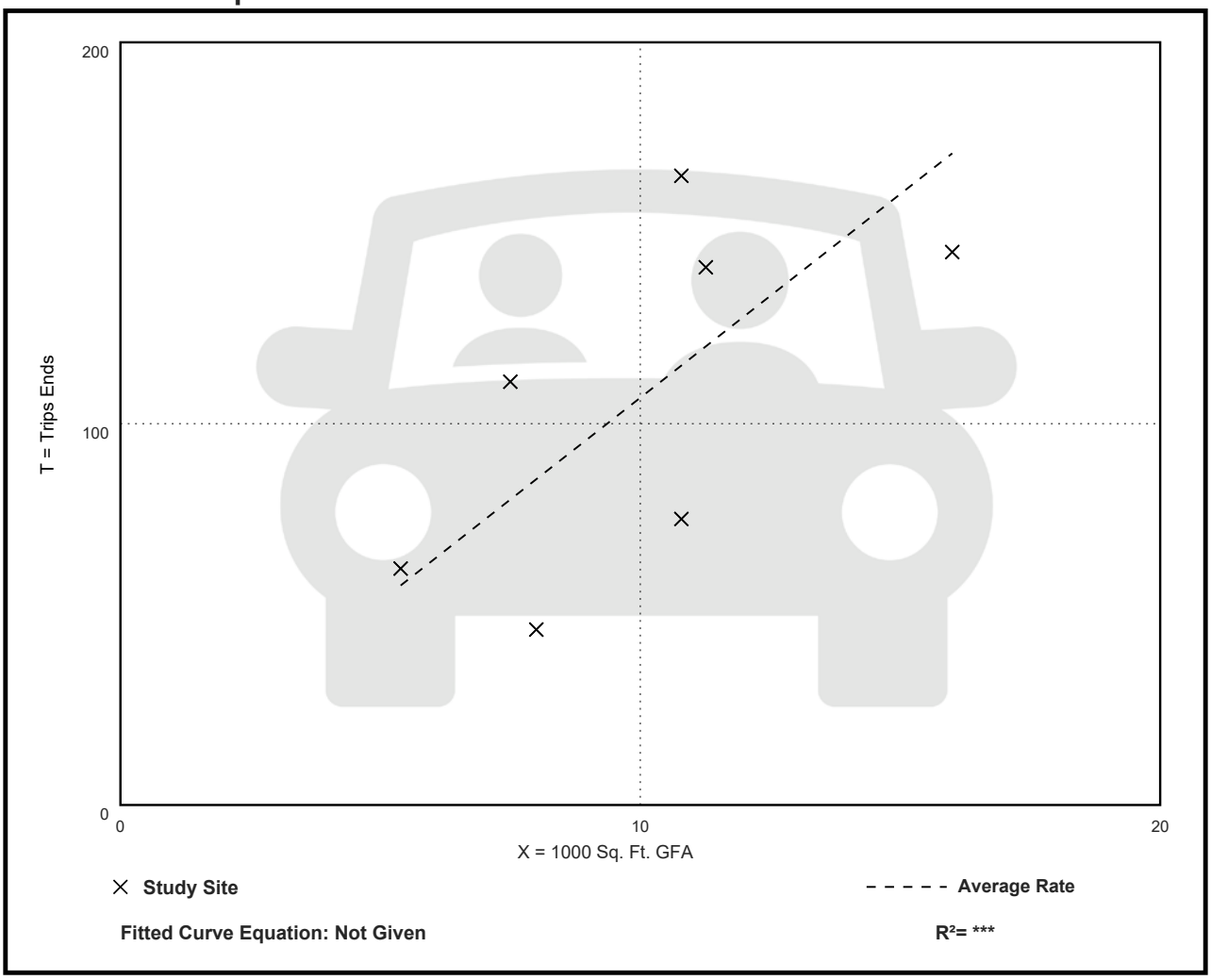
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 10
Directional Distribution: 59% entering, 41% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 10.68 | 5.75 - 15.29 | 3.62 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= *****

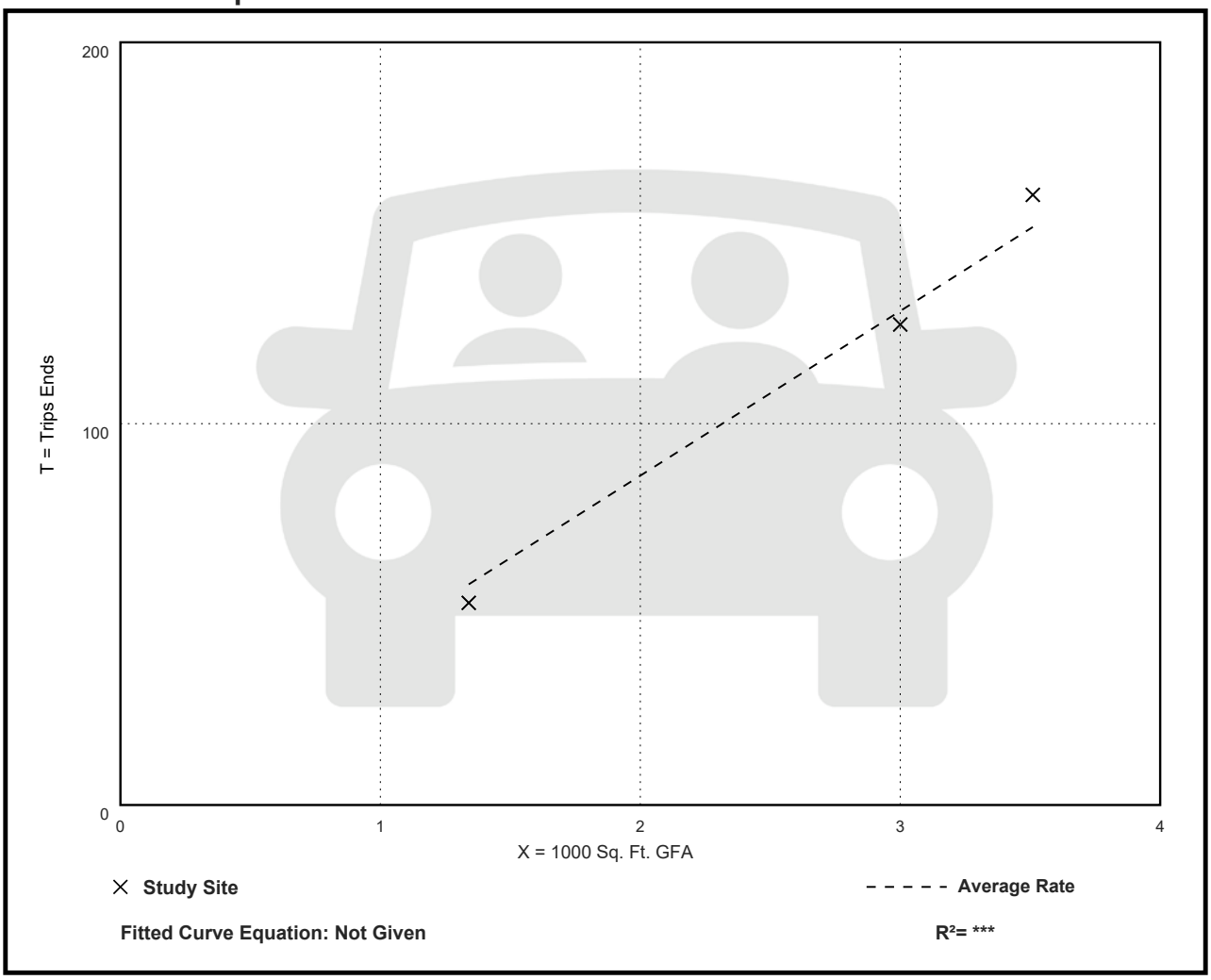
# Fast-Food Restaurant without Drive-Through Window (933)

**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: 3
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 58% entering, 42% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 43.18 | 39.55 - 45.58 | 2.84 |

## Data Plot and Equation



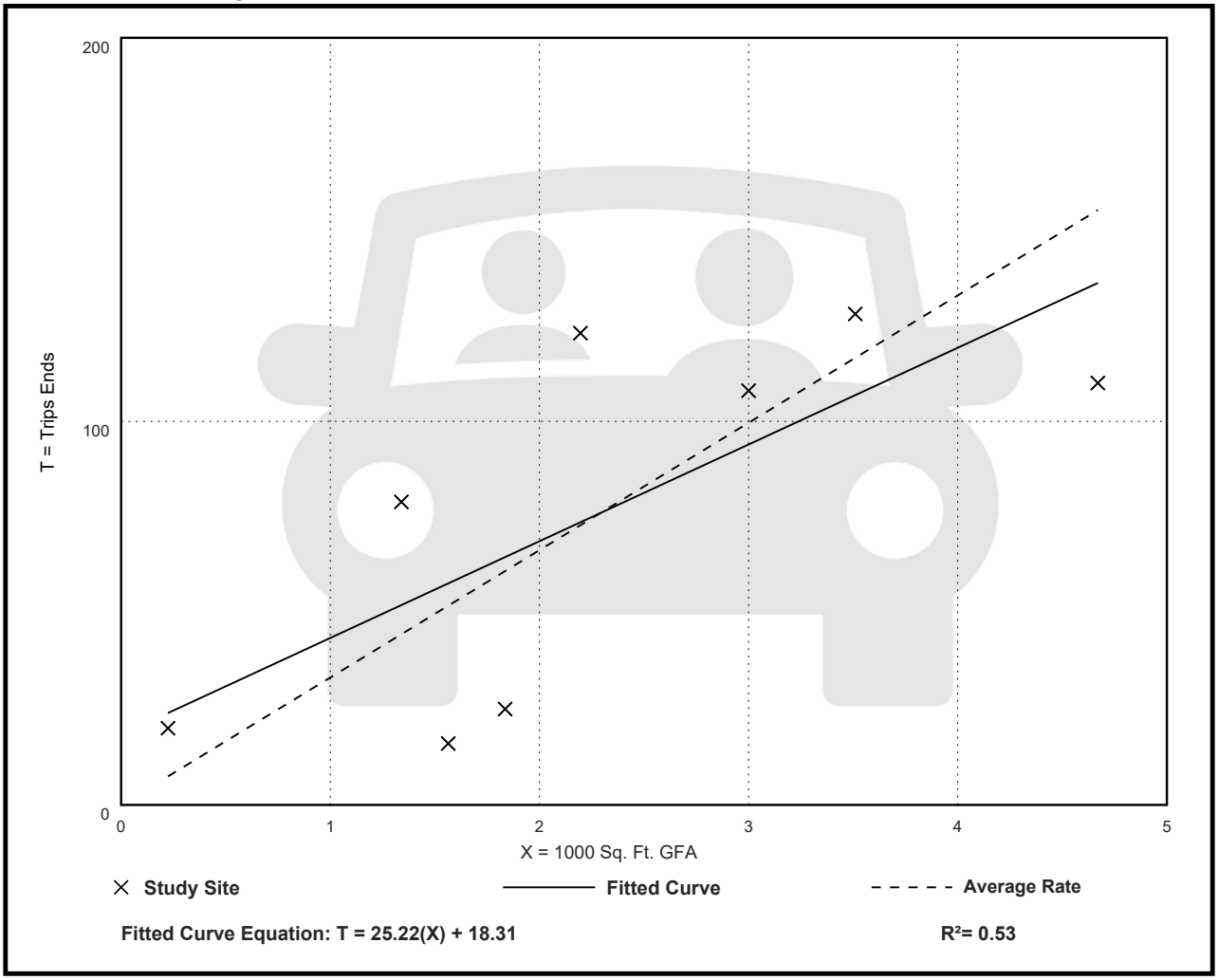
# Fast-Food Restaurant without Drive-Through Window (933)

**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: 8
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 33.21 | 10.23 - 89.29 | 17.22 |

## Data Plot and Equation




**Fitted Curve Equation: T = 25.22(X) + 18.31**

**$R^2$= 0.53**

# Fast-Food Restaurant without Drive-Through Window (933)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Saturday, Peak Hour of Generator**

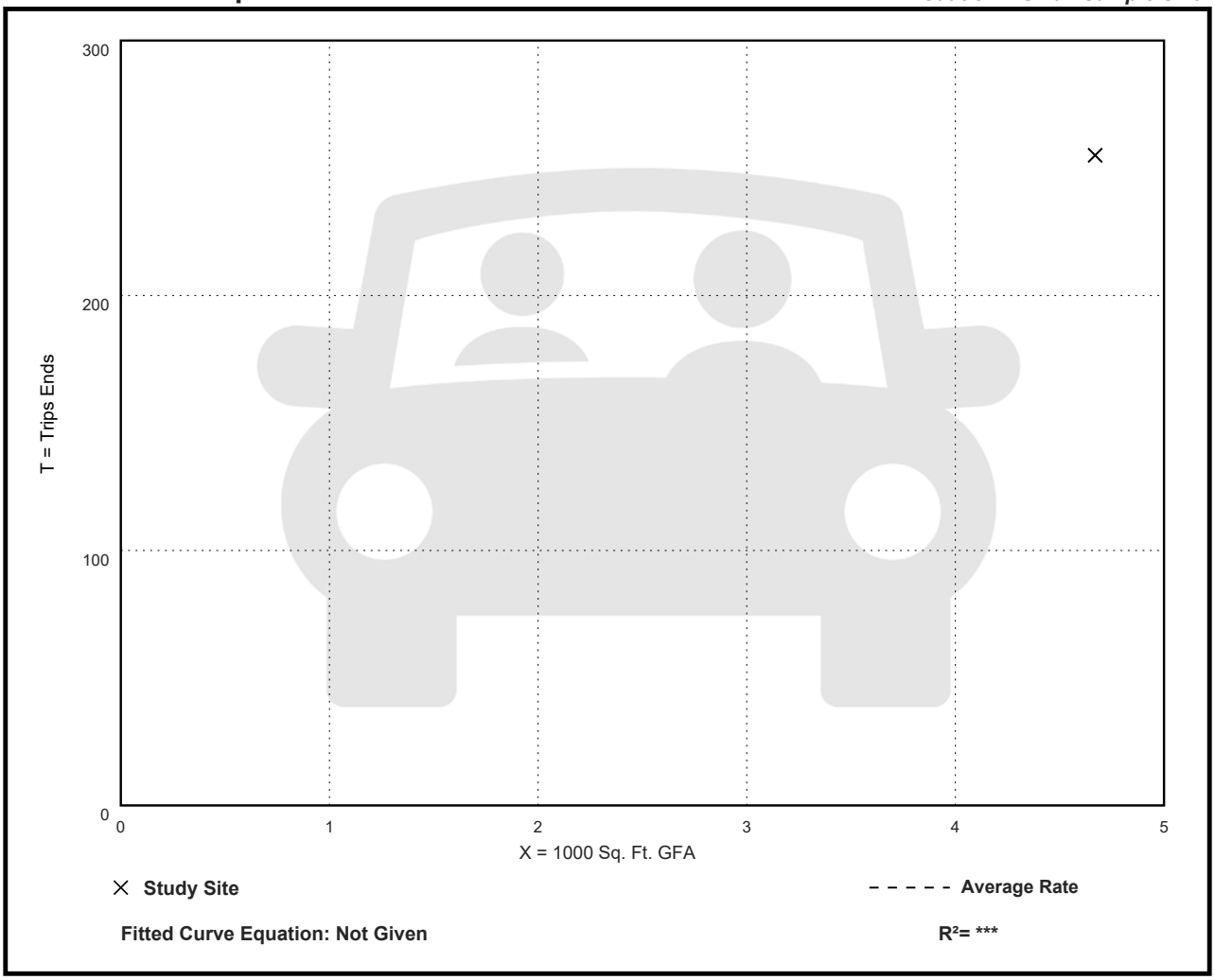
**Setting/Location: General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 49% entering, 51% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 54.60 | 54.60 - 54.60 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***

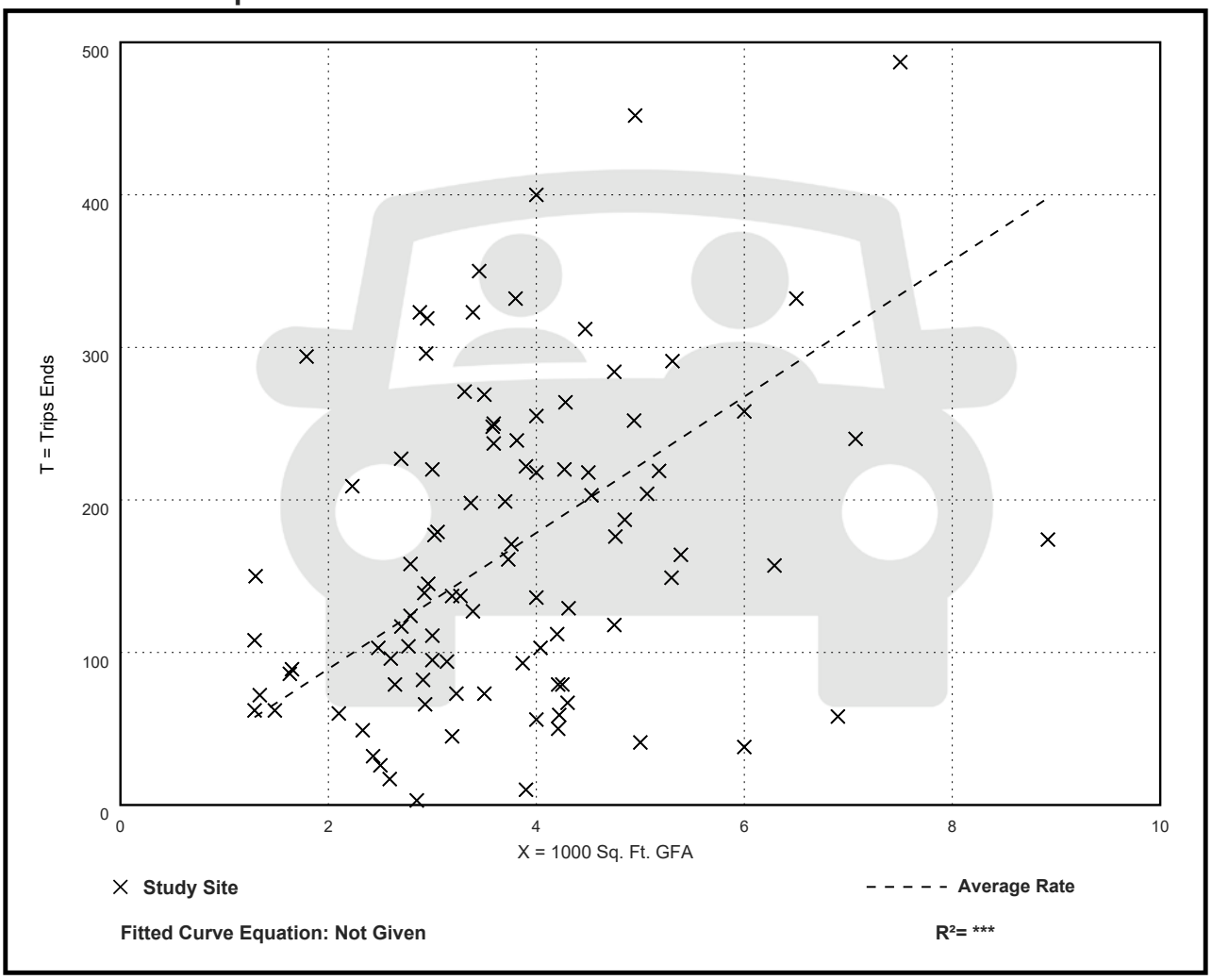
# Fast-Food Restaurant with Drive-Through Window (934)

**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: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 44.61 | 1.05 - 164.25 | 27.14 |

## Data Plot and Equation



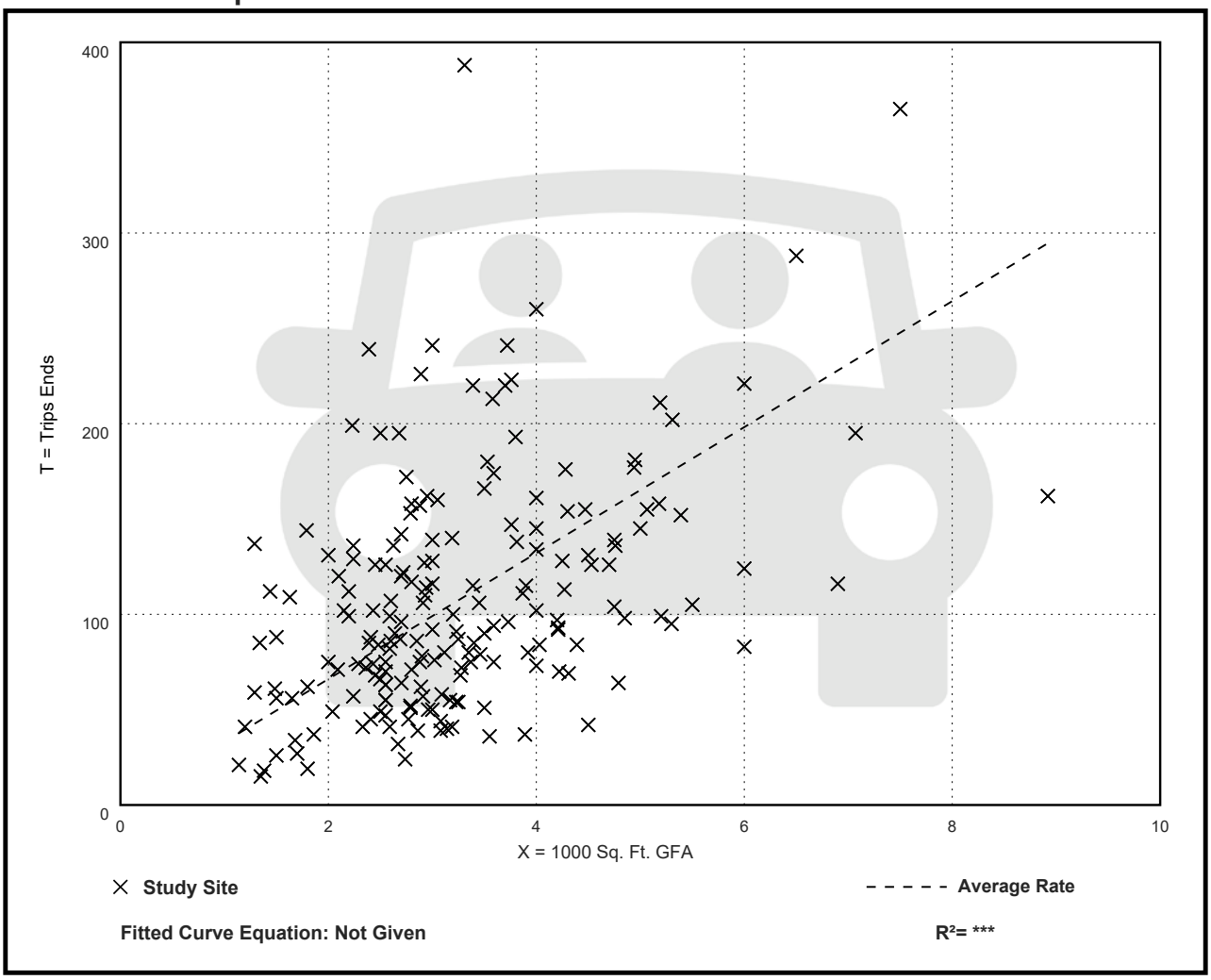
# Fast-Food Restaurant with Drive-Through Window (934)

**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: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 33.03 | 8.77 - 117.22 | 17.59 |

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

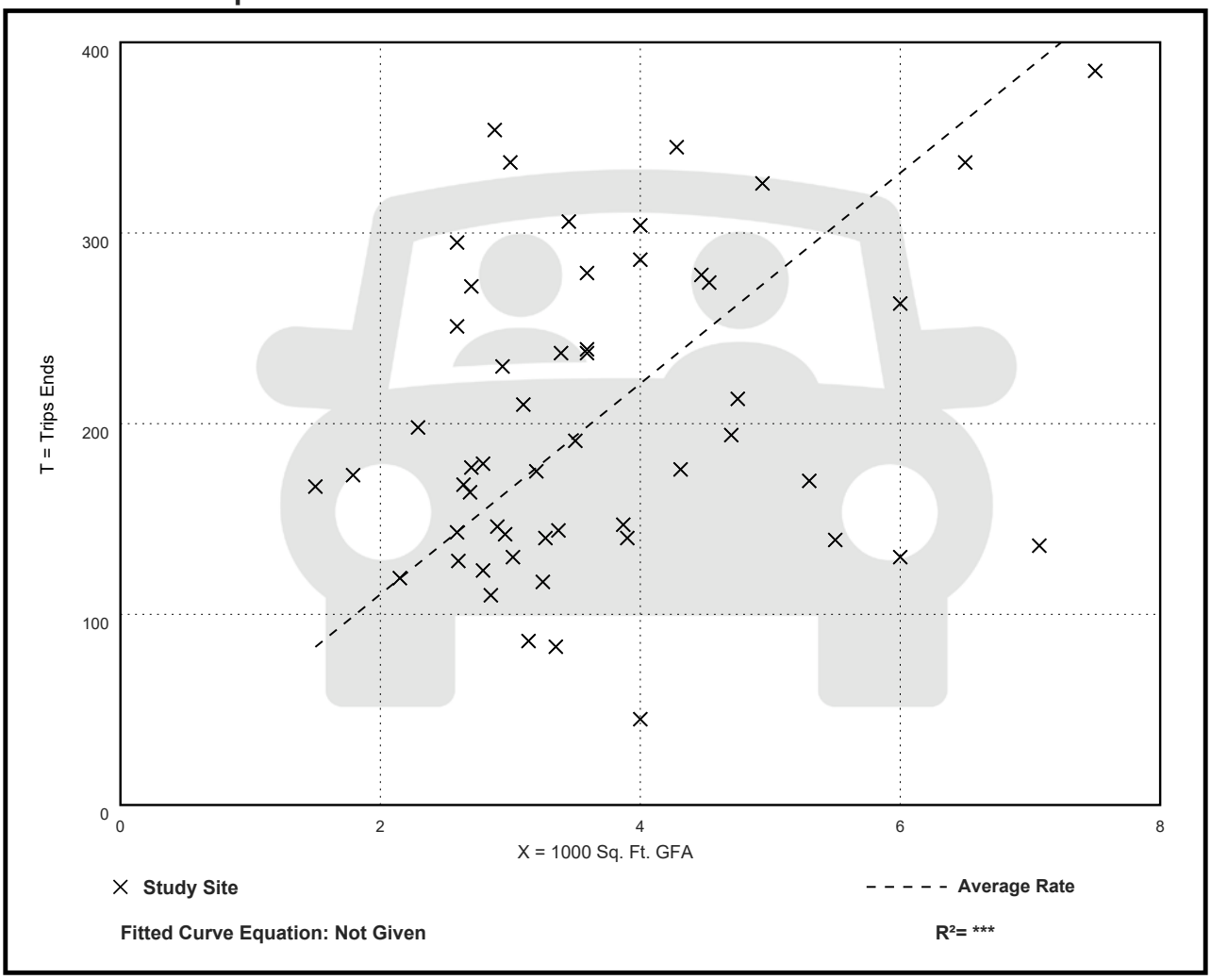
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Saturday, Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**
Number of Studies: 53
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 55.25 | 11.25 - 122.92 | 24.62 |

## Data Plot and Equation



# Brewery Tap Room
# (971)

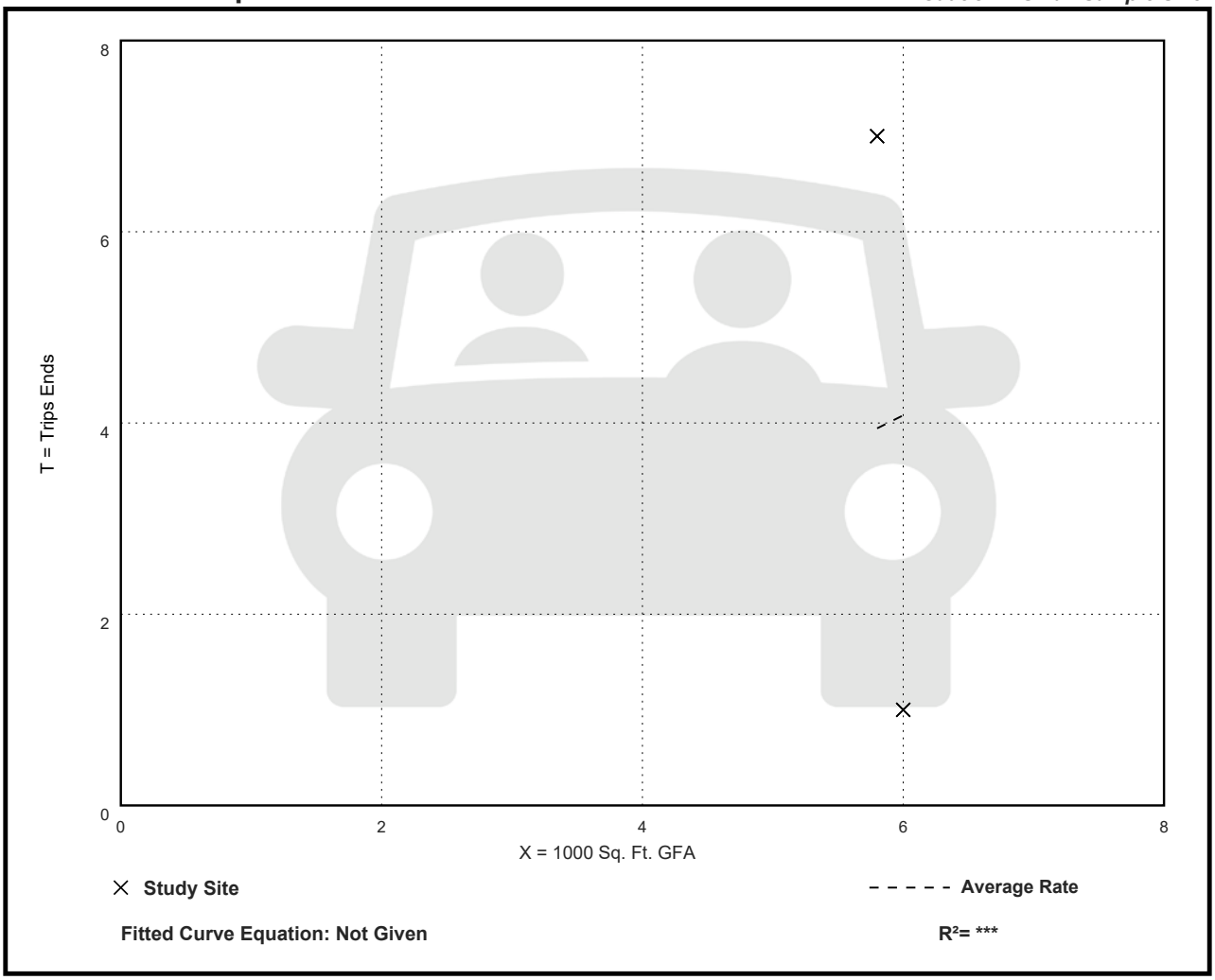
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 88% entering, 12% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.68 | 0.17 - 1.21 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= *****

# Brewery Tap Room
# (971)

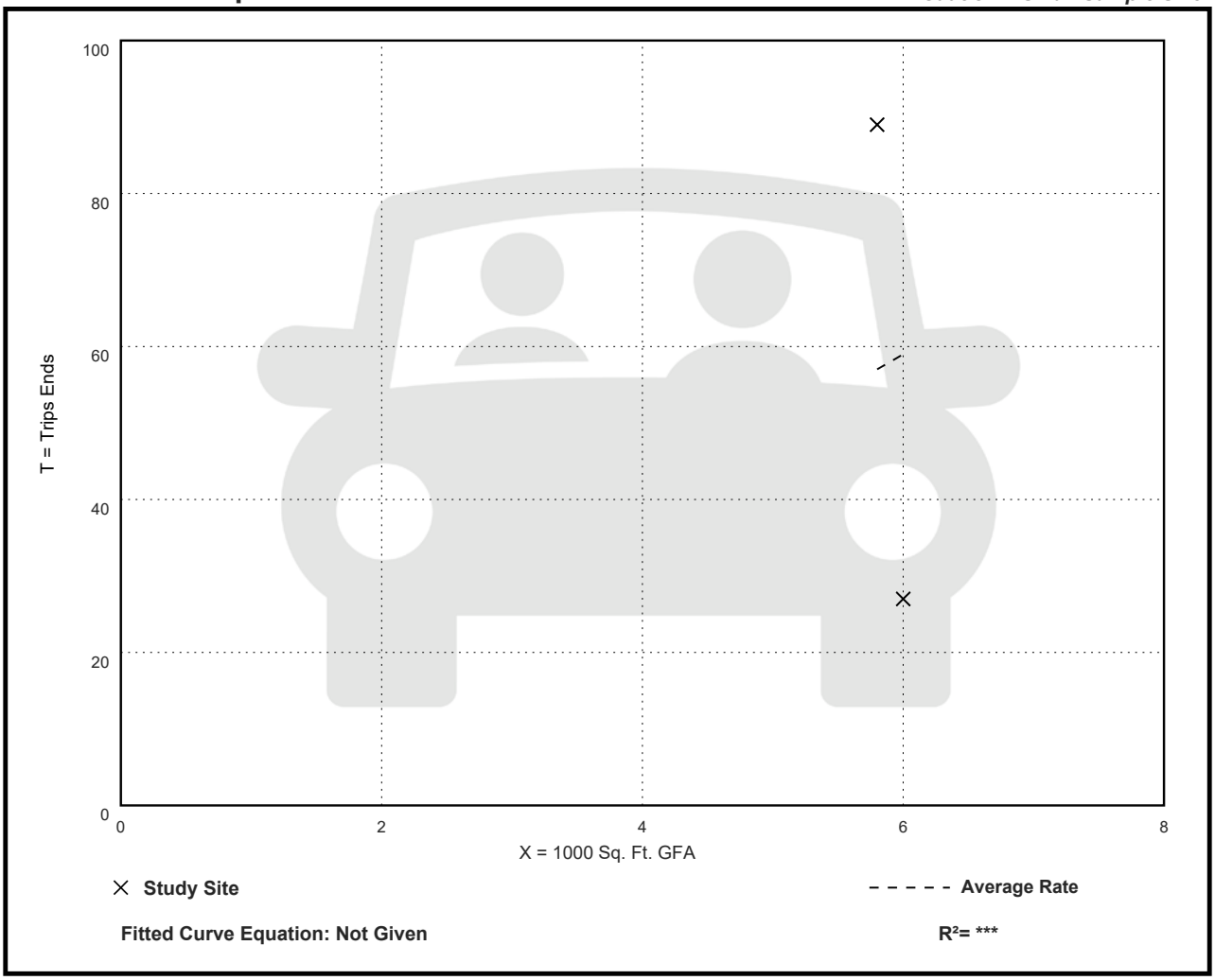
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location: General Urban/Suburban**
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 59% entering, 41% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 9.83 | 4.50 - 15.34 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***

# Brewery Tap Room
# (971)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**
**On a: Saturday, Peak Hour of Generator**

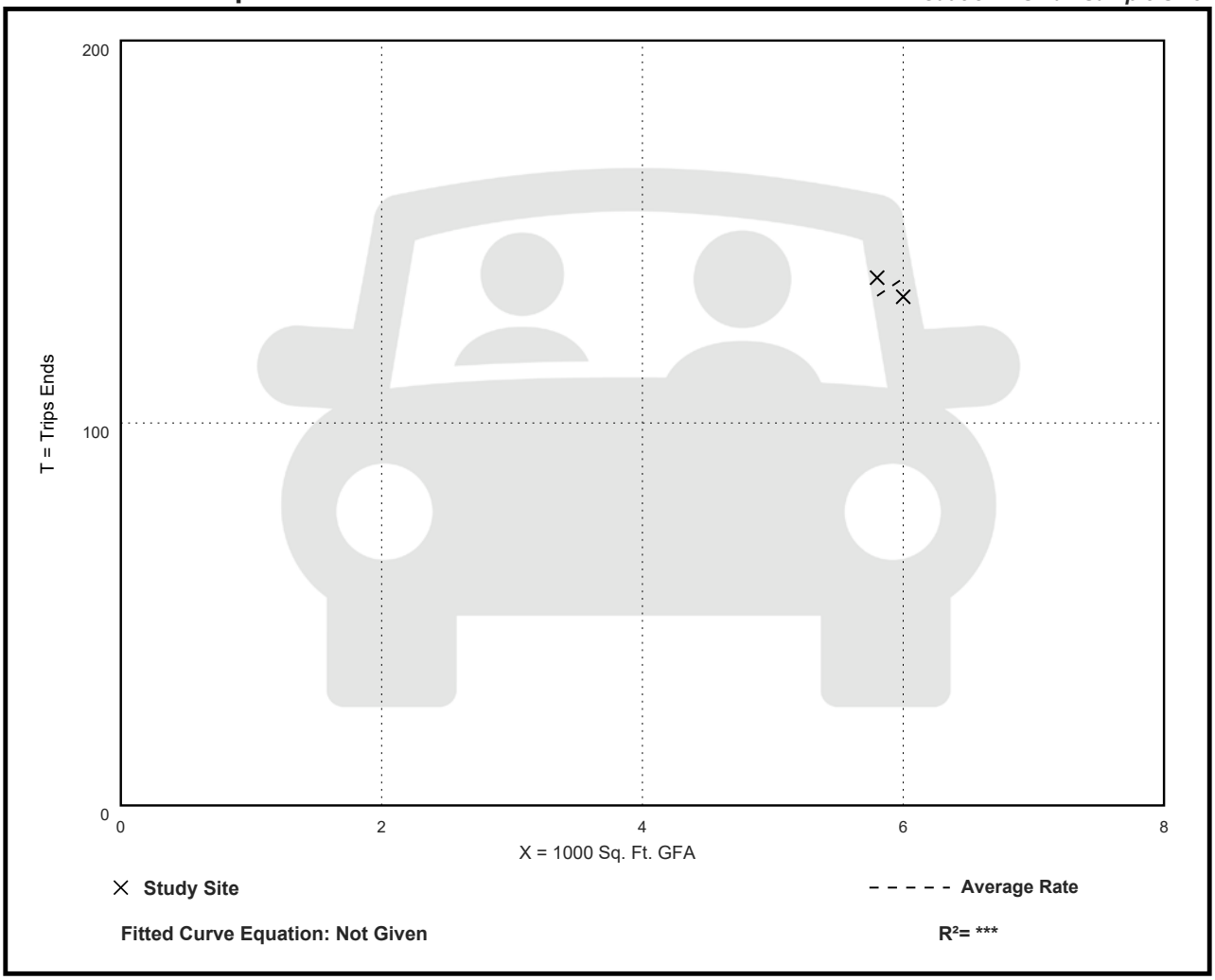
**Setting/Location: General Urban/Suburban**
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 56% entering, 44% exiting

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

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 22.97 | 22.17 - 23.79 | *** |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: Not Given**

**$R^2$= ***

# CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

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Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

March 21, 2025

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

***Subject: Roosevel Road @ Finley Road***
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated March 20, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current ADT | Year 2050 ADT |
|---|---|---|
| Finley Rd north of Roosevelt Rd | 6,800 | 7,750 |
| Finley Rd south of Roosevelt Rd | 18,700 | 21,300 |
| Roosevelt Rd, at Finley Rd | 34,300 | 37,900 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
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# Level of Service Criteria

LEVEL OF SERVICE CRITERIA

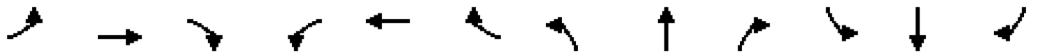
| Signalized Intersections | | |
|---|---|---|
| **Level of Service** | **Interpretation** | **Average Control Delay (seconds per vehicle)** |
| A | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping. | ≤10 |
| B | Good progression,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

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

Source: *Highway Capacity Manual*, 7th Edition.

# Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

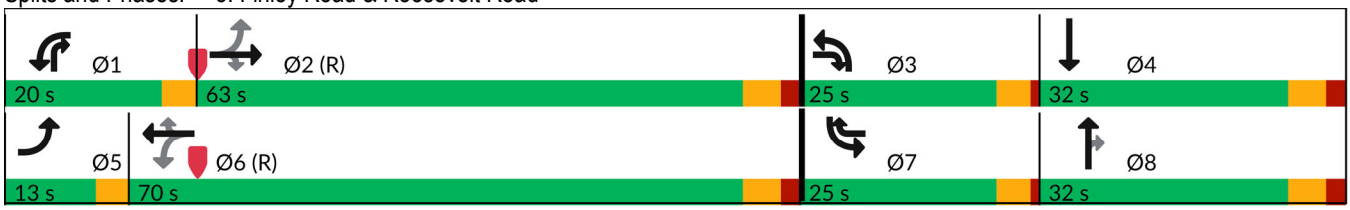


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 115 | 1073 | 313 | 143 | 1010 | 106 | 236 | 217 | 158 | 140 | 393 | 105 |
| Future Volume (vph) | 115 | 1073 | 313 | 143 | 1010 | 106 | 236 | 217 | 158 | 140 | 393 | 105 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.968 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 3654 | 1568 | 1787 | 3619 | 1568 | 3303 | 3725 | 1583 | 3335 | 3370 | 0 |
| Flt Permitted | 0.154 | | | 0.108 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 279 | 3654 | 1568 | 203 | 3619 | 1568 | 3303 | 3725 | 1583 | 3335 | 3370 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 675 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 15.3 | | | 12.4 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 5% | 4% | 3% | 1% | 5% | 3% | 6% | 2% | 2% | 5% | 2% | 10% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 126 | 1179 | 344 | 157 | 1110 | 116 | 259 | 238 | 174 | 154 | 547 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 63.0 | 25.0 | 20.0 | 70.0 | 25.0 | 25.0 | 32.0 | 20.0 | 25.0 | 32.0 | |
| Total Split (%) | 9.3% | 45.0% | 17.9% | 14.3% | 50.0% | 17.9% | 17.9% | 22.9% | 14.3% | 17.9% | 22.9% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 3.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 6.0 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 75.6 | 64.2 | 86.6 | 81.1 | 67.5 | 85.3 | 16.4 | 31.9 | 50.0 | 11.8 | 27.3 | |
| Actuated g/C Ratio | 0.54 | 0.46 | 0.62 | 0.58 | 0.48 | 0.61 | 0.12 | 0.23 | 0.36 | 0.08 | 0.20 | |
| v/c Ratio | 0.52 | 0.70 | 0.36 | 0.62 | 0.64 | 0.12 | 0.67 | 0.28 | 0.31 | 0.55 | 0.83 | |
| Control Delay (s/veh) | 22.2 | 34.4 | 14.9 | 26.7 | 29.9 | 12.4 | 67.8 | 45.4 | 33.3 | 68.6 | 66.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 22.2 | 34.4 | 14.9 | 26.7 | 29.9 | 12.4 | 67.8 | 45.4 | 33.3 | 68.6 | 66.0 | |
| LOS | C | C | B | C | C | B | E | D | C | E | E | |
| Approach Delay (s/veh) | | 29.4 | | | 28.1 | | | 50.9 | | | 66.6 | |
| Approach LOS | | C | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 51 | 462 | 154 | 65 | 409 | 45 | 118 | 92 | 110 | 70 | 247 | |
| Queue Length 95th (ft) | 85 | 581 | 221 | 120 | 488 | 71 | 161 | 135 | 170 | 106 | #353 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 595 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 249 | 1675 | 1015 | 305 | 1743 | 1052 | 483 | 848 | 614 | 488 | 666 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.51 | 0.70 | 0.34 | 0.51 | 0.64 | 0.11 | 0.54 | 0.28 | 0.28 | 0.32 | 0.82 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 133 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.83 | | | |
| Intersection Signal Delay (s/veh): 38.2 | | Intersection LOS: D | |
| Intersection Capacity Utilization 74.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 1501 | 1 | 3 | 1342 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 7 | 1501 | 1 | 3 | 1342 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 14 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 1649 | 1 | 3 | 1475 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1481 | 0 | 0 | 1651 | 0 | 0 | 2409 | 3153 | 825 | 2325 | 3151 | 741 |
| Stage 1 | - | - | - | - | - | - | 1665 | 1665 | - | 1485 | 1485 | - |
| Stage 2 | - | - | - | - | - | - | 744 | 1488 | - | 840 | 1666 | - |
| Critical Hdwy | 4.38 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.34 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 549 | - | - | 513 | - | - | *82 | 1 | *664 | *140 | 1 | *710 |
| Stage 1 | - | - | - | - | - | - | *210 | 241 | - | *271 | 298 | - |
| Stage 2 | - | - | - | - | - | - | *669 | 296 | - | *627 | 241 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | 1 | 1 | 0 | 1 | 1 | 0 |
| Mov Cap-1 Maneuver | 549 | - | - | 513 | - | - | *80 | 1 | *664 | *137 | 1 | *710 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *168 | 119 | - | *220 | 120 | - |
| Stage 1 | - | - | - | - | - | - | *207 | 238 | - | *270 | 296 | - |
| Stage 2 | - | - | - | - | - | - | *665 | 295 | - | *618 | 238 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.03 | 0 | 0 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 549 | - | - | 513 | - | - | - |
| HCM Lane V/C Ratio | - | - | 0.014 | - | - | 0.006 | - | - | - |
| HCM Ctrl Dly (s/v) | 0 | 0 | 11.7 | - | - | 12.1 | - | - | 0 |
| HCM Lane LOS | A | A | B | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | - | - | 0 | - | - | 0 | - | - | - |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 4 | 45 | 0 | 25 | 1 | 583 | 25 | 20 | 829 | 0 |
| Future Vol, veh/h | 0 | 0 | 4 | 45 | 0 | 25 | 1 | 583 | 25 | 20 | 829 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 50 | 3 | 0 | 4 | 0 | 2 | 0 | 5 | 2 | 0 |
| Mvmt Flow | 0 | 0 | 4 | 46 | 0 | 26 | 1 | 601 | 26 | 21 | 855 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1198 | 1525 | 427 | 1085 | 1512 | 313 | 855 | 0 | 0 | 627 | 0 | 0 |
| Stage 1 | 896 | 896 | - | 616 | 616 | - | - | - | - | - | - | - |
| Stage 2 | 303 | 629 | - | 469 | 896 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 7.9 | 7.56 | 6.5 | 6.98 | 4.1 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.56 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.56 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.8 | 3.53 | 4 | 3.34 | 2.2 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | 257 | 163 | *744 | *321 | 167 | 676 | 1027 | - | - | 931 | - | - |
| Stage 1 | 527 | 515 | - | *442 | 485 | - | - | - | - | - | - | - |
| Stage 2 | 688 | 479 | - | *801 | 515 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 241 | 159 | *744 | *312 | 163 | 676 | 1027 | - | - | 931 | - | - |
| Mov Cap-2 Maneuver | 241 | 159 | - | *377 | 300 | - | - | - | - | - | - | - |
| Stage 1 | 516 | 504 | - | *442 | 484 | - | - | - | - | - | - | - |
| Stage 2 | 661 | 478 | - | *779 | 504 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.87 | 14.57 | 0.02 | 0.21 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 6 | - | - | 744 | 448 | 931 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.006 | 0.161 | 0.022 | - | - |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | - | 9.9 | 14.6 | 9 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.6 | 0.1 | - | - |

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

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

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 35 | 40 | 10 | 562 | 12 | 853 | 12 |
| Future Vol, veh/h | 35 | 40 | 10 | 562 | 12 | 853 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 3 | 13 | 0 | 3 | 0 | 2 | 17 |
| Mvmt Flow | 36 | 42 | 10 | 585 | 13 | 889 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1233 | 451 | 901 | 0 | 585 | - | 0 |
| Stage 1 | 920 | - | - | - | - | - | - |
| Stage 2 | 314 | - | - | - | - | - | - |
| Critical Hdwy | 6.86 | 7.16 | 4.1 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.43 | 2.2 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 271 | *824 | 977 | - | 619 | - | - |
| Stage 1 | 535 | - | - | - | - | - | - |
| Stage 2 | 711 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 260 | *824 | 977 | - | 619 | - | - |
| Mov Cap-2 Maneuver | 260 | - | - | - | - | - | - |
| Stage 1 | 528 | - | - | - | - | - | - |
| Stage 2 | 692 | - | - | - | - | - | - |

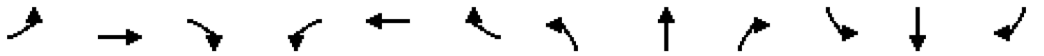
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.84 | 0.26 | 0.43 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 63 | - | 410 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.191 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | 0.1 | 15.8 | 0.3 | - |
| HCM Lane LOS | A | A | C | A | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.7 | - | - |

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

# Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

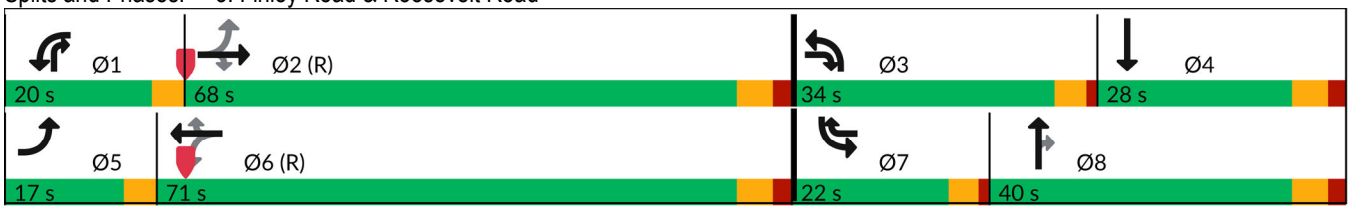


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 100 | 1117 | 303 | 208 | 1147 | 104 | 420 | 341 | 231 | 198 | 371 | 118 |
| Future Volume (vph) | 100 | 1117 | 303 | 208 | 1147 | 104 | 420 | 341 | 231 | 198 | 371 | 118 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.964 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3762 | 1599 | 1805 | 3762 | 1583 | 3502 | 3762 | 1599 | 3502 | 3446 | 0 |
| Flt Permitted | 0.133 | | | 0.112 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 250 | 3762 | 1599 | 213 | 3762 | 1583 | 3502 | 3762 | 1599 | 3502 | 3446 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 675 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 15.3 | | | 12.4 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 0% | 1% | 2% | 0% | 1% | 1% | 0% | 1% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 102 | 1140 | 309 | 212 | 1170 | 106 | 429 | 348 | 236 | 202 | 499 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 68.0 | 34.0 | 20.0 | 71.0 | 22.0 | 34.0 | 40.0 | 20.0 | 22.0 | 28.0 | |
| Total Split (%) | 11.3% | 45.3% | 22.7% | 13.3% | 47.3% | 14.7% | 22.7% | 26.7% | 13.3% | 14.7% | 18.7% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | -1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -1.5 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 2.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 4.5 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 78.2 | 66.3 | 96.3 | 87.7 | 71.3 | 91.2 | 24.0 | 35.4 | 55.8 | 13.9 | 26.8 | |
| Actuated g/C Ratio | 0.52 | 0.44 | 0.64 | 0.58 | 0.48 | 0.61 | 0.16 | 0.24 | 0.37 | 0.09 | 0.18 | |
| v/c Ratio | 0.45 | 0.69 | 0.30 | 0.74 | 0.65 | 0.11 | 0.77 | 0.39 | 0.40 | 0.62 | 0.81 | |
| Control Delay (s/veh) | 21.9 | 37.1 | 13.1 | 36.9 | 32.9 | 13.2 | 69.5 | 49.7 | 36.6 | 73.9 | 70.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 21.9 | 37.1 | 13.1 | 36.9 | 32.9 | 13.2 | 69.5 | 49.7 | 36.6 | 73.9 | 70.1 | |
| LOS | C | D | B | D | C | B | E | D | D | E | E | |
| Approach Delay (s/veh) | | 31.3 | | | 32.1 | | | 55.1 | | | 71.2 | |
| Approach LOS | | C | | | C | | | E | | | E | |
| Queue Length 50th (ft) | 45 | 487 | 136 | 98 | 465 | 43 | 209 | 148 | 162 | 100 | 246 | |
| Queue Length 95th (ft) | 75 | 575 | 176 | 191 | 564 | 72 | 259 | 204 | 247 | 140 | #364 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 595 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 275 | 1662 | 1084 | 310 | 1787 | 999 | 688 | 898 | 617 | 408 | 616 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.37 | 0.69 | 0.29 | 0.68 | 0.65 | 0.11 | 0.62 | 0.39 | 0.38 | 0.50 | 0.81 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay (s/veh): 42.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 82.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 1514 | 4 | 4 | 1678 | 3 | 0 | 0 | 5 | 1 | 0 | 1 |
| Future Vol, veh/h | 9 | 1514 | 4 | 4 | 1678 | 3 | 0 | 0 | 5 | 1 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 1561 | 4 | 4 | 1730 | 3 | 0 | 0 | 5 | 1 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1733 | 0 | 0 | 1565 | 0 | 0 | 2455 | 3323 | 782 | 2539 | 3323 | 866 |
| Stage 1 | - | - | - | - | - | - | 1581 | 1581 | - | 1740 | 1740 | - |
| Stage 2 | - | - | - | - | - | - | 873 | 1741 | - | 799 | 1584 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 493 | - | - | 592 | - | - | *52 | 1 | *651 | *31 | 1 | *608 |
| Stage 1 | - | - | - | - | - | - | *266 | 288 | - | *211 | 238 | - |
| Stage 2 | - | - | - | - | - | - | *574 | 237 | - | *613 | 287 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | 1 | 1 | 0 | 1 | 1 | 0 |
| Mov Cap-1 Maneuver | 493 | - | - | 592 | - | - | *51 | 1 | *651 | *30 | 1 | *608 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *182 | 115 | - | *152 | 117 | - |
| Stage 1 | - | - | - | - | - | - | *261 | 282 | - | *210 | 236 | - |
| Stage 2 | - | - | - | - | - | - | *569 | 235 | - | *597 | 281 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0.03 | 10.58 | 19.93 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 651 | 493 | - | - | 592 | - | - | 243 |
| HCM Lane V/C Ratio | - | 0.008 | 0.019 | - | - | 0.007 | - | - | 0.008 |
| HCM Ctrl Dly (s/v) | 0 | 10.6 | 12.4 | - | - | 11.1 | - | - | 19.9 |
| HCM Lane LOS | A | B | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | - | 0 | 0.1 | - | - | 0 | - | - | 0 |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1 | 48 | 2 | 24 | 2 | 974 | 63 | 26 | 856 | 0 |
| Future Vol, veh/h | 0 | 0 | 1 | 48 | 2 | 24 | 2 | 974 | 63 | 26 | 856 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 1 | 49 | 2 | 25 | 2 | 1004 | 65 | 27 | 882 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1443 | 2009 | 441 | 1536 | 1977 | 535 | 882 | 0 | 0 | 1069 | 0 | 0 |
| Stage 1 | 936 | 936 | - | 1041 | 1041 | - | - | - | - | - | - | - |
| Stage 2 | 507 | 1073 | - | 495 | 936 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.98 | 4.1 | - | - | 4.18 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.34 | 2.2 | - | - | 2.24 | - | - |
| Pot Cap-1 Maneuver | 158 | 70 | *843 | *130 | 74 | 485 | 1017 | - | - | 636 | - | - |
| Stage 1 | 512 | 502 | - | *250 | 310 | - | - | - | - | - | - | - |
| Stage 2 | 521 | 299 | - | *795 | 502 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 142 | 67 | *843 | *124 | 71 | 485 | 1017 | - | - | 636 | - | - |
| Mov Cap-2 Maneuver | 142 | 67 | - | *208 | 202 | - | - | - | - | - | - | - |
| Stage 1 | 490 | 481 | - | *249 | 309 | - | - | - | - | - | - | - |
| Stage 2 | 490 | 298 | - | *761 | 481 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.27 | 24.98 | 0.04 | 0.32 |
| HCM LOS | A | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 6 | - | - | 843 | 255 | 636 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.001 | 0.299 | 0.042 | - | - |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | - | 9.3 | 25 | 10.9 | - | - |
| HCM Lane LOS | A | A | - | A | C | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 1.2 | 0.1 | - | - |

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

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

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 29 | 24 | 50 | 998 | 12 | 848 | 35 |
| Future Vol, veh/h | 29 | 24 | 50 | 998 | 12 | 848 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 4 | 2 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 31 | 25 | 53 | 1051 | 13 | 893 | 37 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1567 | 465 | 929 | 0 | 1051 | - | 0 |
| Stage 1 | 936 | - | - | - | - | - | - |
| Stage 2 | 631 | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.98 | 4.14 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.34 | 2.22 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 151 | *833 | 955 | - | 313 | - | - |
| Stage 1 | 546 | - | - | - | - | - | - |
| Stage 2 | 498 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 132 | *833 | 955 | - | 313 | - | - |
| Mov Cap-2 Maneuver | 132 | - | - | - | - | - | - |
| Stage 1 | 503 | - | - | - | - | - | - |
| Stage 2 | 471 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 27.77 | 1.03 | 1.08 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 172 | - | 213 | - | - |
| HCM Lane V/C Ratio | 0.055 | - | 0.262 | - | - |
| HCM Ctrl Dly (s/v) | 9 | 0.6 | 27.8 | 0.9 | - |
| HCM Lane LOS | A | A | D | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1 | - | - |

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

# Capacity Analysis Summary Sheets

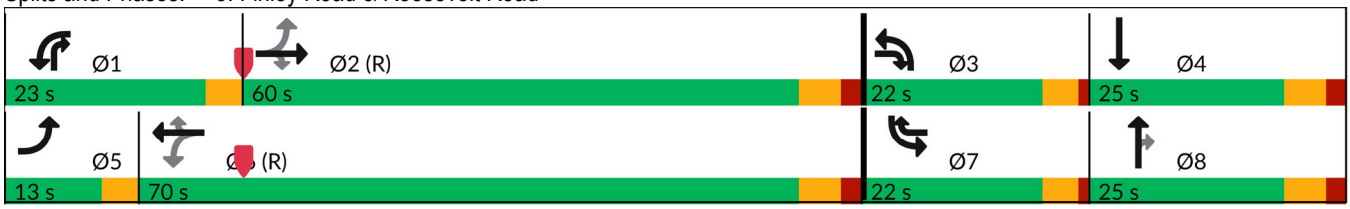
Existing Saturday Midday Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 80 | 1026 | 259 | 199 | 966 | 116 | 294 | 260 | 199 | 123 | 250 | 83 |
| Future Volume (vph) | 80 | 1026 | 259 | 199 | 966 | 116 | 294 | 260 | 199 | 123 | 250 | 83 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.962 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3762 | 1615 | 1787 | 3762 | 1599 | 3502 | 3762 | 1599 | 3502 | 3464 | 0 |
| Flt Permitted | 0.222 | | | 0.160 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 410 | 3762 | 1615 | 301 | 3762 | 1599 | 3502 | 3762 | 1599 | 3502 | 3464 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 675 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 15.3 | | | 12.4 | |
| 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 |
| Heavy Vehicles (%) | 3% | 1% | 0% | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 82 | 1058 | 267 | 205 | 996 | 120 | 303 | 268 | 205 | 127 | 344 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 25.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 60.0 | 22.0 | 23.0 | 70.0 | 22.0 | 22.0 | 25.0 | 23.0 | 22.0 | 25.0 | |
| Total Split (%) | 10.0% | 46.2% | 16.9% | 17.7% | 53.8% | 16.9% | 16.9% | 19.2% | 17.7% | 16.9% | 19.2% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 3.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 6.0 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 73.7 | 63.4 | 85.1 | 81.7 | 68.2 | 84.3 | 15.7 | 23.9 | 42.6 | 10.1 | 18.3 | |
| Actuated g/C Ratio | 0.57 | 0.49 | 0.65 | 0.63 | 0.52 | 0.65 | 0.12 | 0.18 | 0.33 | 0.08 | 0.14 | |
| v/c Ratio | 0.26 | 0.58 | 0.25 | 0.61 | 0.50 | 0.12 | 0.72 | 0.39 | 0.39 | 0.47 | 0.71 | |
| Control Delay (s/veh) | 12.6 | 26.5 | 10.8 | 18.9 | 21.7 | 9.5 | 65.0 | 48.3 | 35.2 | 62.8 | 61.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 12.6 | 26.5 | 10.8 | 18.9 | 21.7 | 9.5 | 65.0 | 48.3 | 35.2 | 62.8 | 61.8 | |
| LOS | B | C | B | B | C | A | E | D | D | E | E | |
| Approach Delay (s/veh) | | 22.7 | | | 20.2 | | | 51.4 | | | 62.1 | |
| Approach LOS | | C | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 27 | 335 | 89 | 71 | 288 | 38 | 127 | 103 | 130 | 53 | 145 | |
| Queue Length 95th (ft) | 49 | 450 | 151 | 110 | 359 | 63 | 176 | 150 | 191 | 85 | 201 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 595 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 335 | 1834 | 1079 | 412 | 1974 | 1128 | 471 | 691 | 607 | 471 | 511 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.24 | 0.58 | 0.25 | 0.50 | 0.50 | 0.11 | 0.64 | 0.39 | 0.34 | 0.27 | 0.67 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 130 | | | |
| Actuated Cycle Length: 130 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.72 | | | |
| Intersection Signal Delay (s/veh): 32.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 73.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 1359 | 3 | 8 | 1333 | 2 | 0 | 0 | 5 | 1 | 0 | 0 |
| Future Vol, veh/h | 29 | 1359 | 3 | 8 | 1333 | 2 | 0 | 0 | 5 | 1 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 1416 | 3 | 8 | 1389 | 2 | 0 | 0 | 5 | 1 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1391 | 0 | 0 | 1419 | 0 | 0 | 2189 | 2885 | 709 | 2174 | 2885 | 695 |
| Stage 1 | - | - | - | - | - | - | 1478 | 1478 | - | 1406 | 1406 | - |
| Stage 2 | - | - | - | - | - | - | 711 | 1407 | - | 768 | 1479 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 680 | - | - | 659 | - | - | *26 | 16 | *710 | *27 | 16 | *713 |
| Stage 1 | - | - | - | - | - | - | *275 | 301 | - | *317 | 335 | - |
| Stage 2 | - | - | - | - | - | - | *672 | 335 | - | *669 | 301 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | | | 0 | | | 0 |
| Mov Cap-1 Maneuver | 680 | - | - | 659 | - | - | *25 | 16 | *710 | *25 | 16 | *713 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *179 | 141 | - | *200 | 145 | - |
| Stage 1 | - | - | - | - | - | - | *263 | 288 | - | *313 | 331 | - |
| Stage 2 | - | - | - | - | - | - | *664 | 331 | - | *635 | 287 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.22 | 0.06 | 10.11 | 23.06 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 710 | 680 | - | - | 659 | - | - | 200 |
| HCM Lane V/C Ratio | - | 0.007 | 0.044 | - | - | 0.013 | - | - | 0.005 |
| HCM Ctrl Dly (s/v) | 0 | 10.1 | 10.5 | - | - | 10.5 | - | - | 23.1 |
| HCM Lane LOS | A | B | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | - | 0 | 0.1 | - | - | 0 | - | - | 0 |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 2 | 49 | 1 | 31 | 2 | 733 | 36 | 29 | 679 | 0 |
| Future Vol, veh/h | 0 | 0 | 2 | 49 | 1 | 31 | 2 | 733 | 36 | 29 | 679 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 2 | 54 | 1 | 34 | 2 | 814 | 40 | 32 | 754 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1231 | 1678 | 377 | 1281 | 1658 | 427 | 754 | 0 | 0 | 854 | 0 | 0 |
| Stage 1 | 819 | 819 | - | 839 | 839 | - | - | - | - | - | - | - |
| Stage 2 | 412 | 859 | - | 442 | 819 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.96 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.33 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 208 | 117 | *904 | *188 | 121 | 573 | 1063 | - | - | 794 | - | - |
| Stage 1 | 521 | 517 | - | *331 | 384 | - | - | - | - | - | - | - |
| Stage 2 | 593 | 376 | - | *853 | 517 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 186 | 112 | *904 | *179 | 115 | 573 | 1063 | - | - | 794 | - | - |
| Mov Cap-2 Maneuver | 186 | 112 | - | *275 | 248 | - | - | - | - | - | - | - |
| Stage 1 | 500 | 496 | - | *330 | 383 | - | - | - | - | - | - | - |
| Stage 2 | 554 | 375 | - | *816 | 496 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.99 | 19.21 | 0.04 | 0.4 |
| HCM LOS | A | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 9 | - | - | 904 | 343 | 794 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.002 | 0.263 | 0.041 | - | - |
| HCM Ctrl Dly (s/v) | 8.4 | 0 | - | 9 | 19.2 | 9.7 | - | - |
| HCM Lane LOS | A | A | - | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 1 | 0.1 | - | - |

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

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

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 32 | 22 | 25 | 730 | 9 | 703 | 18 |
| Future Vol, veh/h | 32 | 22 | 25 | 730 | 9 | 703 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 92 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 35 | 24 | 27 | 802 | 10 | 764 | 20 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1250 | 392 | 784 | 0 | 802 | - | 0 |
| Stage 1 | 794 | - | - | - | - | - | - |
| Stage 2 | 456 | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 247 | *888 | 1056 | - | 451 | - | - |
| Stage 1 | 602 | - | - | - | - | - | - |
| Stage 2 | 611 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 232 | *888 | 1056 | - | 451 | - | - |
| Mov Cap-2 Maneuver | 232 | - | - | - | - | - | - |
| Stage 1 | 582 | - | - | - | - | - | - |
| Stage 2 | 594 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.19 | 0.54 | 0.51 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 119 | - | 332 | - | - |
| HCM Lane V/C Ratio | 0.026 | - | 0.179 | - | - |
| HCM Ctrl Dly (s/v) | 8.5 | 0.3 | 18.2 | 0.4 | - |
| HCM Lane LOS | A | A | C | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

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

# Capacity Analysis Summary Sheets

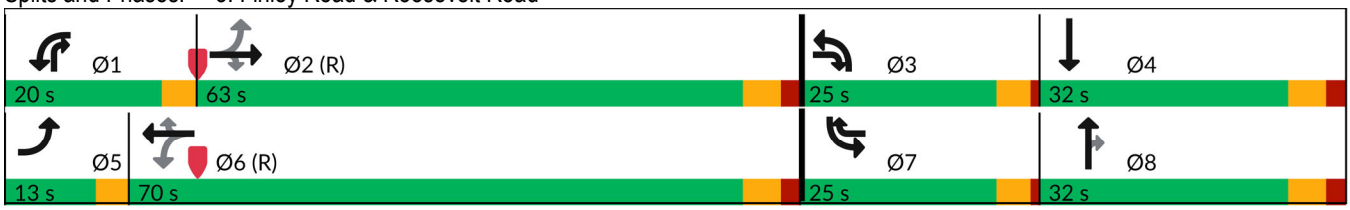
Year 2031 No-Build Weekday Morning Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 118 | 1106 | 322 | 147 | 1041 | 109 | 243 | 224 | 163 | 144 | 405 | 108 |
| Future Volume (vph) | 118 | 1106 | 322 | 147 | 1041 | 109 | 243 | 224 | 163 | 144 | 405 | 108 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.968 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 3654 | 1568 | 1787 | 3619 | 1568 | 3303 | 3725 | 1583 | 3335 | 3370 | 0 |
| Flt Permitted | 0.142 | | | 0.092 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 257 | 3654 | 1568 | 173 | 3619 | 1568 | 3303 | 3725 | 1583 | 3335 | 3370 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 675 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 15.3 | | | 12.4 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 5% | 4% | 3% | 1% | 5% | 3% | 6% | 2% | 2% | 5% | 2% | 10% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 130 | 1215 | 354 | 162 | 1144 | 120 | 267 | 246 | 179 | 158 | 564 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 63.0 | 25.0 | 20.0 | 70.0 | 25.0 | 25.0 | 32.0 | 20.0 | 25.0 | 32.0 | |
| Total Split (%) | 9.3% | 45.0% | 17.9% | 14.3% | 50.0% | 17.9% | 17.9% | 22.9% | 14.3% | 17.9% | 22.9% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 3.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 6.0 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 74.4 | 62.9 | 85.6 | 80.8 | 66.8 | 84.8 | 16.7 | 32.3 | 51.1 | 12.0 | 27.6 | |
| Actuated g/C Ratio | 0.53 | 0.45 | 0.61 | 0.58 | 0.48 | 0.61 | 0.12 | 0.23 | 0.37 | 0.09 | 0.20 | |
| v/c Ratio | 0.57 | 0.74 | 0.37 | 0.66 | 0.66 | 0.13 | 0.68 | 0.29 | 0.31 | 0.56 | 0.85 | |
| Control Delay (s/veh) | 24.6 | 36.4 | 15.5 | 32.2 | 30.9 | 12.5 | 67.9 | 45.3 | 32.8 | 68.7 | 67.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 24.6 | 36.4 | 15.5 | 32.2 | 30.9 | 12.5 | 67.9 | 45.3 | 32.8 | 68.7 | 67.2 | |
| LOS | C | D | B | C | C | B | E | D | C | E | E | |
| Approach Delay (s/veh) | | 31.1 | | | 29.5 | | | 50.8 | | | 67.5 | |
| Approach LOS | | C | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 53 | 491 | 163 | 67 | 427 | 47 | 122 | 95 | 112 | 72 | 257 | |
| Queue Length 95th (ft) | 87 | 606 | 228 | 140 | 508 | 73 | 165 | 140 | 175 | 108 | #371 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 595 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 236 | 1642 | 1001 | 291 | 1726 | 1044 | 483 | 858 | 619 | 488 | 667 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.55 | 0.74 | 0.35 | 0.56 | 0.66 | 0.11 | 0.55 | 0.29 | 0.29 | 0.32 | 0.85 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 133 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.85 | | | |
| Intersection Signal Delay (s/veh): 39.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 75.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 1546 | 1 | 3 | 1383 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 7 | 1546 | 1 | 3 | 1383 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 14 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 1699 | 1 | 3 | 1520 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1526 | 0 | 0 | 1700 | 0 | 0 | 2481 | 3248 | 850 | 2395 | 3245 | 763 |
| Stage 1 | - | - | - | - | - | - | 1715 | 1715 | - | 1530 | 1530 | - |
| Stage 2 | - | - | - | - | - | - | 766 | 1533 | - | 865 | 1715 | - |
| Critical Hdwy | 4.38 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.34 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 527 | - | - | 488 | - | - | *69 | 1 | *649 | *127 | 1 | *695 |
| Stage 1 | - | - | - | - | - | - | *196 | 228 | - | *258 | 286 | - |
| Stage 2 | - | - | - | - | - | - | *655 | 284 | - | *612 | 228 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | 1 | 1 | 0 | 1 | 1 | 0 |
| Mov Cap-1 Maneuver | 527 | - | - | 488 | - | - | *67 | 1 | *649 | *124 | 1 | *695 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *156 | 113 | - | *208 | 114 | - |
| Stage 1 | - | - | - | - | - | - | *193 | 225 | - | *257 | 284 | - |
| Stage 2 | - | - | - | - | - | - | *651 | 282 | - | *603 | 225 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.03 | 0 | 0 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 527 | - | - | 488 | - | - | - |
| HCM Lane V/C Ratio | - | - | 0.015 | - | - | 0.007 | - | - | - |
| HCM Ctrl Dly (s/v) | 0 | 0 | 11.9 | - | - | 12.4 | - | - | 0 |
| HCM Lane LOS | A | A | B | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | - | - | 0 | - | - | 0 | - | - | - |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | | ↕ | | ↰ | ↑↕ | |
| Traffic Vol, veh/h | 0 | 0 | 4 | 45 | 0 | 25 | 1 | 602 | 25 | 20 | 854 | 0 |
| Future Vol, veh/h | 0 | 0 | 4 | 45 | 0 | 25 | 1 | 602 | 25 | 20 | 854 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 50 | 3 | 0 | 4 | 0 | 2 | 0 | 5 | 2 | 0 |
| Mvmt Flow | 0 | 0 | 4 | 46 | 0 | 26 | 1 | 621 | 26 | 21 | 880 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1234 | 1570 | 440 | 1117 | 1557 | 323 | 880 | 0 | 0 | 646 | 0 | 0 |
| Stage 1 | 922 | 922 | - | 636 | 636 | - | - | - | - | - | - | - |
| Stage 2 | 312 | 648 | - | 481 | 922 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 7.9 | 7.56 | 6.5 | 6.98 | 4.1 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.56 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.56 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.8 | 3.53 | 4 | 3.34 | 2.2 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | 238 | 151 | *744 | *300 | 154 | 667 | 999 | - | - | 915 | - | - |
| Stage 1 | 505 | 498 | - | *430 | 475 | - | - | - | - | - | - | - |
| Stage 2 | 679 | 469 | - | *801 | 498 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 224 | 147 | *744 | *291 | 151 | 667 | 999 | - | - | 915 | - | - |
| Mov Cap-2 Maneuver | 224 | 147 | - | *364 | 288 | - | - | - | - | - | - | - |
| Stage 1 | 493 | 487 | - | *430 | 475 | - | - | - | - | - | - | - |
| Stage 2 | 651 | 468 | - | *778 | 487 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.87 | 14.93 | 0.02 | 0.21 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 5 | - | - | 744 | 435 | 915 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.006 | 0.166 | 0.023 | - | - |
| HCM Ctrl Dly (s/v) | 8.6 | 0 | - | 9.9 | 14.9 | 9 | - | - |
| HCM Lane LOS | A | A | - | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.6 | 0.1 | - | - |

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

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

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 35 | 40 | 10 | 581 | 12 | 878 | 12 |
| Future Vol, veh/h | 35 | 40 | 10 | 581 | 12 | 878 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 3 | 13 | 0 | 3 | 0 | 2 | 17 |
| Mvmt Flow | 36 | 42 | 10 | 605 | 13 | 915 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1269 | 464 | 927 | 0 | 605 | - | 0 |
| Stage 1 | 946 | - | - | - | - | - | - |
| Stage 2 | 323 | - | - | - | - | - | - |
| Critical Hdwy | 6.86 | 7.16 | 4.1 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.43 | 2.2 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 264 | *809 | 972 | - | 601 | - | - |
| Stage 1 | 534 | - | - | - | - | - | - |
| Stage 2 | 703 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 253 | *809 | 972 | - | 601 | - | - |
| Mov Cap-2 Maneuver | 253 | - | - | - | - | - | - |
| Stage 1 | 527 | - | - | - | - | - | - |
| Stage 2 | 683 | - | - | - | - | - | - |

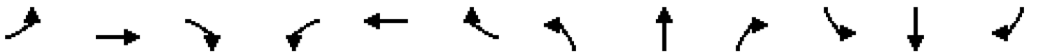
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.18 | 0.26 | 0.44 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 61 | - | 400 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.195 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | 0.1 | 16.2 | 0.3 | - |
| HCM Lane LOS | A | A | C | A | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.7 | - | - |

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

# Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Evening Peak Hour

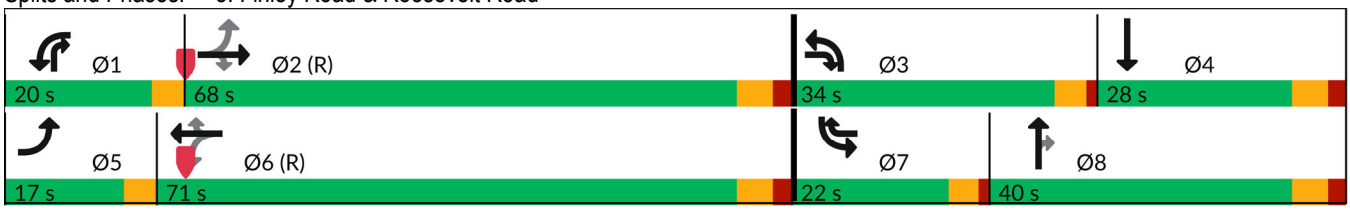


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 103 | 1151 | 312 | 214 | 1181 | 107 | 433 | 351 | 238 | 204 | 382 | 122 |
| Future Volume (vph) | 103 | 1151 | 312 | 214 | 1181 | 107 | 433 | 351 | 238 | 204 | 382 | 122 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.964 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3762 | 1599 | 1805 | 3762 | 1583 | 3433 | 3762 | 1599 | 3502 | 3446 | 0 |
| Flt Permitted | 0.114 | | | 0.093 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 214 | 3762 | 1599 | 177 | 3762 | 1583 | 3433 | 3762 | 1599 | 3502 | 3446 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 675 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 15.3 | | | 12.4 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 0% | 1% | 2% | 2% | 1% | 1% | 0% | 1% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 105 | 1174 | 318 | 218 | 1205 | 109 | 442 | 358 | 243 | 208 | 514 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 68.0 | 34.0 | 20.0 | 71.0 | 22.0 | 34.0 | 40.0 | 20.0 | 22.0 | 28.0 | |
| Total Split (%) | 11.3% | 45.3% | 22.7% | 13.3% | 47.3% | 14.7% | 22.7% | 26.7% | 13.3% | 14.7% | 18.7% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 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) | 3.5 | 6.0 | 4.5 | 2.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 6.0 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 76.1 | 63.9 | 94.8 | 85.9 | 69.2 | 89.3 | 24.9 | 37.0 | 58.0 | 14.1 | 26.2 | |
| Actuated g/C Ratio | 0.51 | 0.43 | 0.63 | 0.57 | 0.46 | 0.60 | 0.17 | 0.25 | 0.39 | 0.09 | 0.17 | |
| v/c Ratio | 0.50 | 0.73 | 0.31 | 0.80 | 0.69 | 0.12 | 0.78 | 0.39 | 0.39 | 0.63 | 0.85 | |
| Control Delay (s/veh) | 24.3 | 39.7 | 13.6 | 48.4 | 35.1 | 13.6 | 69.5 | 48.9 | 35.7 | 74.1 | 74.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 24.3 | 39.7 | 13.6 | 48.4 | 35.1 | 13.6 | 69.5 | 48.9 | 35.7 | 74.1 | 74.2 | |
| LOS | C | D | B | D | D | B | E | D | D | E | E | |
| Approach Delay (s/veh) | | 33.4 | | | 35.5 | | | 54.6 | | | 74.2 | |
| Approach LOS | | C | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 46 | 511 | 140 | 123 | 485 | 45 | 215 | 154 | 168 | 102 | 260 | |
| Queue Length 95th (ft) | 77 | 599 | 182 | #236 | 594 | 75 | 268 | 210 | 255 | 144 | #399 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 595 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 255 | 1603 | 1060 | 291 | 1735 | 978 | 675 | 928 | 634 | 408 | 602 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.41 | 0.73 | 0.30 | 0.75 | 0.69 | 0.11 | 0.65 | 0.39 | 0.38 | 0.51 | 0.85 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.85 | | | |
| Intersection Signal Delay (s/veh): 44.6 | | Intersection LOS: D | |
| Intersection Capacity Utilization 86.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 1560 | 4 | 4 | 1729 | 3 | 0 | 0 | 5 | 1 | 0 | 1 |
| Future Vol, veh/h | 9 | 1560 | 4 | 4 | 1729 | 3 | 0 | 0 | 5 | 1 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 1608 | 4 | 4 | 1782 | 3 | 0 | 0 | 5 | 1 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1786 | 0 | 0 | 1612 | 0 | 0 | 2528 | 3423 | 806 | 2615 | 3423 | 893 |
| Stage 1 | - | - | - | - | - | - | 1629 | 1629 | - | 1792 | 1792 | - |
| Stage 2 | - | - | - | - | - | - | 899 | 1794 | - | 823 | 1631 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 465 | - | - | 565 | - | - | *37 | 0 | *637 | *21 | 0 | *594 |
| Stage 1 | - | - | - | - | - | - | *250 | 273 | - | *195 | 222 | - |
| Stage 2 | - | - | - | - | - | - | *560 | 221 | - | *600 | 272 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | 1 | 1 | 0 | 1 | 1 | 0 |
| Mov Cap-1 Maneuver | 465 | - | - | 565 | - | - | *36 | 0 | *637 | *20 | 0 | *594 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *168 | 108 | - | *139 | 109 | - |
| Stage 1 | - | - | - | - | - | - | *245 | 268 | - | *193 | 220 | - |
| Stage 2 | - | - | - | - | - | - | *555 | 220 | - | *583 | 267 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0.03 | 10.7 | 21.12 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 637 | 465 | - | - | 565 | - | - | 225 |
| HCM Lane V/C Ratio | - | 0.008 | 0.02 | - | - | 0.007 | - | - | 0.009 |
| HCM Ctrl Dly (s/v) | 0 | 10.7 | 12.9 | - | - | 11.4 | - | - | 21.1 |
| HCM Lane LOS | A | B | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | - | 0 | 0.1 | - | - | 0 | - | - | 0 |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1 | 48 | 2 | 24 | 2 | 1004 | 63 | 26 | 882 | 0 |
| Future Vol, veh/h | 0 | 0 | 1 | 48 | 2 | 24 | 2 | 1004 | 63 | 26 | 882 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 1 | 49 | 2 | 25 | 2 | 1035 | 65 | 27 | 909 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1486 | 2067 | 455 | 1580 | 2035 | 550 | 909 | 0 | 0 | 1100 | 0 | 0 |
| Stage 1 | 963 | 963 | - | 1072 | 1072 | - | - | - | - | - | - | - |
| Stage 2 | 523 | 1104 | - | 508 | 963 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.98 | 4.1 | - | - | 4.18 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.34 | 2.2 | - | - | 2.24 | - | - |
| Pot Cap-1 Maneuver | 144 | 63 | *843 | *118 | 67 | 474 | 987 | - | - | 619 | - | - |
| Stage 1 | 489 | 485 | - | *239 | 300 | - | - | - | - | - | - | - |
| Stage 2 | 511 | 289 | - | *795 | 485 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 129 | 60 | *843 | *112 | 64 | 474 | 987 | - | - | 619 | - | - |
| Mov Cap-2 Maneuver | 129 | 60 | - | *199 | 193 | - | - | - | - | - | - | - |
| Stage 1 | 467 | 464 | - | *238 | 299 | - | - | - | - | - | - | - |
| Stage 2 | 479 | 288 | - | *760 | 464 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.27 | 26.25 | 0.04 | 0.32 |
| HCM LOS | A | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 6 | - | - | 843 | 245 | 619 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.001 | 0.312 | 0.043 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | 0 | - | 9.3 | 26.2 | 11.1 | - | - |
| HCM Lane LOS | A | A | - | A | D | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 1.3 | 0.1 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 29 | 24 | 50 | 1028 | 12 | 874 | 35 |
| Future Vol, veh/h | 29 | 24 | 50 | 1028 | 12 | 874 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 4 | 2 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 31 | 25 | 53 | 1082 | 13 | 920 | 37 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1610 | 478 | 957 | 0 | 1082 | - | 0 |
| Stage 1 | 964 | - | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.98 | 4.14 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.34 | 2.22 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 139 | *833 | 926 | - | 299 | - | - |
| Stage 1 | 524 | - | - | - | - | - | - |
| Stage 2 | 489 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 121 | *833 | 926 | - | 299 | - | - |
| Mov Cap-2 Maneuver | 121 | - | - | - | - | - | - |
| Stage 1 | 481 | - | - | - | - | - | - |
| Stage 2 | 461 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 30.39 | 1.07 | 1.16 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 167 | - | 197 | - | - |
| HCM Lane V/C Ratio | 0.057 | - | 0.284 | - | - |
| HCM Ctrl Dly (s/v) | 9.1 | 0.7 | 30.4 | 1 | - |
| HCM Lane LOS | A | A | D | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.1 | - | - |

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

# Capacity Analysis Summary Sheets

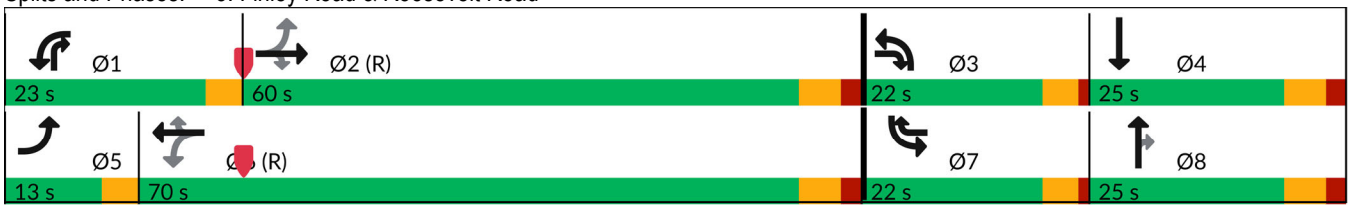
Year 2031 No-Build Saturday Midday Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 82 | 1057 | 267 | 205 | 995 | 119 | 303 | 267 | 205 | 127 | 258 | 85 |
| Future Volume (vph) | 82 | 1057 | 267 | 205 | 995 | 119 | 303 | 267 | 205 | 127 | 258 | 85 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.963 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3762 | 1615 | 1787 | 3762 | 1599 | 3502 | 3762 | 1599 | 3502 | 3468 | 0 |
| Flt Permitted | 0.211 | | | 0.147 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 389 | 3762 | 1615 | 277 | 3762 | 1599 | 3502 | 3762 | 1599 | 3502 | 3468 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 675 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 15.3 | | | 12.4 | |
| 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 |
| Heavy Vehicles (%) | 3% | 1% | 0% | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 85 | 1090 | 275 | 211 | 1026 | 123 | 312 | 275 | 211 | 131 | 354 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 60.0 | 22.0 | 23.0 | 70.0 | 22.0 | 22.0 | 25.0 | 23.0 | 22.0 | 25.0 | |
| Total Split (%) | 10.0% | 46.2% | 16.9% | 17.7% | 53.8% | 16.9% | 16.9% | 19.2% | 17.7% | 16.9% | 19.2% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 3.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 6.0 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 72.9 | 62.5 | 84.4 | 81.5 | 67.9 | 84.1 | 15.9 | 24.0 | 43.3 | 10.2 | 18.3 | |
| Actuated g/C Ratio | 0.56 | 0.48 | 0.65 | 0.63 | 0.52 | 0.65 | 0.12 | 0.18 | 0.33 | 0.08 | 0.14 | |
| v/c Ratio | 0.28 | 0.60 | 0.26 | 0.65 | 0.52 | 0.12 | 0.73 | 0.40 | 0.40 | 0.48 | 0.72 | |
| Control Delay (s/veh) | 13.1 | 27.6 | 11.3 | 21.4 | 22.2 | 9.5 | 65.5 | 48.4 | 34.9 | 62.8 | 62.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 13.1 | 27.6 | 11.3 | 21.4 | 22.2 | 9.5 | 65.5 | 48.4 | 34.9 | 62.8 | 62.6 | |
| LOS | B | C | B | C | C | A | E | D | C | E | E | |
| Approach Delay (s/veh) | | 23.7 | | | 20.9 | | | 51.5 | | | 62.6 | |
| Approach LOS | | C | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 28 | 354 | 93 | 74 | 301 | 39 | 131 | 105 | 133 | 55 | 150 | |
| Queue Length 95th (ft) | 50 | 472 | 159 | 126 | 374 | 64 | 181 | 153 | 195 | 87 | 206 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 595 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 322 | 1808 | 1068 | 400 | 1965 | 1124 | 471 | 694 | 608 | 471 | 510 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.26 | 0.60 | 0.26 | 0.53 | 0.52 | 0.11 | 0.66 | 0.40 | 0.35 | 0.28 | 0.69 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 130 | | | |
| Actuated Cycle Length: 130 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.73 | | | |
| Intersection Signal Delay (s/veh): 32.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 74.7% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 1399 | 3 | 8 | 1373 | 2 | 0 | 0 | 6 | 1 | 0 | 0 |
| Future Vol, veh/h | 29 | 1399 | 3 | 8 | 1373 | 2 | 0 | 0 | 6 | 1 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 1457 | 3 | 8 | 1430 | 2 | 0 | 0 | 6 | 1 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1432 | 0 | 0 | 1460 | 0 | 0 | 2251 | 2968 | 730 | 2237 | 2969 | 716 |
| Stage 1 | - | - | - | - | - | - | 1519 | 1519 | - | 1448 | 1448 | - |
| Stage 2 | - | - | - | - | - | - | 732 | 1449 | - | 789 | 1521 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 660 | - | - | 638 | - | - | *23 | 14 | *695 | *24 | 14 | *697 |
| Stage 1 | - | - | - | - | - | - | *264 | 291 | - | *306 | 325 | - |
| Stage 2 | - | - | - | - | - | - | *657 | 324 | - | *655 | 290 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | | | 0 | | | 0 |
| Mov Cap-1 Maneuver | 660 | - | - | 638 | - | - | *22 | 14 | *695 | *22 | 14 | *697 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *172 | 136 | - | *193 | 139 | - |
| Stage 1 | - | - | - | - | - | - | *252 | 277 | - | *302 | 321 | - |
| Stage 2 | - | - | - | - | - | - | *648 | 320 | - | *619 | 277 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.22 | 0.06 | 10.23 | 23.72 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 695 | 660 | - | - | 638 | - | - | 193 |
| HCM Lane V/C Ratio | - | 0.009 | 0.046 | - | - | 0.013 | - | - | 0.005 |
| HCM Ctrl Dly (s/v) | 0 | 10.2 | 10.7 | - | - | 10.7 | - | - | 23.7 |
| HCM Lane LOS | A | B | B | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | - | 0 | 0.1 | - | - | 0 | - | - | 0 |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 2 | 49 | 1 | 31 | 2 | 755 | 36 | 29 | 701 | 0 |
| Future Vol, veh/h | 0 | 0 | 2 | 49 | 1 | 31 | 2 | 755 | 36 | 29 | 701 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 2 | 54 | 1 | 34 | 2 | 839 | 40 | 32 | 779 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1268 | 1727 | 389 | 1317 | 1707 | 439 | 779 | 0 | 0 | 879 | 0 | 0 |
| Stage 1 | 843 | 843 | - | 863 | 863 | - | - | - | - | - | - | - |
| Stage 2 | 424 | 883 | - | 454 | 843 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.96 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.33 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 202 | 110 | *888 | *182 | 114 | 563 | 1061 | - | - | 777 | - | - |
| Stage 1 | 525 | 518 | - | *320 | 374 | - | - | - | - | - | - | - |
| Stage 2 | 583 | 366 | - | *837 | 518 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 180 | 105 | *888 | *174 | 109 | 563 | 1061 | - | - | 777 | - | - |
| Mov Cap-2 Maneuver | 180 | 105 | - | *266 | 242 | - | - | - | - | - | - | - |
| Stage 1 | 503 | 496 | - | *319 | 373 | - | - | - | - | - | - | - |
| Stage 2 | 544 | 365 | - | *800 | 496 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.06 | 19.77 | 0.04 | 0.39 |
| HCM LOS | A | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 9 | - | - | 888 | 333 | 777 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.003 | 0.27 | 0.041 | - | - |
| HCM Ctrl Dly (s/v) | 8.4 | 0 | - | 9.1 | 19.8 | 9.8 | - | - |
| HCM Lane LOS | A | A | - | A | C | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 1.1 | 0.1 | - | - |

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

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

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 32 | 22 | 25 | 752 | 9 | 725 | 18 |
| Future Vol, veh/h | 32 | 22 | 25 | 752 | 9 | 725 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 92 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 35 | 24 | 27 | 826 | 10 | 788 | 20 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1286 | 404 | 808 | 0 | 826 | - | 0 |
| Stage 1 | 818 | - | - | - | - | - | - |
| Stage 2 | 468 | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 232 | *888 | 1030 | - | 436 | - | - |
| Stage 1 | 582 | - | - | - | - | - | - |
| Stage 2 | 602 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 217 | *888 | 1030 | - | 436 | - | - |
| Mov Cap-2 Maneuver | 217 | - | - | - | - | - | - |
| Stage 1 | 562 | - | - | - | - | - | - |
| Stage 2 | 585 | - | - | - | - | - | - |

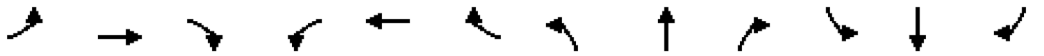
| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.15 | 0.55 | 0.53 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 116 | - | 313 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | 0.189 | - | - |
| HCM Ctrl Dly (s/v) | 8.6 | 0.3 | 19.1 | 0.4 | - |
| HCM Lane LOS | A | A | C | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.7 | - | - |

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

# Capacity Analysis Summary Sheets

## Year 2031 Total Projected Weekday Morning Peak Hour

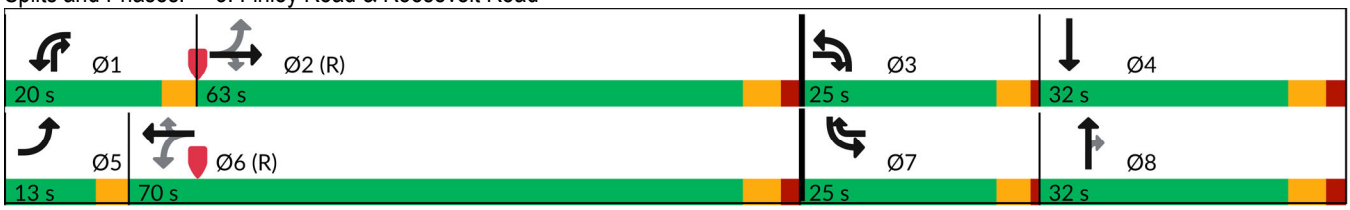


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 127 | 1124 | 322 | 162 | 1060 | 109 | 248 | 234 | 175 | 144 | 422 | 108 |
| Future Volume (vph) | 127 | 1124 | 322 | 162 | 1060 | 109 | 248 | 234 | 175 | 144 | 422 | 108 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.969 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1719 | 3654 | 1568 | 1787 | 3619 | 1568 | 3303 | 3725 | 1583 | 3335 | 3375 | 0 |
| Flt Permitted | 0.133 | | | 0.081 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 241 | 3654 | 1568 | 152 | 3619 | 1568 | 3303 | 3725 | 1583 | 3335 | 3375 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 177 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 4.0 | | | 12.4 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 5% | 4% | 3% | 1% | 5% | 3% | 6% | 2% | 2% | 5% | 2% | 10% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 140 | 1235 | 354 | 178 | 1165 | 120 | 273 | 257 | 192 | 158 | 583 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 63.0 | 25.0 | 20.0 | 70.0 | 25.0 | 25.0 | 32.0 | 20.0 | 25.0 | 32.0 | |
| Total Split (%) | 9.3% | 45.0% | 17.9% | 14.3% | 50.0% | 17.9% | 17.9% | 22.9% | 14.3% | 17.9% | 22.9% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 3.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 6.0 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 73.3 | 61.7 | 84.5 | 80.4 | 66.1 | 84.0 | 16.8 | 32.9 | 52.4 | 12.0 | 28.0 | |
| Actuated g/C Ratio | 0.52 | 0.44 | 0.60 | 0.57 | 0.47 | 0.60 | 0.12 | 0.24 | 0.37 | 0.09 | 0.20 | |
| v/c Ratio | 0.63 | 0.77 | 0.37 | 0.73 | 0.68 | 0.13 | 0.69 | 0.29 | 0.32 | 0.56 | 0.86 | |
| Control Delay (s/veh) | 29.1 | 38.1 | 16.0 | 42.1 | 31.8 | 12.7 | 68.0 | 45.1 | 32.4 | 68.7 | 68.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 29.1 | 38.1 | 16.0 | 42.1 | 31.8 | 12.7 | 68.0 | 45.1 | 32.4 | 68.7 | 68.2 | |
| LOS | C | D | B | D | C | B | E | D | C | E | E | |
| Approach Delay (s/veh) | | 32.8 | | | 31.5 | | | 50.4 | | | 68.3 | |
| Approach LOS | | C | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 58 | 511 | 166 | 88 | 439 | 47 | 124 | 100 | 120 | 72 | 268 | |
| Queue Length 95th (ft) | 98 | 620 | 228 | 171 | 522 | 73 | 169 | 146 | 187 | 108 | #390 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 97 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 227 | 1609 | 987 | 281 | 1708 | 1036 | 483 | 874 | 625 | 488 | 674 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.62 | 0.77 | 0.36 | 0.63 | 0.68 | 0.12 | 0.57 | 0.29 | 0.31 | 0.32 | 0.86 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 140 | | | |
| Actuated Cycle Length: 140 | | | |
| Offset: 133 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay (s/veh): 40.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 77.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 1531 | 49 | 34 | 1376 | 6 | 33 | 0 | 42 | 0 | 0 | 0 |
| Future Vol, veh/h | 7 | 1531 | 49 | 34 | 1376 | 6 | 33 | 0 | 42 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 14 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 1682 | 54 | 37 | 1512 | 7 | 36 | 0 | 46 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1519 | 0 | 0 | 1736 | 0 | 0 | 2555 | 3318 | 868 | 2447 | 3342 | 759 |
| Stage 1 | - | - | - | - | - | - | 1725 | 1725 | - | 1590 | 1590 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 1593 | - | 857 | 1752 | - |
| Critical Hdwy | 4.38 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.34 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 520 | - | - | 455 | - | - | *~ 32 | 1 | *664 | *65 | 0 | *710 |
| Stage 1 | - | - | - | - | - | - | *183 | 218 | - | *217 | 251 | - |
| Stage 2 | - | - | - | - | - | - | *669 | 250 | - | *627 | 208 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | 1 | 1 | 0 | 1 | 1 | 0 |
| Mov Cap-1 Maneuver | 520 | - | - | 455 | - | - | *~ 29 | 0 | *664 | *54 | 0 | *710 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *136 | 100 | - | *151 | 89 | - |
| Stage 1 | - | - | - | - | - | - | *181 | 215 | - | *199 | 231 | - |
| Stage 2 | - | - | - | - | - | - | *614 | 230 | - | *574 | 205 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.33 | 24 | 0 |
| HCM LOS | | | C | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 136 | 664 | 520 | - | - | 455 | - | - | - |
| HCM Lane V/C Ratio | 0.266 | 0.069 | 0.015 | - | - | 0.082 | - | - | - |
| HCM Ctrl Dly (s/v) | 40.8 | 10.8 | 12 | - | - | 13.6 | - | - | 0 |
| HCM Lane LOS | E | B | B | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | 1 | 0.2 | 0 | - | - | 0.3 | - | - | - |

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

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 27 | 0 | 13 | 45 | 0 | 25 | 23 | 602 | 25 | 20 | 862 | 8 |
| Future Vol, veh/h | 27 | 0 | 13 | 45 | 0 | 25 | 23 | 602 | 25 | 20 | 862 | 8 |
| 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 | 0 | - | - | - | - | - | 120 | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 50 | 3 | 0 | 4 | 0 | 2 | 0 | 5 | 2 | 0 |
| Mvmt Flow | 28 | 0 | 13 | 46 | 0 | 26 | 24 | 621 | 26 | 21 | 889 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1292 | 1628 | 448 | 1166 | 1619 | 323 | 897 | 0 | 0 | 646 | 0 | 0 |
| Stage 1 | 934 | 934 | - | 681 | 681 | - | - | - | - | - | - | - |
| Stage 2 | 358 | 694 | - | 486 | 938 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 7.9 | 7.56 | 6.5 | 6.98 | 4.1 | - | - | 4.2 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.56 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.56 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.8 | 3.53 | 4 | 3.34 | 2.2 | - | - | 2.25 | - | - |
| Pot Cap-1 Maneuver | 221 | 140 | *730 | *285 | 142 | 667 | 1004 | - | - | 915 | - | - |
| Stage 1 | 518 | 506 | - | *404 | 453 | - | - | - | - | - | - | - |
| Stage 2 | 638 | 447 | - | *786 | 503 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 203 | 134 | *730 | *267 | 136 | 667 | 1004 | - | - | 915 | - | - |
| Mov Cap-2 Maneuver | 338 | 267 | - | *335 | 269 | - | - | - | - | - | - | - |
| Stage 1 | 506 | 494 | - | *395 | 443 | - | - | - | - | - | - | - |
| Stage 2 | 599 | 437 | - | *754 | 491 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.46 | 15.73 | 0.31 | 0.2 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1004 | - | - | 338 | 730 | 407 | 915 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | - | 0.082 | 0.018 | 0.177 | 0.023 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | - | - | 16.6 | 10 | 15.7 | 9 | - | - |
| HCM Lane LOS | A | - | - | C | B | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.3 | 0.1 | 0.6 | 0.1 | - | - |

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

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

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 35 | 40 | 10 | 603 | 12 | 895 | 12 |
| Future Vol, veh/h | 35 | 40 | 10 | 603 | 12 | 895 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 3 | 13 | 0 | 3 | 0 | 2 | 17 |
| Mvmt Flow | 36 | 42 | 10 | 628 | 13 | 932 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1298 | 472 | 945 | 0 | 628 | - | 0 |
| Stage 1 | 964 | - | - | - | - | - | - |
| Stage 2 | 335 | - | - | - | - | - | - |
| Critical Hdwy | 6.86 | 7.16 | 4.1 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.43 | 2.2 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 250 | *809 | 953 | - | 582 | - | - |
| Stage 1 | 520 | - | - | - | - | - | - |
| Stage 2 | 694 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 239 | *809 | 953 | - | 582 | - | - |
| Mov Cap-2 Maneuver | 239 | - | - | - | - | - | - |
| Stage 1 | 513 | - | - | - | - | - | - |
| Stage 2 | 673 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.79 | 0.26 | 0.46 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 59 | - | 383 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.204 | - | - |
| HCM Ctrl Dly (s/v) | 8.8 | 0.1 | 16.8 | 0.3 | - |
| HCM Lane LOS | A | A | C | A | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.8 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 18 | 0 | 654 | 877 | 29 |
| Future Vol, veh/h | 0 | 18 | 0 | 654 | 877 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 0 | 19 | 0 | 688 | 923 | 31 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 477 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 540 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 540 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.91 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 540 | - | - |
| HCM Lane V/C Ratio | - | 0.035 | - | - |
| HCM Ctrl Dly (s/v) | - | 11.9 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 4 | 0 | 654 | 886 | 9 |
| Future Vol, veh/h | 0 | 4 | 0 | 654 | 886 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 0 | 4 | 0 | 688 | 933 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 471 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 545 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 545 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.66 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 545 | - | - |
| HCM Lane V/C Ratio | - | 0.008 | - | - |
| HCM Ctrl Dly (s/v) | - | 11.7 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0 | - | - |

# Capacity Analysis Summary Sheets

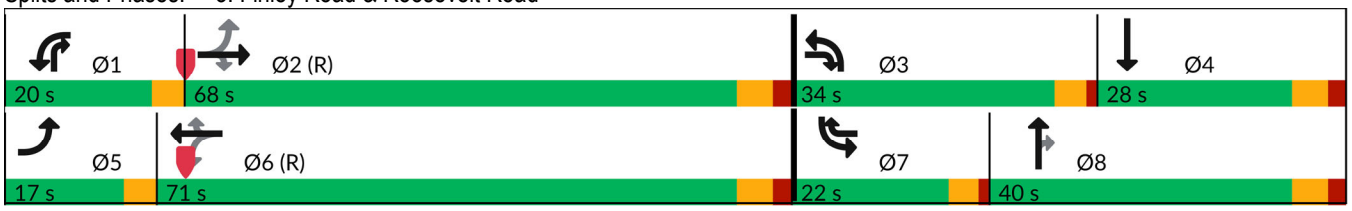
Year 2031 Total Projected Weekday Evening Peak Hour

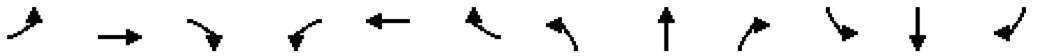
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 122 | 1207 | 312 | 296 | 1288 | 107 | 449 | 373 | 277 | 204 | 463 | 122 |
| Future Volume (vph) | 122 | 1207 | 312 | 296 | 1288 | 107 | 449 | 373 | 277 | 204 | 463 | 122 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.969 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3762 | 1599 | 1805 | 3762 | 1583 | 3467 | 3762 | 1599 | 3502 | 3463 | 0 |
| Flt Permitted | 0.074 | | | 0.071 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 139 | 3762 | 1599 | 135 | 3762 | 1583 | 3467 | 3762 | 1599 | 3502 | 3463 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 2310 | | | 177 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 45.0 | | | 4.0 | | | 12.4 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 0% | 1% | 2% | 1% | 1% | 1% | 0% | 1% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 124 | 1232 | 318 | 302 | 1314 | 109 | 458 | 381 | 283 | 208 | 596 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 68.0 | 34.0 | 20.0 | 71.0 | 22.0 | 34.0 | 40.0 | 20.0 | 22.0 | 28.0 | |
| Total Split (%) | 11.3% | 45.3% | 22.7% | 13.3% | 47.3% | 14.7% | 22.7% | 26.7% | 13.3% | 14.7% | 18.7% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | -2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -1.8 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 1.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 4.2 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 75.5 | 62.0 | 93.2 | 86.5 | 67.5 | 87.6 | 25.2 | 37.4 | 59.9 | 14.1 | 28.1 | |
| Actuated g/C Ratio | 0.50 | 0.41 | 0.62 | 0.58 | 0.45 | 0.58 | 0.17 | 0.25 | 0.40 | 0.09 | 0.19 | |
| v/c Ratio | 0.65 | 0.79 | 0.32 | 1.07 | 0.78 | 0.12 | 0.79 | 0.41 | 0.44 | 0.63 | 0.92 | |
| Control Delay (s/veh) | 41.0 | 43.0 | 14.0 | 112.6 | 39.2 | 14.3 | 69.7 | 49.1 | 36.2 | 74.1 | 79.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 41.0 | 43.0 | 14.0 | 112.6 | 39.2 | 14.3 | 69.7 | 49.1 | 36.2 | 74.1 | 79.8 | |
| LOS | D | D | B | F | D | B | E | D | D | E | E | |
| Approach Delay (s/veh) | | 37.4 | | | 50.5 | | | 54.3 | | | 78.4 | |
| Approach LOS | | D | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 56 | 548 | 138 | ~262 | 566 | 46 | 223 | 165 | 201 | 102 | 306 | |
| Queue Length 95th (ft) | 126 | 641 | 182 | #459 | 677 | 75 | 277 | 223 | 300 | 144 | #468 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 2230 | | | 97 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 220 | 1554 | 1039 | 283 | 1693 | 960 | 681 | 938 | 638 | 408 | 647 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.56 | 0.79 | 0.31 | 1.07 | 0.78 | 0.11 | 0.67 | 0.41 | 0.44 | 0.51 | 0.92 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.07 | | | |
| Intersection Signal Delay (s/veh): 51.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 93.2% | | ICU Level of Service F | |
| 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: 3: Finley Road & Roosevelt Road



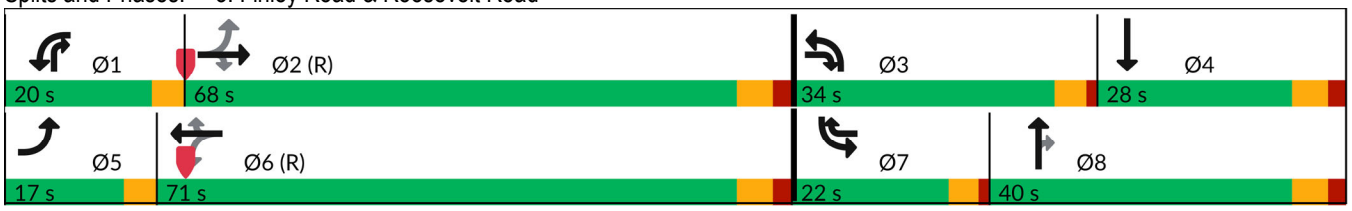


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 122 | 1207 | 312 | 296 | 1288 | 107 | 449 | 373 | 277 | 204 | 463 | 122 |
| Future Volume (vph) | 122 | 1207 | 312 | 296 | 1288 | 107 | 449 | 373 | 277 | 204 | 463 | 122 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.969 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1787 | 3762 | 1599 | 1805 | 3762 | 1583 | 3467 | 3762 | 1599 | 3502 | 3463 | 0 |
| Flt Permitted | 0.074 | | | 0.067 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 139 | 3762 | 1599 | 127 | 3762 | 1583 | 3467 | 3762 | 1599 | 3502 | 3463 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 2310 | | | 177 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 45.0 | | | 4.0 | | | 12.4 | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 1% | 1% | 1% | 0% | 1% | 2% | 1% | 1% | 1% | 0% | 1% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 124 | 1232 | 318 | 302 | 1314 | 109 | 458 | 381 | 283 | 208 | 596 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 32.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 17.0 | 68.0 | 34.0 | 20.0 | 71.0 | 22.0 | 34.0 | 40.0 | 20.0 | 22.0 | 28.0 | |
| Total Split (%) | 11.3% | 45.3% | 22.7% | 13.3% | 47.3% | 14.7% | 22.7% | 26.7% | 13.3% | 14.7% | 18.7% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | -1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -1.8 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 2.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 4.2 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 75.5 | 62.0 | 93.2 | 85.5 | 67.5 | 87.6 | 25.2 | 37.4 | 59.9 | 14.1 | 28.1 | |
| Actuated g/C Ratio | 0.50 | 0.41 | 0.62 | 0.57 | 0.45 | 0.58 | 0.17 | 0.25 | 0.40 | 0.09 | 0.19 | |
| v/c Ratio | 0.65 | 0.79 | 0.32 | 1.13 | 0.78 | 0.12 | 0.79 | 0.41 | 0.44 | 0.63 | 0.92 | |
| Control Delay (s/veh) | 41.0 | 43.0 | 14.0 | 132.9 | 39.2 | 14.3 | 69.7 | 49.1 | 36.2 | 74.1 | 79.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 41.0 | 43.0 | 14.0 | 132.9 | 39.2 | 14.3 | 69.7 | 49.1 | 36.2 | 74.1 | 79.8 | |
| LOS | D | D | B | F | D | B | E | D | D | E | E | |
| Approach Delay (s/veh) | | 37.4 | | | 54.0 | | | 54.3 | | | 78.4 | |
| Approach LOS | | D | | | D | | | D | | | E | |
| Queue Length 50th (ft) | 56 | 548 | 138 | ~282 | 566 | 46 | 223 | 165 | 201 | 102 | 306 | |
| Queue Length 95th (ft) | 126 | 641 | 182 | #479 | 677 | 75 | 277 | 223 | 300 | 144 | #468 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 2230 | | | 97 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 220 | 1554 | 1039 | 268 | 1693 | 960 | 681 | 938 | 638 | 408 | 647 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.56 | 0.79 | 0.31 | 1.13 | 0.78 | 0.11 | 0.67 | 0.41 | 0.44 | 0.51 | 0.92 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 95 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.13 | | | |
| Intersection Signal Delay (s/veh): 52.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 93.2% | | ICU Level of Service F | |
| 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: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 1522 | 204 | 155 | 1701 | 3 | 109 | 0 | 118 | 1 | 0 | 1 |
| Future Vol, veh/h | 9 | 1522 | 204 | 155 | 1701 | 3 | 109 | 0 | 118 | 1 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 1569 | 210 | 160 | 1754 | 3 | 112 | 0 | 122 | 1 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1757 | 0 | 0 | 1779 | 0 | 0 | 2889 | 3769 | 890 | 2878 | 3873 | 878 |
| Stage 1 | - | - | - | - | - | - | 1693 | 1693 | - | 2075 | 2075 | - |
| Stage 2 | - | - | - | - | - | - | 1196 | 2076 | - | 803 | 1798 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 476 | - | - | 435 | - | - | *~ 3 | 0 | *651 | *4 | 0 | *608 |
| Stage 1 | - | - | - | - | - | - | *206 | 237 | - | *91 | 124 | - |
| Stage 2 | - | - | - | - | - | - | *574 | 124 | - | *613 | 196 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | 1 | 1 | 0 | 1 | 1 | 0 |
| Mov Cap-1 Maneuver | 476 | - | - | 435 | - | - | *~ 2 | 0 | *651 | *2 | 0 | *608 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | *118 | 49 | - | *45 | 21 | - |
| Stage 1 | - | - | - | - | - | - | *202 | 232 | - | *58 | 79 | - |
| Stage 2 | - | - | - | - | - | - | *362 | 78 | - | *489 | 192 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 1.5 | 73.03 | 48.83 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 118 | 651 | 476 | - | - | 435 | - | - | 84 |
| HCM Lane V/C Ratio | 0.951 | 0.187 | 0.02 | - | - | 0.368 | - | - | 0.024 |
| HCM Ctrl Dly (s/v) | 139.3 | 11.8 | 12.7 | - | - | 18 | - | - | 48.8 |
| HCM Lane LOS | F | B | B | - | - | C | - | - | E |
| HCM 95th %tile Q(veh) | 6.1 | 0.7 | 0.1 | - | - | 1.7 | - | - | 0.1 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 103 | 0 | 39 | 48 | 2 | 24 | 135 | 978 | 63 | 26 | 900 | 55 |
| Future Vol, veh/h | 103 | 0 | 39 | 48 | 2 | 24 | 135 | 978 | 63 | 26 | 900 | 55 |
| 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 | 0 | - | - | - | - | - | 145 | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 106 | 0 | 40 | 49 | 2 | 25 | 139 | 1008 | 65 | 27 | 928 | 57 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1793 | 2361 | 492 | 1837 | 2357 | 537 | 985 | 0 | 0 | 1073 | 0 | 0 |
| Stage 1 | 1010 | 1010 | - | 1319 | 1319 | - | - | - | - | - | - | - |
| Stage 2 | 784 | 1352 | - | 518 | 1038 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.98 | 4.1 | - | - | 4.18 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.34 | 2.2 | - | - | 2.24 | - | - |
| Pot Cap-1 Maneuver | ~ 76 | 37 | *829 | *69 | 37 | 483 | 929 | - | - | 634 | - | - |
| Stage 1 | 470 | 469 | - | *169 | 229 | - | - | - | - | - | - | - |
| Stage 2 | 357 | 221 | - | *782 | 451 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 58 | 30 | *829 | *53 | 30 | 483 | 929 | - | - | 634 | - | - |
| Mov Cap-2 Maneuver | 174 | 118 | - | *119 | 120 | - | - | - | - | - | - | - |
| Stage 1 | 450 | 449 | - | *143 | 194 | - | - | - | - | - | - | - |
| Stage 2 | 285 | 188 | - | *712 | 432 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 41.61 | 47.77 | 1.1 | 0.29 |
| HCM LOS | E | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 929 | - | - | 174 | 829 | 157 | 634 | - | - |
| HCM Lane V/C Ratio | 0.15 | - | - | 0.611 | 0.048 | 0.485 | 0.042 | - | - |
| HCM Ctrl Dly (s/v) | 9.6 | - | - | 53.7 | 9.6 | 47.8 | 10.9 | - | - |
| HCM Lane LOS | A | - | - | F | A | E | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 3.4 | 0.2 | 2.3 | 0.1 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 29 | 24 | 50 | 1135 | 12 | 930 | 35 |
| Future Vol, veh/h | 29 | 24 | 50 | 1135 | 12 | 930 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 4 | 2 | 1 | 0 | 1 | 0 |
| Mvmt Flow | 31 | 25 | 53 | 1195 | 13 | 979 | 37 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1725 | 508 | 1016 | 0 | 1195 | - | 0 |
| Stage 1 | 1023 | - | - | - | - | - | - |
| Stage 2 | 703 | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.98 | 4.14 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.34 | 2.22 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 114 | *819 | 886 | - | 253 | - | - |
| Stage 1 | 496 | - | - | - | - | - | - |
| Stage 2 | 458 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 97 | *819 | 886 | - | 253 | - | - |
| Mov Cap-2 Maneuver | 97 | - | - | - | - | - | - |
| Stage 1 | 452 | - | - | - | - | - | - |
| Stage 2 | 426 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 38.73 | 1.12 | 1.53 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 152 | - | 161 | - | - |
| HCM Lane V/C Ratio | 0.059 | - | 0.346 | - | - |
| HCM Ctrl Dly (s/v) | 9.3 | 0.8 | 38.7 | 1.4 | - |
| HCM Lane LOS | A | A | E | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 1.4 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 21 | 0 | 1105 | 998 | 73 |
| Future Vol, veh/h | 0 | 21 | 0 | 1105 | 998 | 73 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 0 | 22 | 0 | 1163 | 1051 | 77 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 564 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 474 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 474 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.96 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 474 | - | - |
| HCM Lane V/C Ratio | - | 0.047 | - | - |
| HCM Ctrl Dly (s/v) | - | 13 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 21 | 0 | 1105 | 960 | 59 |
| Future Vol, veh/h | 0 | 21 | 0 | 1105 | 960 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 0 | 22 | 0 | 1163 | 1011 | 62 |

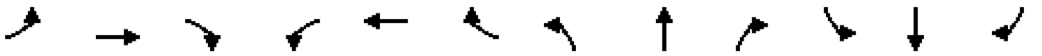
| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 536 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 494 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 494 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.63 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 494 | - | - |
| HCM Lane V/C Ratio | - | 0.045 | - | - |
| HCM Ctrl Dly (s/v) | - | 12.6 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

# Capacity Analysis Summary Sheets

Year 2031 Total Projected Saturday Midday Peak Hour

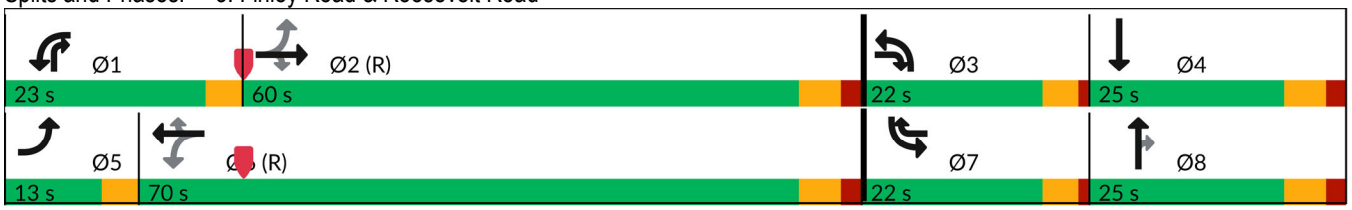


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 1142 | 267 | 279 | 1092 | 119 | 331 | 301 | 264 | 127 | 331 | 85 |
| Future Volume (vph) | 110 | 1142 | 267 | 279 | 1092 | 119 | 331 | 301 | 264 | 127 | 331 | 85 |
| Ideal Flow (vphpl) | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 2 | | 1 | 2 | | 0 |
| Taper Length (ft) | 135 | | | 95 | | | 195 | | | 250 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.969 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 3762 | 1615 | 1787 | 3762 | 1599 | 3502 | 3762 | 1599 | 3502 | 3491 | 0 |
| Flt Permitted | 0.181 | | | 0.095 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 334 | 3762 | 1615 | 179 | 3762 | 1599 | 3502 | 3762 | 1599 | 3502 | 3491 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 35 | | | 35 | | | 30 | | | 30 | |
| Link Distance (ft) | | 623 | | | 970 | | | 178 | | | 547 | |
| Travel Time (s) | | 12.1 | | | 18.9 | | | 4.0 | | | 12.4 | |
| 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 |
| Heavy Vehicles (%) | 3% | 1% | 0% | 1% | 1% | 1% | 0% | 1% | 1% | 0% | 0% | 1% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 113 | 1177 | 275 | 288 | 1126 | 123 | 341 | 310 | 272 | 131 | 429 | 0 |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA | pm+ov | Prot | NA | pm+ov | Prot | NA | |
| Protected Phases | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | | | 8 | | | |
| Detector Phase | 5 | 2 | 3 | 1 | 6 | 7 | 3 | 8 | 1 | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | 3.0 | 3.0 | 15.0 | 3.0 | 3.0 | 8.0 | 3.0 | 3.0 | 8.0 | |
| Minimum Split (s) | 9.5 | 44.0 | 9.5 | 9.5 | 24.0 | 9.5 | 9.5 | 25.0 | 9.5 | 9.5 | 24.0 | |
| Total Split (s) | 13.0 | 60.0 | 22.0 | 23.0 | 70.0 | 22.0 | 22.0 | 25.0 | 23.0 | 22.0 | 25.0 | |
| Total Split (%) | 10.0% | 46.2% | 16.9% | 17.7% | 53.8% | 16.9% | 16.9% | 19.2% | 17.7% | 16.9% | 19.2% | |
| Yellow Time (s) | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | 3.5 | 3.5 | 4.0 | |
| All-Red Time (s) | 0.0 | 2.0 | 1.0 | 0.0 | 2.0 | 1.0 | 1.0 | 2.0 | 0.0 | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.5 | 6.0 | 4.5 | 3.5 | 6.0 | 4.5 | 4.5 | 6.0 | 3.5 | 4.5 | 6.0 | |
| Lead/Lag | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | Lead | Lead | Lag | |
| Lead-Lag Optimize? | 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 | |
| Act Effct Green (s) | 67.4 | 56.4 | 78.8 | 80.5 | 66.0 | 82.2 | 16.4 | 25.3 | 49.4 | 10.2 | 19.2 | |
| Actuated g/C Ratio | 0.52 | 0.43 | 0.61 | 0.62 | 0.51 | 0.63 | 0.13 | 0.19 | 0.38 | 0.08 | 0.15 | |
| v/c Ratio | 0.43 | 0.72 | 0.28 | 0.86 | 0.59 | 0.12 | 0.78 | 0.42 | 0.45 | 0.48 | 0.83 | |
| Control Delay (s/veh) | 16.7 | 34.0 | 13.4 | 52.9 | 24.5 | 10.0 | 67.5 | 48.1 | 32.8 | 62.8 | 68.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay (s/veh) | 16.7 | 34.0 | 13.4 | 52.9 | 24.5 | 10.0 | 67.5 | 48.1 | 32.8 | 62.8 | 68.7 | |
| LOS | B | C | B | D | C | B | E | D | C | E | E | |
| Approach Delay (s/veh) | | 29.2 | | | 28.6 | | | 50.8 | | | 67.3 | |
| Approach LOS | | C | | | C | | | D | | | E | |
| Queue Length 50th (ft) | 37 | 438 | 107 | 160 | 349 | 40 | 144 | 120 | 164 | 55 | 187 | |
| Queue Length 95th (ft) | 64 | 525 | 159 | #306 | 422 | 64 | 197 | 172 | 254 | 87 | #268 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 543 | | | 890 | | | 98 | | | 467 | |
| Turn Bay Length (ft) | 210 | | 420 | 470 | | 100 | 275 | | 160 | 245 | | |
| Base Capacity (vph) | 279 | 1632 | 992 | 351 | 1909 | 1100 | 471 | 733 | 625 | 471 | 518 | |
| Starvation Cap Reductn | 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 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.41 | 0.72 | 0.28 | 0.82 | 0.59 | 0.11 | 0.72 | 0.42 | 0.44 | 0.28 | 0.83 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 130 | | | |
| Actuated Cycle Length: 130 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay (s/veh): 38.0 | | Intersection LOS: D | |
| Intersection Capacity Utilization 83.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 3: Finley Road & Roosevelt Road



| Intersection | |
|---|---|
| Int Delay, s/veh | 11.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 1319 | 230 | 171 | 1335 | 2 | 162 | 0 | 198 | 1 | 0 | 0 |
| Future Vol, veh/h | 29 | 1319 | 230 | 171 | 1335 | 2 | 162 | 0 | 198 | 1 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 150 | - | - | - | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 1 | - | - | 1 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 1374 | 240 | 178 | 1391 | 2 | 169 | 0 | 206 | 1 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1393 | 0 | 0 | 1614 | 0 | 0 | 2606 | 3303 | 807 | 2495 | 3422 | 696 |
| Stage 1 | - | - | - | - | - | - | 1554 | 1554 | - | 1748 | 1748 | - |
| Stage 2 | - | - | - | - | - | - | 1052 | 1749 | - | 747 | 1674 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 678 | - | - | 501 | - | - | ~ 12 | 9 | *725 | *15 | 7 | *713 |
| Stage 1 | - | - | - | - | - | - | 252 | 259 | - | *154 | 193 | - |
| Stage 2 | - | - | - | - | - | - | 658 | 193 | - | *683 | 214 | - |
| Platoon blocked, % | 0 | - | - | 0 | - | - | | | 0 | | | 0 |
| Mov Cap-1 Maneuver | 678 | - | - | 501 | - | - | ~ 8 | 5 | *725 | *7 | 4 | *713 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 140 | 64 | - | *70 | 21 | - |
| Stage 1 | - | - | - | - | - | - | 240 | 248 | - | *99 | 124 | - |
| Stage 2 | - | - | - | - | - | - | 424 | 124 | - | *467 | 204 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.19 | 1.82 | 99.03 | 57.5 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 140 | 725 | 678 | - | - | 501 | - | - | 70 |
| HCM Lane V/C Ratio | 1.21 | 0.285 | 0.045 | - | - | 0.355 | - | - | 0.015 |
| HCM Ctrl Dly (s/v) | 205.5 | 11.9 | 10.6 | - | - | 16.1 | - | - | 57.5 |
| HCM Lane LOS | F | B | B | - | - | C | - | - | F |
| HCM 95th %tile Q(veh) | 10 | 1.2 | 0.1 | - | - | 1.6 | - | - | 0 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 12.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 167 | 0 | 61 | 49 | 1 | 31 | 147 | 709 | 36 | 29 | 723 | 52 |
| Future Vol, veh/h | 167 | 0 | 61 | 49 | 1 | 31 | 147 | 709 | 36 | 29 | 723 | 52 |
| 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 | 0 | - | - | - | - | - | 145 | - | - | 120 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 186 | 0 | 68 | 54 | 1 | 34 | 163 | 788 | 40 | 32 | 803 | 58 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1618 | 2051 | 431 | 1601 | 2060 | 414 | 861 | 0 | 0 | 828 | 0 | 0 |
| Stage 1 | 897 | 897 | - | 1134 | 1134 | - | - | - | - | - | - | - |
| Stage 2 | 721 | 1154 | - | 466 | 926 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.96 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.33 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | ~ 98 | 63 | *888 | *102 | 62 | 585 | 975 | - | - | 812 | - | - |
| Stage 1 | 480 | 485 | - | *219 | 280 | - | - | - | - | - | - | - |
| Stage 2 | 389 | 274 | - | *837 | 467 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 73 | 50 | *888 | *75 | 49 | 585 | 975 | - | - | 812 | - | - |
| Mov Cap-2 Maneuver | 187 | 144 | - | *149 | 139 | - | - | - | - | - | - | - |
| Stage 1 | 461 | 465 | - | *182 | 233 | - | - | - | - | - | - | - |
| Stage 2 | 303 | 228 | - | *743 | 449 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 87.56 | 34.79 | 1.56 | 0.35 |
| HCM LOS | F | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 975 | - | - | 187 | 888 | 208 | 812 | - | - |
| HCM Lane V/C Ratio | 0.168 | - | - | 0.995 | 0.076 | 0.432 | 0.04 | - | - |
| HCM Ctrl Dly (s/v) | 9.4 | - | - | 116.1 | 9.4 | 34.8 | 9.6 | - | - |
| HCM Lane LOS | A | - | - | F | A | D | A | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 8.3 | 0.2 | 2 | 0.1 | - | - |

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

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

| Movement | EBL | EBR | NBL | NBT | SBU | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 32 | 22 | 25 | 851 | 9 | 806 | 18 |
| Future Vol, veh/h | 32 | 22 | 25 | 851 | 9 | 806 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | 0 | - |
| Grade, % | 0 | - | - | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 92 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 35 | 24 | 27 | 935 | 10 | 876 | 20 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1428 | 448 | 896 | 0 | 935 | - | 0 |
| Stage 1 | 906 | - | - | - | - | - | - |
| Stage 2 | 523 | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.9 | 4.1 | - | 6.4 | - | - |
| Critical Hdwy Stg 1 | 5.8 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | 2.5 | - | - |
| Pot Cap-1 Maneuver | 185 | *871 | 962 | - | 371 | - | - |
| Stage 1 | 534 | - | - | - | - | - | - |
| Stage 2 | 565 | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | - | | - | - |
| Mov Cap-1 Maneuver | 172 | *871 | 962 | - | 371 | - | - |
| Mov Cap-2 Maneuver | 172 | - | - | - | - | - | - |
| Stage 1 | 513 | - | - | - | - | - | - |
| Stage 2 | 545 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.33 | 0.57 | 0.67 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 103 | - | 255 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | 0.233 | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | 0.3 | 23.3 | 0.5 | - |
| HCM Lane LOS | A | A | C | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.9 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 33 | 0 | 907 | 802 | 75 |
| Future Vol, veh/h | 0 | 33 | 0 | 907 | 802 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 0 | 35 | 0 | 955 | 844 | 79 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 462 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 552 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 552 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.95 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 552 | - | - |
| HCM Lane V/C Ratio | - | 0.063 | - | - |
| HCM Ctrl Dly (s/v) | - | 12 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 33 | 0 | 907 | 771 | 64 |
| Future Vol, veh/h | 0 | 33 | 0 | 907 | 771 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 2 | 0 |
| Mvmt Flow | 0 | 35 | 0 | 955 | 812 | 67 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 439 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 571 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 571 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.71 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 571 | - | - |
| HCM Lane V/C Ratio | - | 0.061 | - | - |
| HCM Ctrl Dly (s/v) | - | 11.7 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - | - |