Traffic Impact Study
Proposed 7th Street Commons Development

St. Charles, Illinois



Prepared For:

PulteGroup

KLOA

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

October 20, 2026

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 7th Street Commons, a proposed residential development to be located north of State Street between 6th Street and 12th Street in St. Charles, Illinois. As proposed, the site, which was formerly occupied by a light-industrial complex with approximately 220,500 square feet of building space, will be redeveloped with 93 single-family homes and 12 townhome units. Access to the development will be provided via the extensions of 9th Street, 7th Street, 6th Street, and Mark Street.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

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

2. Year 2032 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by an ambient area growth factor not attributable to any particular development.

3. Year 2032 Total Projected Conditions – Analyzes the capacity of the future roadway system assuming the Year 2032 no-build traffic volumes 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 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

As noted, the site is roughly bounded by railroad tracks to the north, State Street, Dean Street and residential homes to the south, residential homes and 6th Street to the east, and industrial/12th Street to the west. Adjacent land uses in the area include single-family residential homes and small light-industrial land uses.

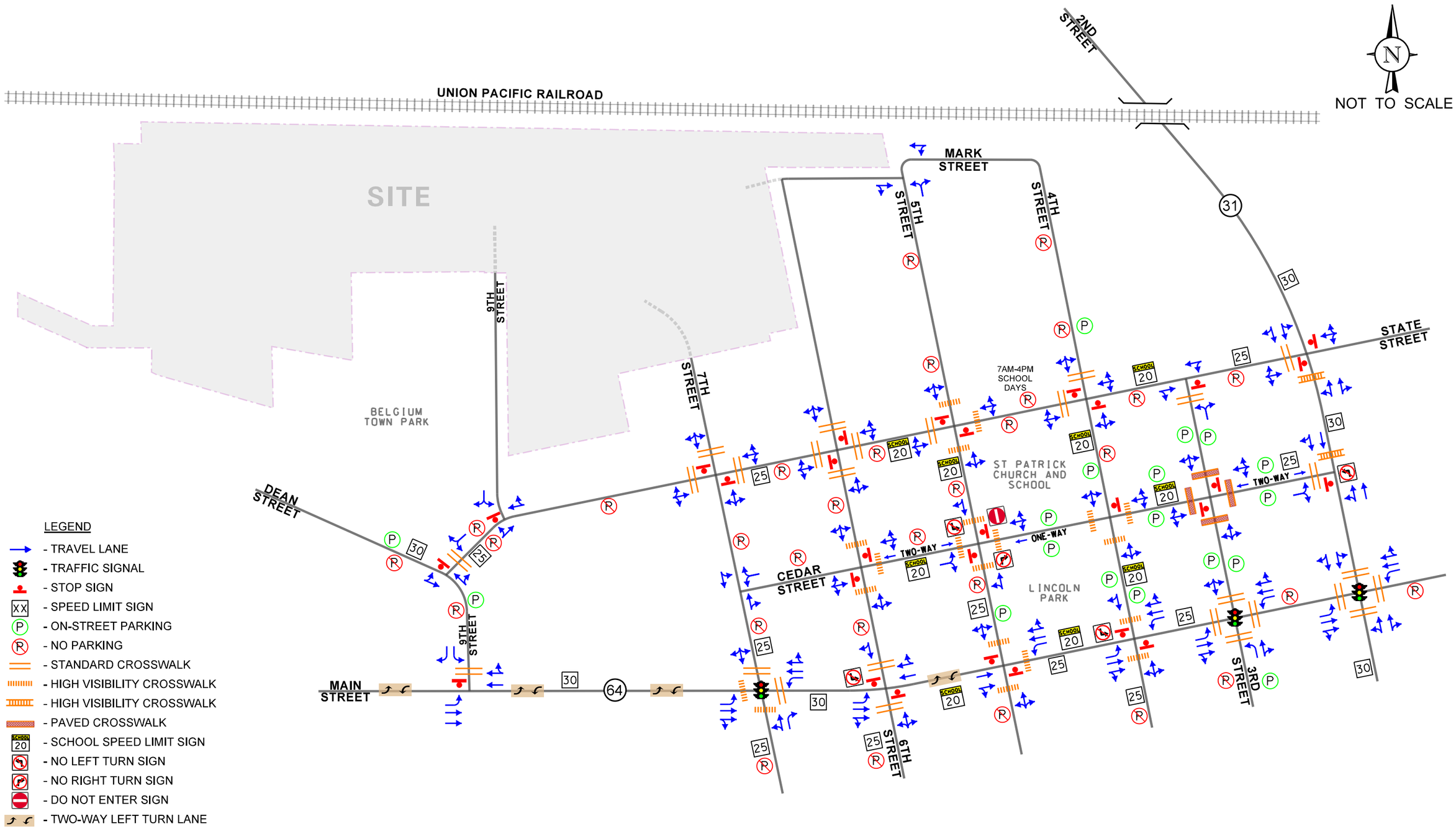
Existing Roadway System Characteristics

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

Main Street (IL 64) is a five-lane east-west major arterial providing two through lanes in each direction and a center lane used for left-turn storage at minor roadway intersections. Parking is prohibited on both sides of the roadway and the posted speed limit is 30 mph in the vicinity of the site. Main Street is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 27,500 vehicles (IDOT 2025), and is designated as a Strategic Regional Arterial (SRA).

State Street is a two-lane roadway that extends from its western T-intersection terminus with Dean Street/9th Street to its eastern intersection terminus with 2nd Street (IL 31). State Street is under stop sign control at its intersections with Dean Street/9th Street, 6th Street and 2nd Street, providing single-lane approaches at each of these intersections. Parking is prohibited on the south side of the roadway and the posted speed is 25 mph. State Street carries an AADT volume of 2,050 vehicles (IDOT 2023), is under the jurisdiction of the City of St. Charles, and is classified as a collector roadway.

9th Street is a two-lane north-south roadway that extends north from its southern T-intersection terminus with State Street. Also, the portion of roadway between Main Street and the Dean Street/State Street intersection has the 9th Street designation. Parking is prohibited on the east side of the road and the posted speed limit is 25 mph. 9th Street is under stop sign control at its T-intersection with State Street and at its T-intersection with Main Street. At Main Street, a southbound left-turn lane and a southbound right-turn lane are provided. 9th Street is under the jurisdiction of the City of St. Charles and is classified as a collector roadway between Dean Street and Main Street. As part of the proposed development, 9th Street will be extended north into the 7th Street Commons development.



7TH STREET COMMONS
ST. CHARLES, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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Job No: 26-158 Figure: 3

2nd Street (IL 31) is a four-lane roadway north of IL 64, providing shared through/left-turn lanes and shared through/right-turn lanes at its respective minor roadway intersections. The posted speed limit is 30 mph and parking is prohibited on both sides of the roadway. 2nd Street carries an AADT volume of 12,800 vehicles (IDOT 2025) and is under the jurisdiction of IDOT.

7th Street is a two-lane north-south roadway. At its signalized intersection with Main Street (IL 64), a single-lane is provided on the southbound approach and a shared left/through lane and an exclusive right-turn lane is provided on the northbound approach. Single-lane approaches are provided at its two-way stop sign controlled intersection with State Street. Parking is prohibited on the east side of the road and the posted speed limit is 25 mph. 7th Street is under the jurisdiction of the City of St. Charles and is classified as a collector roadway south of Main Street. As part of the proposed development, 7th Street will be extended north into the 7th Street Commons development.

6th Street is a two-lane north-south local roadway. At its stop sign controlled intersection with Main Street, single lanes are provided on both the northbound and southbound approaches allowing left-turn, through, and right-turn movements. On the southbound approach at Main Street, signage prohibits southbound to eastbound left-turn movements. 6th Street is under free-flow conditions at its intersection with State Street (State Street is under stop sign control), providing single-lane approaches. Parking is prohibited on the west side of the roadway and the posted speed limit is 25 mph. 6th Street is under the jurisdiction of the City of St. Charles.

4th Street is a two-lane north-south local roadway. At its stop sign controlled intersection with Main Street, single lanes are provided on both the northbound and southbound approaches allowing left-turn, through, and right-turn movements. On the southbound approach at Main Street, signage prohibits southbound to eastbound left-turn movements. 4th Street is under stop sign control at its intersection with State Street, providing single-lane approaches. 4th Street is under the jurisdiction of the City of St. Charles and has a posted speed limit of 25 mph.

Dean Street is a two-lane northwest/southeast roadway that remains free-flow at its intersection with State Street/9th Street and provides parking on the east/north side of the roadway. Dean Street carries an AADT volume of 3,350 vehicles (IDOT 2023), is under the jurisdiction of the City of St. Charles, and is classified as a collector roadway.

Traffic Signal Interconnect

The signalized intersections of Main Street with 7th Street, 3rd Street, and 2nd Street are part of a 23-signal interconnected system that extends along Main Street between 15th Street (0.6 miles to the west) and Powis Road (4.5 miles to the east) that includes the intersection of 2nd Street with Prairie Street, 2nd Street with Illinois Street, Smith Road with the Charlestowne Mall/Walmart access drive, and the intersections along Illinois Street, 2nd Street, and IL 25.

Existing Traffic Volumes

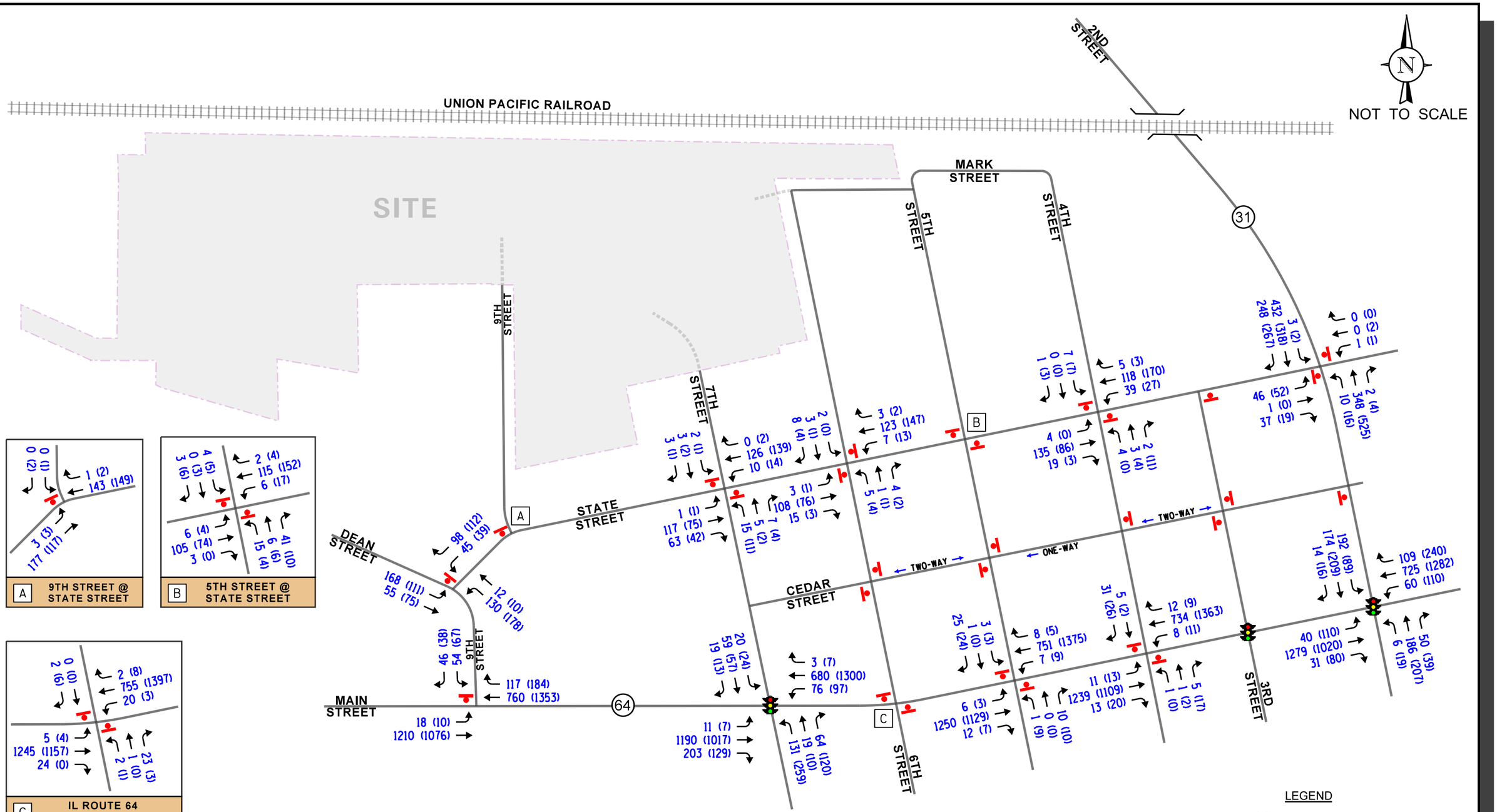
In order to determine current traffic conditions within the study area, KLOA, Inc. utilized previous peak period traffic counts performed on Tuesday, May 12, 2026 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (2:00 P.M. to 6:00 P.M.) peak periods in order to coincide with the entrance and dismissal times of Thompson Middle School at the following intersections:

- State Street with Dean Street/9th Street
- State Street with 9th Street
- State Street with 7th Street
- State Street with 6th Street
- State Street with 5th Street
- State Street with 4th Street
- State Street with 2nd Street
- Main Street with 2nd Street
- Main Street with 4th Street
- Main Street with 5th Street
- Main Street with 6th Street
- Min Street with 7th Street
- Main Street with 9th Street

The results of the counts showed that the weekday morning peak hour occurs between 7:00 and 8:00 A.M. and the weekday evening peak hour occurs between 4:15 and 5:15 P.M.

It is important to note that when the counts were conducted, Thompson Middle School was in session. Furthermore, a review of the traffic counts indicates that during the dismissal time (3:00 to 4:00 P.M.), traffic volumes in the area are approximately five to 10 percent lower than during the evening peak hour.

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



7TH STREET COMMONS
ST. CHARLES, ILLINOIS

EXISTING TRAFFIC VOLUMES

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Crash Data Summary

KLOA, Inc. obtained crash data[1] from IDOT for the most recent past five years available (2020 to 2024) for the roadway intersections included in the study area. **Tables 1** through **11** summarize the crash data for the intersections. A review of the crash data indicated that no fatal crashes occurred during the review period at any of the studied intersections. Furthermore, no crashes were reported at the intersections of State Street with 4th Street and 7th Street.

Table 1
MAIN STREET WITH 2nd STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	1	1	0	1	0	3	2	1	0
2022	0	0	2	1	0	0	0	3	2	1	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	1	0	0	1	0	2	2	0	0
Total	**0**	**0**	**4**	**2**	**0**	**2**	**0**	**8**	**6**	**2**	**0**
Avg	**0.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**<1.0**	**0.0**	**1.6**	**1.2**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

Table 2
MAIN STREET WITH 7th STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	0	0	1	1	0	0
2021	0	0	0	1	0	0	1	2	1	1	0
2022	0	0	0	1	0	1	0	2	2	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**3**	**0**	**1**	**1**	**5**	**4**	**1**	**0**
Avg	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**<1.0**	**1.0**	**<1.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 3
MAIN STREET WITH 9th STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	1	0	1	0	2	2	0	0
2022	0	0	0	2	0	3	0	5	3	2	0
2023	0	0	0	0	0	1	0	1	1	0	0
2024	0	0	1	0	0	4	0	5	4	1	0
Total	**0**	**0**	**1**	**3**	**0**	**9**	**0**	**13**	**10**	**3**	**0**
Avg	**0.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**1.8**	**0.0**	**2.6**	**2.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F – Fatal

Table 4
STATE STREET WITH 2nd STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	1	0	1	1	0	0
2021	0	0	0	0	0	1	0	1	0	1	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	1	0	0	0	0	1	0	2	2	0	0
2024	0	0	0	1	0	2	0	3	2	1	0
Total	**1**	**0**	**0**	**1**	**0**	**5**	**0**	**7**	**5**	**2**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**1.0**	**0.0**	**1.4**	**1.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 5
STATE STREET WITH 5th STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	1	0	0	0	0	0	0	1	0	1	0
Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 6
STATE STREET WITH 6th STREET– CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	1	0	0	0	0	1	0	2	2	0	0
Total	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**2**	**0**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 7
STATE STREET WITH 9th STREET– CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	1	0	1	1	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**
Avg	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 8
STATE STREET WITH DEAN STREET– CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	1	0	1	1	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**
Avg	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**<1.0**	**0.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F – Fatal

Table 9
MAIN STREET WITH 4th STREET– CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	1	2	3	3	0	0
2021	1	0	0	0	0	1	0	2	1	1	0
2022	0	0	1	3	0	1	0	5	5	0	0
2023	0	0	0	2	0	1	0	3	3	0	0
2024	1	0	0	0	0	0	0	1	1	0	0
Total	**2**	**0**	**1**	**5**	**0**	**4**	**2**	**14**	**13**	**1**	**0**
Avg	**<1.0**	**<1.0**	**<1.0**	**1.0**	**0.0**	**<1.0**	**<1.0**	**2.8**	**2.6**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 10
MAIN STREET WITH 5TH STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	1	0	0	0	1	1	0	0
2021	0	0	0	0	0	0	1	1	0	1	0
2022	0	0	0	1	0	1	0	2	2	0	0
2023	0	0	0	0	0	0	1	1	0	1	0
2024	0	0	0	2	0	0	0	2	2	0	0
Total	**0**	**0**	**0**	**4**	**0**	**1**	**2**	**7**	**5**	**2**	**0**
Avg	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**<1.0**	**1.4**	**1.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 11
MAIN STREET WITH 6TH STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	1	0	1	1	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	1	0	0	1	1	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	1	0	0	3	0	0	0	4	3	1	0
Total	**1**	**0**	**0**	**3**	**1**	**1**	**0**	**6**	**5**	**1**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**<1.0**	**<1.0**	**<1.0**	**0.0**	**1.2**	**1.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be developed with 93 single-family homes and 12 townhome units.

Access to the 7th Street Commons development will be via the extension of the existing roadways that currently terminate at the site's property lines, including the following:

- 9th Street will be extended north to its T-intersection terminus with the Mark Street extension (Road A).
- 7th Street will be extended north to its T-intersection terminus with the Mark Street extension (Road A).
- 6th Street at its intersection with Mark Street.
- Mark Street will be extended west of 6th Street through the site.
- An emergency-only gated access that will be provided west of the site connecting with 12th Street. This emergency access drive will also connect with the existing trail.

It is important to note that as part of the development, the following pedestrian improvements will be made:

- A pedestrian connection between the proposed development and Belgium Town Park.
- A sidewalk on the west side of 9th Street extending south from the site to Belgium Town Park.
- A sidewalk on the east side of 9th Street extending south from the site and then turning east along the south side of the site, extending east to 6th Street.
- Providing a sidewalk on the west side of 7th Street and filling in the gaps in the existing sidewalk along the west side of 7th Street, thus providing a continuous sidewalk to the signalized intersection of 7th Street with Main Street.

A copy of the site plan is included in the Appendix of this report.

Directional Distribution

The directions from which vehicles will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of traffic. Figure 5 also shows the distances between the existing and proposed access intersections.

Peak Hour Traffic Volumes

The volume of peak hour trips estimated to be generated by the proposed development was based on the "Single-Family Detached" (Land-Use Code 210) and the "Single-Family Attached" (Land-Use Code 215) vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). Copies of the ITE trip generation summary sheets are included in the Appendix.

Table 12 summarizes the peak hour trips projected to be generated by the proposed development.

Table 12
TRIP GENERATION ESTIMATES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
210	Single-Family Detached (93 units)	18	50	68	56	34	90
215	Single-Family Attached (12 units)	1	5	6	3	3	6
Total		**19**	**55**	**74**	**59**	**37**	**96**

UNION PACIFIC RAILROAD

NOT TO SCALE

SITE

2ND STREET 15%

MARK STREET

5TH STREET

4TH STREET

31

9TH STREET

7TH STREET

STATE STREET

5% DEAN STREET

9TH STREET

20% MAIN STREET

64

CEDAR STREET

TWO-WAY

ONE-WAY

TWO-WAY

40%

15%

3RD STREET

5%

6TH STREET

LEGEND

00% - PERCENT DISTRIBUTION

7TH STREET COMMONS
ST. CHARLES, ILLINOIS

DIRECTIONAL DISTRIBUTION

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4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and evening traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new vehicle traffic assignment is illustrated in **Figure 6**.

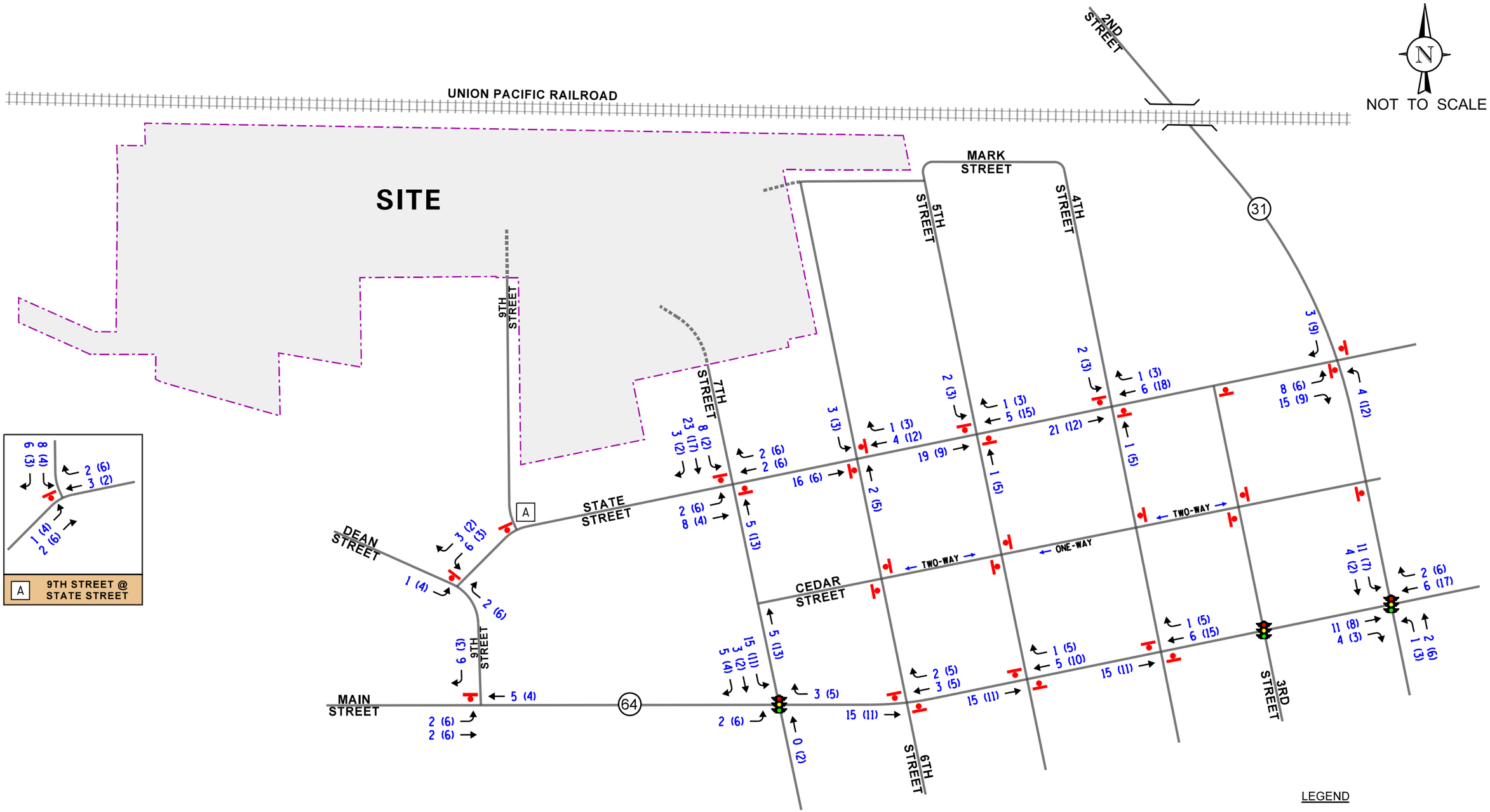
Background (No-Build) Traffic Volumes

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated May 7, 2026, the existing traffic volumes were increased by an annually compounded growth rate of 0.76 percent for six years (one-year buildout plus five years) totaling approximately 4.7 percent to represent Year 2032 background (no-build) conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

The Year 2032 no-build traffic volumes are illustrated in **Figure 7**.

Year 2032 Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the Year 2032 no-build traffic volumes (Figure 7) to determine the Year 2032 total projected traffic volumes, as shown in **Figure 8**.

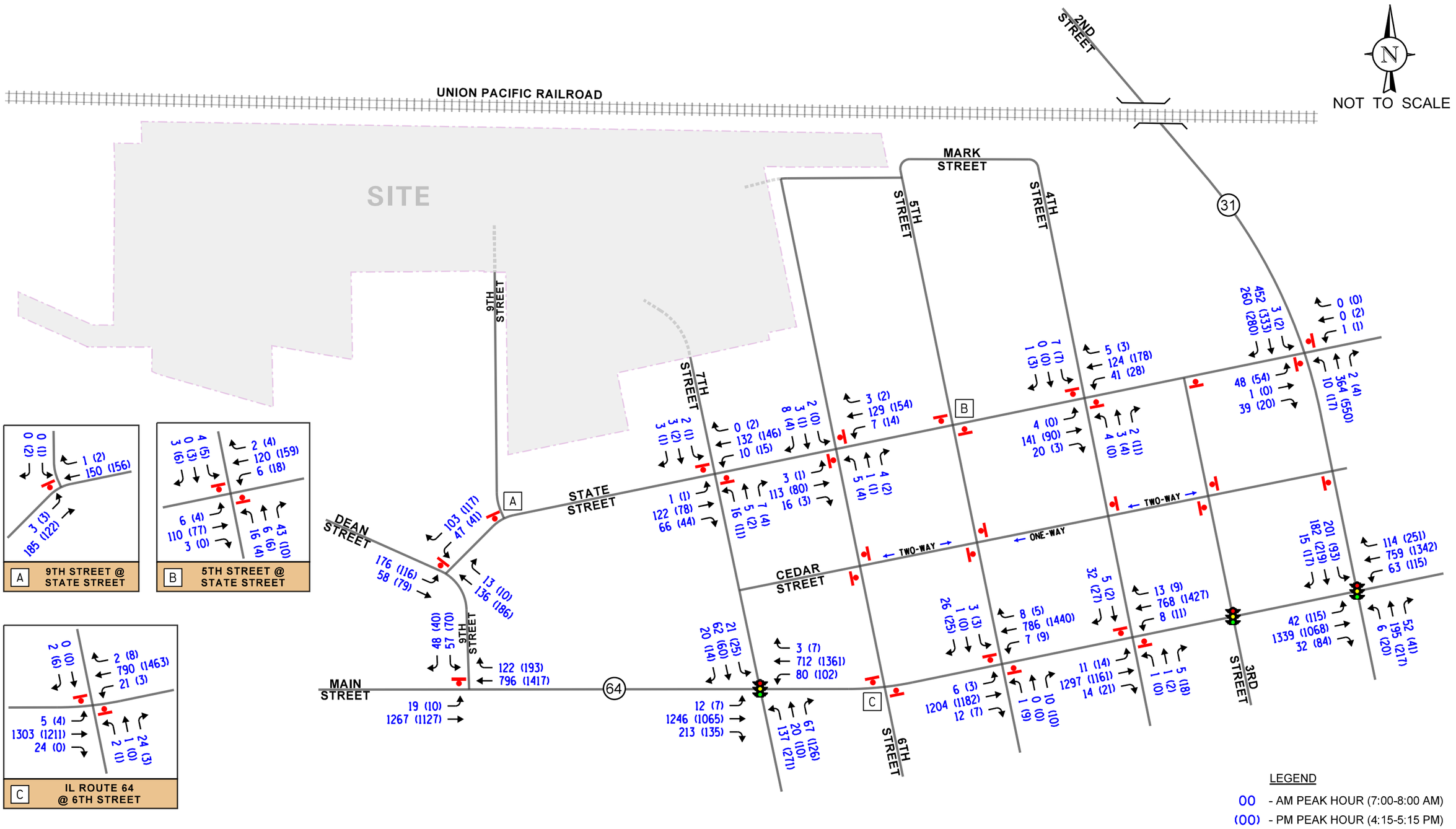


7TH STREET COMMONS
ST. CHARLES, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES

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

Job No: 26-158 Figure: 6

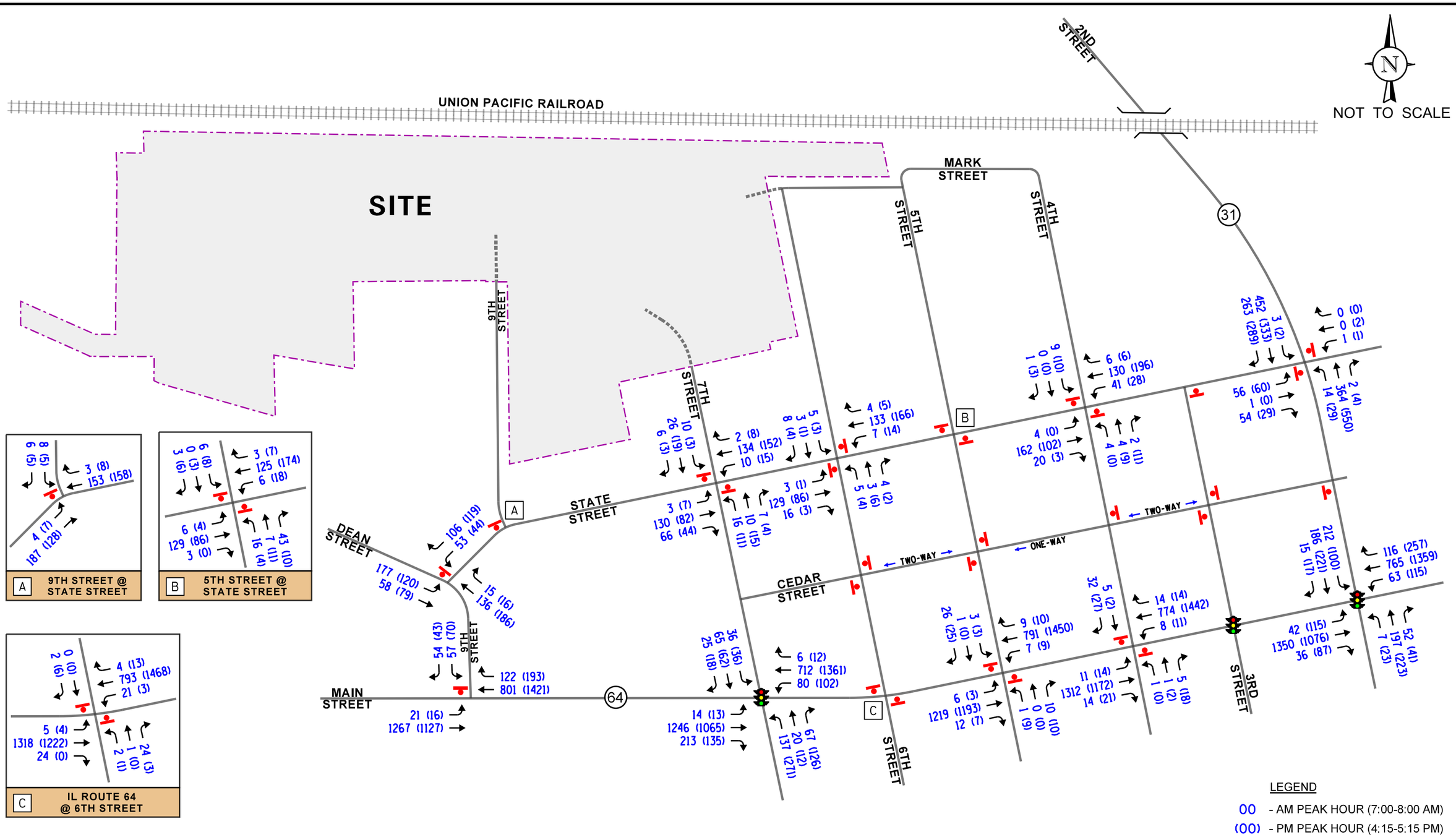


7TH STREET COMMONS
ST. CHARLES, ILLINOIS

YEAR 2032 NO-BUILD TRAFFIC VOLUMES

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

Job No: 26-158 Figure: 7



7TH STREET COMMONS
ST. CHARLES, ILLINOIS

YEAR 2032 TOTAL TRAFFIC VOLUMES

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

Job No: 26-158 Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, Year 2032 no-build, and Year 2032 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 capacity analyses for the signalized intersection were conducted utilizing actual cycle lengths and phasings.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 13** through **17**. A discussion of the intersections follows. Summary sheets for the capacity analyses and the SimTraffic Queue reports are included in the Appendix.

Table 13
MAIN STREET WITH 2nd STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound	Southbound	Overall
		L	T/R	L	T/R	L/T/R	L/T/R	
Existing Conditions	Weekday Morning	A 4.2	C 21.3	B 10.6	B 15.2	D 38.2	D 54.4	C 24.9
		C – 20.8		B – 14.9				
	Weekday Evening	B 11.4	B 10.7	A 7.6	B 18.9	E 56.5	E 69.4	C 23.2
		B – 10.8		B – 18.1				
No-Build Conditions	Weekday Morning	A 4.7	C 23.2	B 12.2	B 16.6	D 37.1	D 53.1	C 26.0
		C – 22.7		B – 16.3				
	Weekday Evening	B 19.5	B 12.2	A 8.8	C 21.5	E 55.5	E 68.5	C 25.0
		B – 12.8		C – 20.6				
Projected Conditions	Weekday Morning	A 4.8	C 23.8	B 13.0	B 17.3	D 36.4	D 52.6	C 26.4
		C – 23.2		B – 17.0				
	Weekday Evening	C 22.1	B 13.1	A 9.2	C 22.7	E 55.2	E 68.0	C 26.0
		B – 13.9		C – 21.8				

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

Table 14
MAIN STREET WITH 7th STREET – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound	Overall
		L	T/R	L	T/R	L/T	R	L/T/R	
Existing Conditions	Weekday Morning	A 6.2	B 20.0	A 9.3	B 11.4	E 79.4	B 10.2	D 44.8	C 21.6
		B – 19.9		B – 11.2		E – 58.7			
	Weekday Evening	A 7.0	B 18.7	B 14.8	C 29.3	F 106.4	A 8.6	D 48.3	C 31.4
		B – 18.6		C – 28.3		E – 76.2			
No-Build Conditions	Weekday Morning	A 6.5	C 22.3	B 12.3	B 11.4	E 79.0	A 9.7	D 44.3	C 22.9
		C – 22.2		B – 11.5		E – 58.3			
	Weekday Evening	A 7.1	B 19.4	B 14.7	C 29.7	F 120.9	A 8.5	D 49.7	C 33.1
		B – 19.4		C – 28.6		F – 86.1			
Projected Conditions	Weekday Morning	A 6.9	C 23.1	B 14.0	B 11.7	F 81.4	A 9.4	D 49.8	C 24.0
		C – 23.0		B – 12.0		E – 59.8			
	Weekday Evening	A 7.4	B 19.4	B 14.2	C 31.3	F 135.2	A 8.5	E 55.4	D 35.4
		B – 19.3		C – 30.1		F – 96.2			

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

Table 15
UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Main Street with 9th Street[1]				
• Eastbound Left Turn	A	9.1	B	11.8
• Southbound Left Turn	C	20.2	D	32.7
• Southbound Right Turn	A	9.4	B	10.4
Main Street with 6th Street[1]				
• Eastbound Left Turn	A	8.5	B	10.6
• Westbound Left Turn	B	10.5	A	9.5
• Northbound Left/Through/Right	B	13.2	B	11.4
• Southbound Left/Through/Right	A	9.1	B	10.3
Main Street with 5th Street[1]				
• Eastbound Left Turn	A	8.6	B	10.3
• Westbound Left Turn	B	10.5	A	9.4
• Northbound Left/Through/Right	B	11.4	B	13.3
• Southbound Left/Through/Right	B	11.7	B	11.2
Main Street with 4th Street[1]				
• Eastbound Left Turn	A	8.7	B	12.4
• Westbound Left Turn	B	10.7	B	10.9
• Northbound Left/Through/Right	C	18.5	D	29.6
• Southbound Left/Through/Right	C	16.5	D	27.0
State Street with Dean Street[1]				
• Southwest-bound Left/Right	B	12.6	B	12.1
• Eastbound Left/Through	A	8.0	A	7.9
State Street with 9th Street[1]				
• Southbound Left/Right	A	0.0	A	9.4
• Eastbound Left/Through	A	7.5	A	7.5

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

Table 15 - Continued
UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
State Street with 7th Street[1]				
• Northbound Left/Through/Right	B	10.9	B	10.7
• Southbound Left/Through/Right	B	10.6	B	10.6
• Eastbound Left/Through/Right	A	7.5	A	7.5
• Westbound Left/Through/Right	A	7.6	A	7.5
State Street with 6th Street[1]				
• Eastbound Left/Through/Right	A	9.8	A	9.5
• Westbound Left/Through/Right	B	10.0	B	10.1
• Northbound Left/Through/Right	A	7.2	A	7.4
• Southbound Left/Through/Right	A	7.2	A	0.0
State Street with 5th Street[1]				
• Northbound Left/Through/Right	A	9.7	A	9.9
• Southbound Left/Through/Right	A	9.8	B	10.1
• Eastbound Left/Through/Right	A	7.4	A	7.5
• Westbound Left/Through/Right	A	7.4	A	7.4
State Street with 4th Street[1]				
• Northbound Left/Through/Right	B	11.0	A	9.5
• Southbound Left/Through/Right	B	11.0	B	10.6
• Eastbound Left/Through/Right	A	7.5	A	0.0
• Westbound Left/Through/Right	A	7.6	A	7.4
State Street with 2nd Street[1]				
• Eastbound Left/Through/Right	C	18.0	C	21.5
• Westbound Left/Through/Right	C	15.5	C	22.8
• Northbound Left/Through	A	9.4	A	8.9
• Northbound Through/Right	A	0.1	A	0.2
• Southbound Left/Through	A	8.0	A	8.5
• Southbound Through/Right	A	0.0	A	0.0

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

Table 16
UNSIGNALIZED – YEAR 2032 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Main Street with 9th Street[1]				
• Eastbound Left Turn	A	9.3	B	12.3
• Southbound Left Turn	C	24.4	D	32.4
• Southbound Right Turn	A	9.4	B	10.7
Main Street with 6th Street[1]				
• Eastbound Left Turn	A	8.6	B	10.9
• Westbound Left Turn	B	10.8	A	9.7
• Northbound Left/Through/Right	B	14.2	B	11.6
• Southbound Left/Through/Right	A	9.1	B	10.5
Main Street with 5th Street[1]				
• Eastbound Left Turn	A	8.7	B	10.7
• Westbound Left Turn	B	10.2	A	9.6
• Northbound Left/Through/Right	B	11.1	B	13.9
• Southbound Left/Through/Right	B	11.5	B	11.5
Main Street with 4th Street[1]				
• Eastbound Left Turn	A	8.8	B	12.8
• Westbound Left Turn	B	11.1	B	11.2
• Northbound Left/Through/Right	C	20.6	D	33.0
• Southbound Left/Through/Right	C	18.5	D	30.1
State Street with Dean Street[1]				
• Southwest-bound Left/Right	B	13.0	B	12.4
• Eastbound Left/Through	A	8.0	A	8.0
State Street with 9th Street[1]				
• Southbound Left/Right	--	--	A	9.5
• Eastbound Left/Through	A	7.5	A	7.5

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

Table 16 - Continued
UNSIGNALIZED – YEAR 2032 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
State Street with 7th Street[1]				
• Northbound Left/Through/Right	B	11.1	B	10.8
• Southbound Left/Through/Right	B	10.7	B	10.7
• Eastbound Left/Through/Right	A	7.5	A	7.6
• Westbound Left/Through/Right	A	7.7	A	7.5
State Street with 6th Street[1]				
• Eastbound Left/Through/Right	A	9.9	A	9.5
• Westbound Left/Through/Right	B	10.1	B	10.2
• Northbound Left/Through/Right	A	7.2	A	7.4
• Southbound Left/Through/Right	A	7.2	A	0.0
State Street with 5th Street[1]				
• Northbound Left/Through/Right	A	9.8	A	10.0
• Southbound Left/Through/Right	A	9.9	B	10.2
• Eastbound Left/Through/Right	A	7.5	A	7.6
• Westbound Left/Through/Right	A	7.4	A	7.4
State Street with 4th Street[1]				
• Northbound Left/Through/Right	B	11.1	A	9.5
• Southbound Left/Through/Right	B	11.2	B	10.7
• Eastbound Left/Through/Right	A	7.5	A	0.0
• Westbound Left/Through/Right	A	7.6	A	7.4
State Street with 2nd Street[1]				
• Eastbound Left/Through/Right	C	19.1	C	23.1
• Westbound Left/Through/Right	C	16.0	C	24.2
• Northbound Left/Through	A	9.5	A	9.0
• Northbound Through/Right	A	0.1	A	0.2
• Southbound Left/Through	A	8.0	A	8.6
• Southbound Through/Right	A	0.0	A	0.0

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

Table 17
UNSIGNALIZED – YEAR 2032 PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Main Street with 9th Street[1]				
• Eastbound Left Turn	A	9.4	B	12.5
• Southbound Left Turn	D	25.3	E	37.2
• Southbound Right Turn	A	9.5	B	10.7
Main Street with 6th Street[1]				
• Eastbound Left Turn	A	8.6	B	11.0
• Westbound Left Turn	B	10.8	A	9.8
• Northbound Left/Through/Right	B	14.4	B	11.6
• Southbound Left/Through/Right	A	9.1	B	10.5
Main Street with 5th Street[1]				
• Eastbound Left Turn	A	8.7	B	10.8
• Westbound Left Turn	B	10.3	A	9.6
• Northbound Left/Through/Right	B	11.2	B	13.9
• Southbound Left/Through/Right	B	11.7	B	11.7
Main Street with 4th Street[1]				
• Eastbound Left Turn	A	8.8	B	13.0
• Westbound Left Turn	B	11.2	B	11.3
• Northbound Left/Through/Right	C	21.6	D	34.2
• Southbound Left/Through/Right	C	19.3	D	31.1
State Street with Dean Street[1]				
• Southwest-bound Left/Right	B	13.5	B	12.7
• Eastbound Left/Through	A	8.0	A	8.0
State Street with 9th Street[1]				
• Southbound Left/Right	B	10.2	A	9.8
• Eastbound Left/Through	A	7.6	A	7.6

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

Table 17 - Continued
UNSIGNALIZED – YEAR 2032 PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
State Street with 7th Street[1]				
• Northbound Left/Through/Right	B	11.7	B	12.2
• Southbound Left/Through/Right	B	11.8	B	11.7
• Eastbound Left/Through/Right	A	7.5	A	7.6
• Westbound Left/Through/Right	A	7.7	A	7.5
State Street with 6th Street[1]				
• Eastbound Left/Through/Right	B	10.1	A	9.7
• Westbound Left/Through/Right	B	10.2	B	10.4
• Northbound Left/Through/Right	A	7.2	A	7.4
• Southbound Left/Through/Right	A	7.2	A	7.2
State Street with 5th Street[1]				
• Northbound Left/Through/Right	A	9.9	B	10.4
• Southbound Left/Through/Right	B	10.3	B	10.6
• Eastbound Left/Through/Right	A	7.5	A	7.6
• Westbound Left/Through/Right	A	7.5	A	7.4
State Street with 4th Street[1]				
• Northbound Left/Through/Right	B	11.4	B	10.3
• Southbound Left/Through/Right	B	11.6	B	11.2
• Eastbound Left/Through/Right	A	7.5	A	0.0
• Westbound Left/Through/Right	A	7.7	A	7.5
State Street with 2nd Street[1]				
• Eastbound Left/Through/Right	C	20.2	C	25.0
• Westbound Left/Through/Right	C	16.6	D	25.5
• Northbound Left/Through	A	9.6	A	9.1
• Northbound Through/Right	A	0.2	A	0.3
• Southbound Left/Through	A	8.0	A	8.6
• Southbound Through/Right	A	0.0	A	0.0

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

Discussion and Recommendations

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

Main Street with 2nd Street

The results of the capacity analysis indicate that overall this intersection currently operates at an acceptable Level of Service (LOS) C during the weekday morning and evening peak hours. The northbound and southbound approaches operate at LOS E during the weekday evening peak hour. This is the result of the long cycle length coupled with the fact that the majority of the green time is allocated to the east-west movements. Under Year 2032 no-build conditions, the intersection will continue operating at an overall LOS C with increases in the overall delay of less than two seconds.

Under future conditions, the intersection will continue operating at the same overall LOS as under Year 2032 no-build conditions with increases in delay of approximately three seconds or less over existing conditions. Based on a review of the simulation runs, while the eastbound left-turn and eastbound through queues do extend occasionally beyond the provided storage length and/or the distance between 2nd Street and 3rd Street, the queues normally clear with every cycle given that the majority of the green time is allocated to the east-west movements. Similarly, the northbound and southbound queues typically clear the intersection with every cycle. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no roadway improvements or traffic signal modifications are required.

Main Street with 7th Street

The results of the capacity analysis indicate that overall this signalized intersection currently operates at an acceptable LOS C during the morning and evening peak hour. The northbound left/through lane operates at LOS E and F during the morning and evening peak hours, respectively. Under Year 2032 no-build conditions, the intersection will continue to operate at LOS C during both peak hours with an increase in delay of less than two seconds. The northbound and southbound approaches are expected to maintain their existing levels of service during the morning and evening peak hours with increases in delay of approximately 10 seconds during the weekday evening peak hour.

Under future conditions, the intersection will operate at an overall LOS C and D during the weekday morning and evening peak hours, respectively. The northbound approach is projected to continue operating at LOS F during the weekday evening peak hour while the southbound approach is projected to operate on the threshold of LOS D/E. In order to improve the operation of the northbound and southbound approaches to operate at existing levels of service, consideration could be given to reallocating approximately three seconds of green time from the eastbound and westbound green phase to the northbound and southbound green phase. However, as previously indicated, this intersection is part of a 23-signal coordinated system and the reallocation of green time would require IDOT review and approval. Additionally, this reallocation of green time may require the re-optimization of the Main Street corridor which would require coordination between the City of St. Charles and IDOT.

Based on KLOA, Inc. field observations and a review of the simulation runs, the northbound queues during the weekday evening peak hour ranged from 350 feet to 375 feet. Furthermore, theses queues were observed to clear the intersection most of the time with every green phase. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no roadway improvements or traffic signal modifications are required.

Main Street with 9th Street

The results of the capacity analysis indicate that all of the critical turning movements are operating at an acceptable LOS during the weekday morning and weekday evening peak hours. Under Year 2032 no-build conditions, all of the critical turning movements will continue operating at the same LOS as under existing conditions with minimal increases in delay.

Under Year 2032 future conditions, all of the critical movements will continue operating at acceptable LOS with the exception of the southbound left-turn movement which will operate at LOS E during the weekday evening peak hour. This is typical and expected when a minor road intersects a major road like Main Street. Further inspection of the capacity analyses indicates that the southbound left-turn and right-turn 95th percentile queues will not extend to State Street. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no roadway improvements or traffic signal modifications are required.

Main Street with 4th Street

The results of the capacity analysis indicate that all of the critical turning movements are operating at an acceptable LOS during the weekday morning and weekday evening peak hours and will continue to do so under Year 2032 no-build and Year 2032 future conditions. These results indicate that the development generated traffic will not have a negative impact on this intersection and that intersection improvements will not be necessary.

Main Street with 5th Street

The results of the capacity analysis indicate that all of the critical turning movements are operating at an acceptable LOS during the weekday morning and weekday evening peak hours and will continue to do so under Year 2032 no-build and Year 2032 future conditions. These results indicate that the development generated traffic will not have a negative impact on this intersection and that intersection improvements will not be necessary.

State Street with Dean Street/9th Street

The results of the capacity analysis indicate that the State Street approach currently operates at LOS B during the morning and evening peak hour and the eastbound approach operates at LOS A during both peak hours. Under Year 2032 no-build and Year 2032 future conditions, this intersection will continue to operate at the same LOS with increases in delay of one second or less. These results indicate that the development generated traffic will not have a negative impact on this intersection and that intersection improvements will not be necessary.

State Street with 2nd Street

Based on the results of the capacity analyses, the eastbound and westbound approaches are operating at LOS C under existing conditions and will continue to do so under Year 2032 no-build conditions. Under Year 2032 future conditions, the eastbound and westbound approaches will continue operating at LOS C during the weekday morning peak hours. During the weekday evening peak hour, the eastbound approach will operate at LOS C while the westbound approach will operate at LOS D. These results indicate that the development generated traffic will not have a significant impact on this intersection and that intersection improvements will not be necessary.

State Street with 9th Street, 7th Street, 6th Street, 5th Street, and 4th Street

The results of the capacity analysis indicate that the internal neighborhood intersections of State Street with 9th Street, 7th Street, 6th Street, 5th Street, and 4th Street are projected to operate at an acceptable LOS B or better during the morning and evening peak hours with minimal increases in delay. As such and based on the results of the capacity analyses, the additional traffic generated by the proposed development will not have a significant impact on the internal roadway system and that by extending these roadways to provide access to the development will provide adequate and efficient access.

Neighborhood Impact

Based on a review of the projected traffic volumes, the proposed development will have a minimal impact on the adjacent neighborhood for the following reasons:

- Multiple connections will be provided dispersing traffic over various routes.

- A review of the estimated traffic volumes indicates that given the multiple connections and opportunities to enter and exit the immediate area, the additional traffic to be generated by the proposed development will amount to approximately one additional trip at any of the adjacent roadways every two to three (3) minutes.

- The internal intersections are adequately designed and have sufficient reserve capacity to accommodate the additional traffic volumes and sidewalks are being added to enhance pedestrian safety.

8. Conclusion

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

- The existing vacant site formerly occupied by a light industrial complex will be redeveloped into a residential development with 93 single-family homes and 12 townhome units.

- Access to the 7th Street Commons development will be provided via the extension of the following roadways:

  - 9th Street will be extended north to its T-intersection terminus with the Mark Street extension (Road A).

  - 7th Street will be extended north to its T-intersection terminus with the Mark Street extension (Road A).

  - 6th Street at its intersection with Mark Street.

  - Mark Street will be extended west of 6th Street through the site.

- As part of the development, the following pedestrian improvements will be made:

  - A pedestrian connection between the proposed development and Belgium Town Park.

  - A sidewalk on the west side of 9th Street extending from the site south to Belgium Town Park.

  - A sidewalk on the east side of 9th Street extending south from the site and then turning east along the south side of the site, extending east to 6th Street.

  - Providing a sidewalk on the west side of 7th Street and filling in the gaps in the existing sidewalk along the west side of 7th Street, thus providing a continuous sidewalk to the signalized intersection of 7th Street with Main Street.

- Given the site will be accessed via numerous connections, the additional traffic to be generated by the proposed development will be spread out over various roads, thus limiting the impact on any specific road.

- The roadway system generally has sufficient reserve capacity to accommodate the traffic generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Appendix

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

Traffic Count Summary Sheets

2nd st and main st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400838, Location: 41.913398, -88.315566

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Main St						Main St						2nd st						2nd st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-12 6:00AM	6	146	6	0	**158**	0	8	52	3	0	**63**	0	10	28	2	0	**40**	0	3	46	26	0	**75**	1	**336**
6:15AM	5	188	13	0	**206**	0	17	94	9	0	**120**	0	9	31	1	0	**41**	1	4	56	32	0	**92**	2	**459**
6:30AM	6	300	13	0	**319**	1	15	101	9	0	**125**	1	7	39	2	0	**48**	0	4	39	44	0	**87**	0	**579**
6:45AM	9	333	9	0	**351**	0	26	148	18	0	**192**	0	18	43	1	0	**62**	0	3	45	45	0	**93**	0	**698**
Hourly Total	26	967	41	0	**1034**	1	66	395	39	0	**500**	1	44	141	6	0	**191**	1	14	186	147	0	**347**	3	**2072**
7:00AM	6	370	8	0	**384**	0	23	163	12	0	**198**	0	13	45	1	0	**59**	0	5	40	47	0	**92**	1	**733**
7:15AM	7	322	4	0	**333**	1	24	220	20	0	**264**	0	7	51	1	0	**59**	1	3	48	44	0	**95**	1	**751**
7:30AM	9	254	19	0	**282**	0	36	194	10	0	**240**	2	12	47	3	0	**62**	0	3	41	56	0	**100**	0	**684**
7:45AM	12	276	14	0	**302**	1	35	168	25	0	**228**	1	15	53	3	0	**71**	1	2	39	51	0	**92**	0	**693**
Hourly Total	34	1222	45	0	**1301**	2	118	745	67	0	**930**	3	47	196	8	0	**251**	2	13	168	198	0	**379**	2	**2861**
8:00AM	11	302	11	0	**324**	1	24	189	19	0	**232**	1	9	33	2	0	**44**	1	4	42	40	0	**86**	0	**686**
8:15AM	13	253	22	0	**288**	1	27	203	28	0	**258**	1	11	43	1	0	**55**	5	2	30	41	0	**73**	1	**674**
8:30AM	4	229	12	0	**245**	3	28	177	15	0	**220**	1	10	45	1	0	**56**	4	3	60	34	0	**97**	1	**618**
8:45AM	15	294	8	0	**317**	1	23	199	23	0	**245**	0	12	43	2	0	**57**	0	1	57	46	0	**104**	2	**723**
Hourly Total	43	1078	53	0	**1174**	6	102	768	85	0	**955**	3	42	164	6	0	**212**	10	10	189	161	0	**360**	4	**2701**
2:00PM	8	227	8	0	**243**	0	51	252	29	0	**332**	0	8	48	3	0	**59**	0	4	47	25	0	**76**	1	**710**
2:15PM	13	224	22	0	**259**	0	45	290	27	0	**362**	2	15	44	3	0	**62**	1	4	40	23	0	**67**	0	**750**
2:30PM	17	204	21	0	**242**	2	51	318	26	0	**395**	2	13	49	4	0	**66**	2	4	34	18	0	**56**	1	**759**
2:45PM	8	196	19	0	**223**	0	59	300	29	0	**388**	1	15	47	2	0	**64**	0	3	54	27	0	**84**	1	**759**
Hourly Total	46	851	70	0	**967**	2	206	1160	111	0	**1477**	5	51	188	12	0	**251**	3	15	175	93	0	**283**	3	**2978**
3:00PM	11	265	30	0	**306**	0	66	335	29	0	**430**	0	9	43	4	0	**56**	2	7	48	24	0	**79**	1	**871**
3:15PM	17	220	32	0	**269**	0	48	346	25	0	**419**	2	13	43	0	0	**56**	1	7	41	14	0	**62**	0	**806**
3:30PM	18	256	26	0	**300**	2	47	329	21	0	**397**	0	6	57	2	0	**65**	1	3	50	19	0	**72**	0	**834**
3:45PM	15	265	23	0	**303**	0	67	319	26	0	**412**	1	7	49	2	0	**58**	1	3	59	17	0	**79**	1	**852**
Hourly Total	61	1006	111	0	**1178**	2	228	1329	101	0	**1658**	3	35	192	8	0	**235**	5	20	198	74	0	**292**	2	**3363**
4:00PM	14	225	18	0	**257**	0	59	286	29	0	**374**	1	11	49	7	0	**67**	0	3	36	21	0	**60**	0	**758**
4:15PM	17	302	40	0	**359**	0	64	292	18	0	**374**	2	4	51	2	0	**57**	1	6	50	18	0	**74**	0	**864**
4:30PM	11	228	29	0	**268**	1	47	321	23	0	**391**	0	9	45	6	0	**60**	1	2	40	28	0	**70**	0	**789**
4:45PM	15	241	33	0	**289**	0	64	309	24	0	**397**	0	7	55	6	0	**68**	0	3	49	26	0	**78**	1	**832**
Hourly Total	57	996	120	0	**1173**	1	234	1208	94	0	**1536**	3	31	200	21	0	**252**	2	14	175	93	0	**282**	1	**3243**
5:00PM	25	278	29	0	**332**	0	60	313	30	0	**403**	2	11	50	4	0	**65**	2	2	44	23	0	**69**	2	**869**
5:15PM	18	232	24	0	**274**	2	52	335	25	0	**412**	0	8	54	4	0	**66**	5	6	60	21	0	**87**	0	**839**
5:30PM	22	269	24	0	**315**	0	64	325	31	0	**420**	2	13	48	5	0	**66**	0	5	56	19	0	**80**	0	**881**
5:45PM	32	233	25	0	**290**	0	61	272	36	0	**369**	0	13	51	4	0	**68**	1	1	51	24	0	**76**	2	**803**
Hourly Total	97	1012	102	0	**1211**	2	237	1245	122	0	**1604**	4	45	203	17	0	**265**	8	14	211	87	0	**312**	4	**3392**
Total	364	7132	542	0	**8038**	16	1191	6850	619	0	**8660**	22	295	1284	78	0	**1657**	31	100	1302	853	0	**2255**	19	**20610**
% Approach	4.5%	88.7%	6.7%	0%	**-**	-	13.8%	79.1%	7.1%	0%	**-**	-	17.8%	77.5%	4.7%	0%	**-**	-	4.4%	57.7%	37.8%	0%	**-**	-	**-**
% Total	1.8%	34.6%	2.6%	0%	**39.0%**	-	5.8%	33.2%	3.0%	0%	**42.0%**	-	1.4%	6.2%	0.4%	0%	**8.0%**	-	0.5%	6.3%	4.1%	0%	**10.9%**	-	**-**
Lights	360	6796	527	0	**7683**	-	1146	6564	599	0	**8309**	-	284	1225	74	0	**1583**	-	91	1220	815	0	**2126**	-	19701
% Lights	98.9%	95.3%	97.2%	0%	**95.6%**	-	96.2%	95.8%	96.8%	0%	**95.9%**	-	96.3%	95.4%	94.9%	0%	**95.5%**	-	91.0%	93.7%	95.5%	0%	**94.3%**	-	95.6%
Single-Unit Trucks	1	138	2	0	**141**	-	28	115	10	0	**153**	-	7	10	4	0	**21**	-	7	24	23	0	**54**	-	369
% Single-Unit Trucks	0.3%	1.9%	0.4%	0%	**1.8%**	-	2.4%	1.7%	1.6%	0%	**1.8%**	-	2.4%	0.8%	5.1%	0%	**1.3%**	-	7.0%	1.8%	2.7%	0%	**2.4%**	-	1.8%
Articulated Trucks	2	148	1	0	**151**	-	9	113	4	0	**126**	-	2	39	0	0	**41**	-	1	49	8	0	**58**	-	376
% Articulated Trucks	0.5%	2.1%	0.2%	0%	**1.9%**	-	0.8%	1.6%	0.6%	0%	**1.5%**	-	0.7%	3.0%	0%	0%	**2.5%**	-	1.0%	3.8%	0.9%	0%	**2.6%**	-	1.8%
Buses	1	50	12	0	**63**	-	8	58	6	0	**72**	-	2	10	0	0	**12**	-	1	9	7	0	**17**	-	164
% Buses	0.3%	0.7%	2.2%	0%	**0.8%**	-	0.7%	0.8%	1.0%	0%	**0.8%**	-	0.7%	0.8%	0%	0%	**0.7%**	-	1.0%	0.7%	0.8%	0%	**0.8%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%

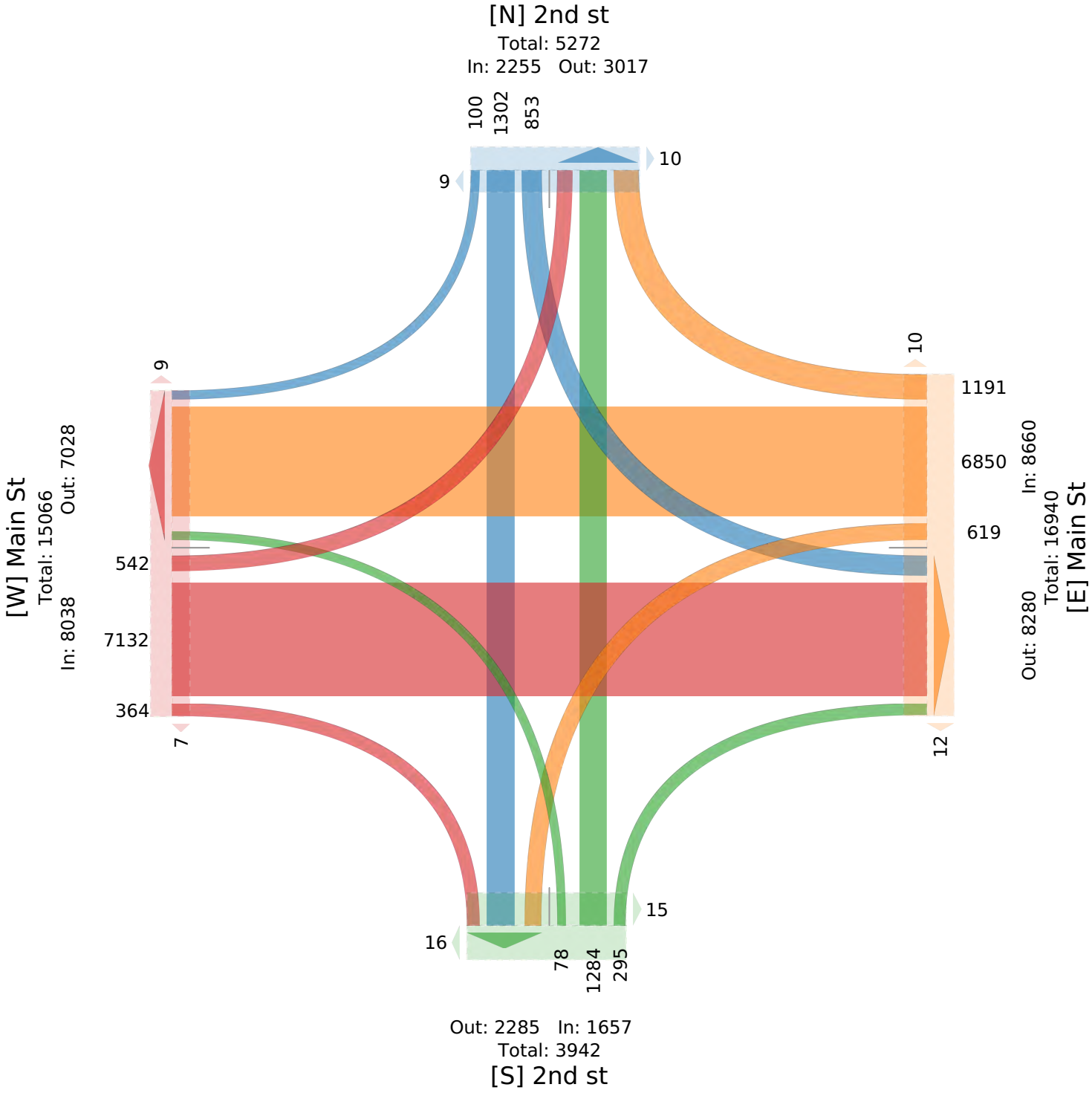
Leg	Main St						Main St						2nd st						2nd st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	22	-	-	-	-	-	31	-	-	-	-	-	19	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2nd st and main st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400838, Location: 41.913398, -88.315566

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



2nd st and main st TMC - TMC

Tue May 12, 2026
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400838, Location: 41.913398, -88.315566

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

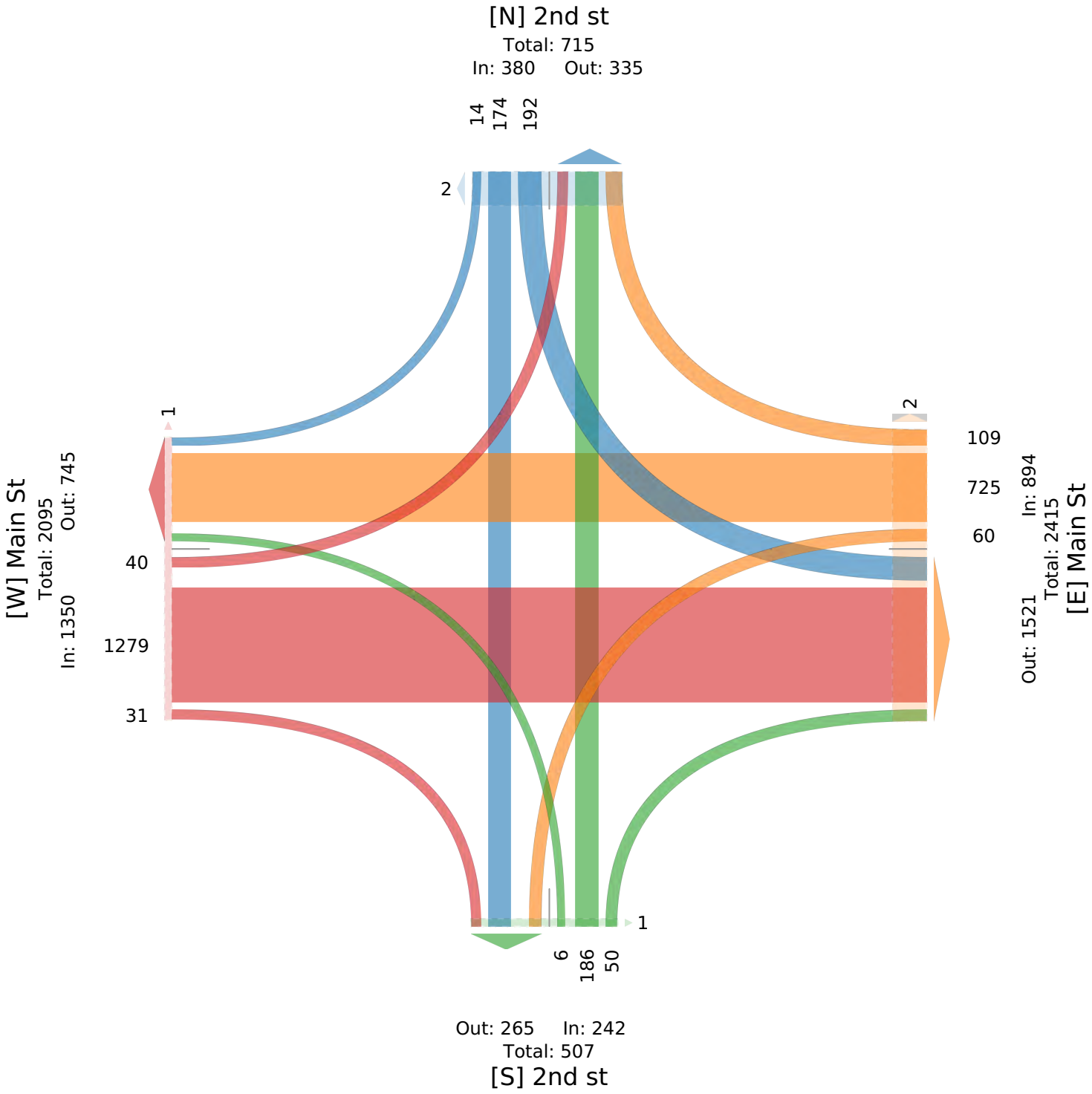
Leg	Main St						Main St						2nd st						2nd st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 6:45AM	9	333	9	0	**351**	0	26	148	18	0	**192**	0	18	43	1	0	**62**	0	3	45	45	0	**93**	0	**698**
7:00AM	6	370	8	0	**384**	0	23	163	12	0	**198**	0	13	45	1	0	**59**	0	5	40	47	0	**92**	1	**733**
7:15AM	7	322	4	0	**333**	1	24	220	20	0	**264**	0	7	51	1	0	**59**	1	3	48	44	0	**95**	1	**751**
7:30AM	9	254	19	0	**282**	0	36	194	10	0	**240**	2	12	47	3	0	**62**	0	3	41	56	0	**100**	0	**684**
Total	31	1279	40	0	**1350**	1	109	725	60	0	**894**	2	50	186	6	0	**242**	1	14	174	192	0	**380**	2	**2866**
% Approach	2.3%	94.7%	3.0%	0%	**-**	-	12.2%	81.1%	6.7%	0%	**-**	-	20.7%	76.9%	2.5%	0%	**-**	-	3.7%	45.8%	50.5%	0%	**-**	-	-
% Total	1.1%	44.6%	1.4%	0%	**47.1%**	-	3.8%	25.3%	2.1%	0%	**31.2%**	-	1.7%	6.5%	0.2%	0%	**8.4%**	-	0.5%	6.1%	6.7%	0%	**13.3%**	-	-
PHF	0.861	0.864	0.526	-	**0.879**	-	0.757	0.824	0.750	-	**0.847**	-	0.694	0.912	0.500	-	**0.976**	-	0.700	0.906	0.857	-	**0.950**	-	0.954
Lights	31	1231	37	0	**1299**	-	99	678	56	0	**833**	-	49	178	5	0	**232**	-	12	161	184	0	**357**	-	2721
% Lights	100%	96.2%	92.5%	0%	**96.2%**	-	90.8%	93.5%	93.3%	0%	**93.2%**	-	98.0%	95.7%	83.3%	0%	**95.9%**	-	85.7%	92.5%	95.8%	0%	**93.9%**	-	94.9%
Single-Unit Trucks	0	12	0	0	**12**	-	6	17	2	0	**25**	-	0	1	1	0	**2**	-	1	4	4	0	**9**	-	48
% Single-Unit Trucks	0%	0.9%	0%	0%	**0.9%**	-	5.5%	2.3%	3.3%	0%	**2.8%**	-	0%	0.5%	16.7%	0%	**0.8%**	-	7.1%	2.3%	2.1%	0%	**2.4%**	-	1.7%
Articulated Trucks	0	27	0	0	**27**	-	3	18	2	0	**23**	-	1	6	0	0	**7**	-	1	8	0	0	**9**	-	66
% Articulated Trucks	0%	2.1%	0%	0%	**2.0%**	-	2.8%	2.5%	3.3%	0%	**2.6%**	-	2.0%	3.2%	0%	0%	**2.9%**	-	7.1%	4.6%	0%	0%	**2.4%**	-	2.3%
Buses	0	9	3	0	**12**	-	1	12	0	0	**13**	-	0	1	0	0	**1**	-	0	1	4	0	**5**	-	31
% Buses	0%	0.7%	7.5%	0%	**0.9%**	-	0.9%	1.7%	0%	0%	**1.5%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0.6%	2.1%	0%	**1.3%**	-	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
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2nd st and main st TMC - TMC

Tue May 12, 2026
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400838, Location: 41.913398, -88.315566

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



2nd st and main st TMC - TMC

Tue May 12, 2026
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400838, Location: 41.913398, -88.315566

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

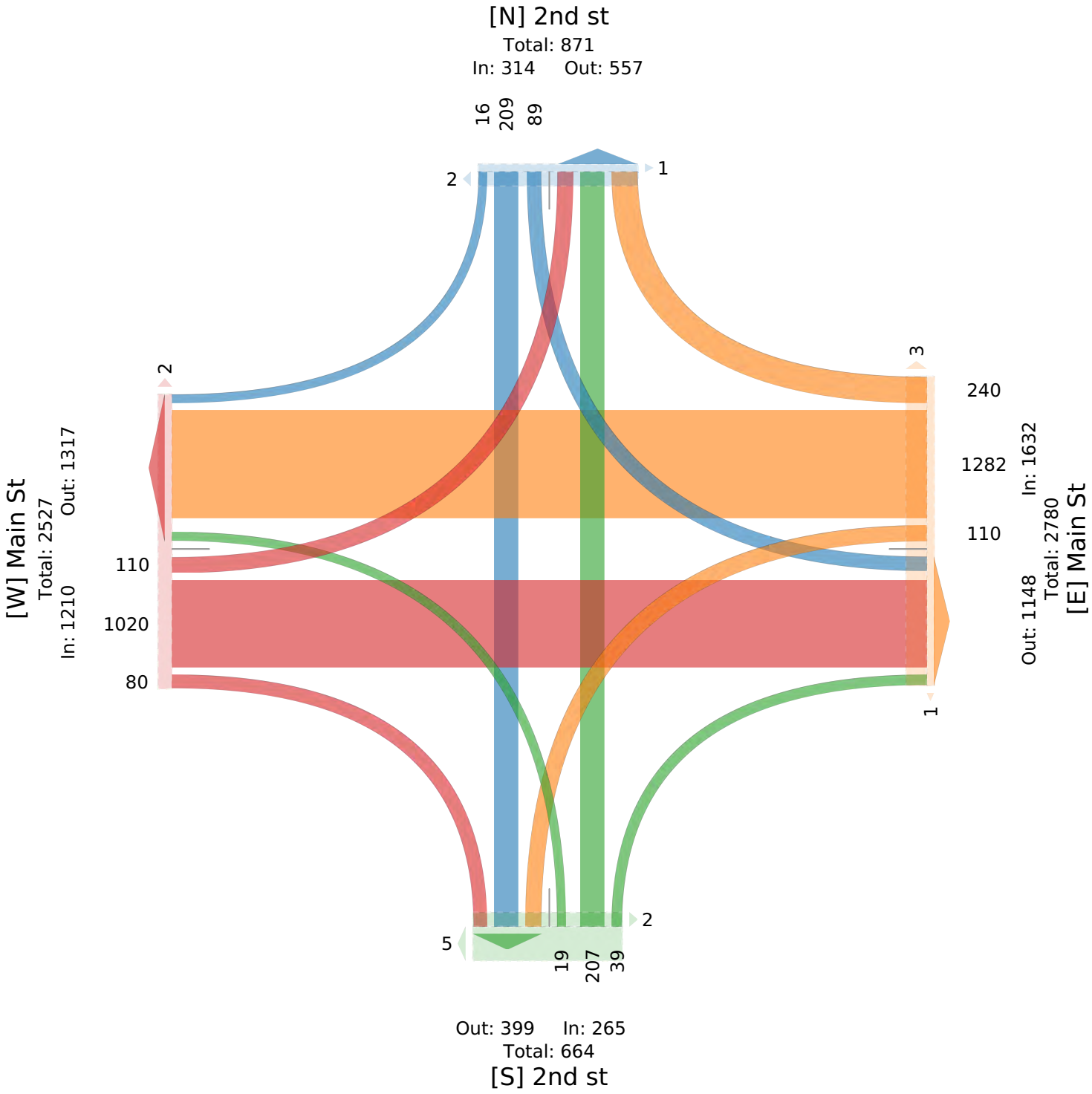
Leg	Main St						Main St						2nd st						2nd st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 4:45PM	15	241	33	0	**289**	0	64	309	24	0	**397**	0	7	55	6	0	**68**	0	3	49	26	0	**78**	1	**832**
5:00PM	25	278	29	0	**332**	0	60	313	30	0	**403**	2	11	50	4	0	**65**	2	2	44	23	0	**69**	2	**869**
5:15PM	18	232	24	0	**274**	2	52	335	25	0	**412**	0	8	54	4	0	**66**	5	6	60	21	0	**87**	0	**839**
5:30PM	22	269	24	0	**315**	0	64	325	31	0	**420**	2	13	48	5	0	**66**	0	5	56	19	0	**80**	0	**881**
Total	80	1020	110	0	**1210**	2	240	1282	110	0	**1632**	4	39	207	19	0	**265**	7	16	209	89	0	**314**	3	**3421**
% Approach	6.6%	84.3%	9.1%	0%	**-**	-	14.7%	78.6%	6.7%	0%	**-**	-	14.7%	78.1%	7.2%	0%	**-**	-	5.1%	66.6%	28.3%	0%	**-**	-	**-**
% Total	2.3%	29.8%	3.2%	0%	**35.4%**	-	7.0%	37.5%	3.2%	0%	**47.7%**	-	1.1%	6.1%	0.6%	0%	**7.7%**	-	0.5%	6.1%	2.6%	0%	**9.2%**	-	**-**
PHF	0.800	0.917	0.833	-	**0.911**	-	0.938	0.957	0.887	-	**0.971**	-	0.750	0.941	0.792	-	**0.974**	-	0.667	0.871	0.856	-	**0.902**	-	0.971
Lights	79	983	109	0	**1171**	-	239	1267	109	0	**1615**	-	37	206	18	0	**261**	-	16	205	86	0	**307**	-	3354
% Lights	98.8%	96.4%	99.1%	0%	**96.8%**	-	99.6%	98.8%	99.1%	0%	**99.0%**	-	94.9%	99.5%	94.7%	0%	**98.5%**	-	100%	98.1%	96.6%	0%	**97.8%**	-	98.0%
Single-Unit Trucks	1	22	0	0	**23**	-	1	9	1	0	**11**	-	2	0	1	0	**3**	-	0	2	2	0	**4**	-	41
% Single-Unit Trucks	1.3%	2.2%	0%	0%	**1.9%**	-	0.4%	0.7%	0.9%	0%	**0.7%**	-	5.1%	0%	5.3%	0%	**1.1%**	-	0%	1.0%	2.2%	0%	**1.3%**	-	1.2%
Articulated Trucks	0	15	0	0	**15**	-	0	4	0	0	**4**	-	0	1	0	0	**1**	-	0	2	0	0	**2**	-	22
% Articulated Trucks	0%	1.5%	0%	0%	**1.2%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	1.0%	0%	0%	**0.6%**	-	0.6%
Buses	0	0	1	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	4
% Buses	0%	0%	0.9%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.1%	0%	**0.3%**	-	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
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2nd st and main st TMC - TMC

Tue May 12, 2026
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400838, Location: 41.913398, -88.315566

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



4th st and main st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400835, Location: 41.913012, -88.317887

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

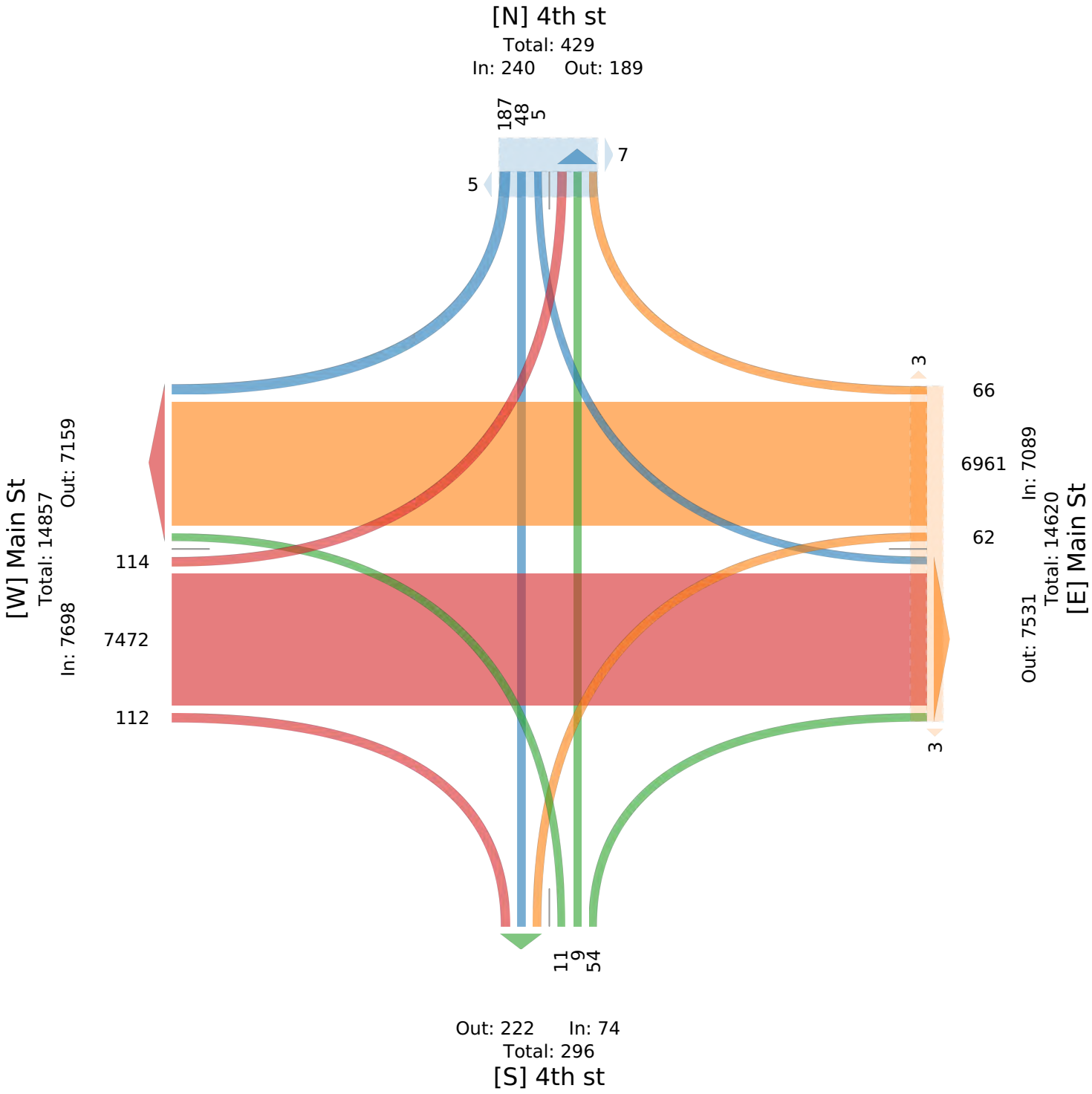
Leg	Main St						Main St						4th st						4th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-12 6:00AM	2	155	0	0	**157**	0	1	55	0	0	**56**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**214**
6:15AM	3	208	2	0	**213**	0	0	100	1	0	**101**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	1	**315**
6:30AM	0	335	5	0	**340**	0	3	107	0	0	**110**	0	0	0	1	0	**1**	0	3	0	0	0	**3**	0	**454**
6:45AM	5	351	5	0	**361**	0	6	146	1	0	**153**	3	2	0	0	0	**2**	0	6	3	0	0	**9**	0	**525**
Hourly Total	10	1049	12	0	**1071**	0	10	408	2	0	**420**	3	3	0	1	0	**4**	0	10	3	0	0	**13**	1	**1508**
7:00AM	2	336	0	0	**338**	0	2	171	1	0	**174**	0	2	0	1	0	**3**	0	3	1	0	0	**4**	0	**519**
7:15AM	3	308	6	0	**317**	0	1	224	2	0	**227**	0	0	0	0	0	**0**	0	10	0	0	0	**10**	2	**554**
7:30AM	3	241	0	0	**244**	0	3	193	4	0	**200**	0	1	1	0	0	**2**	0	12	1	1	0	**14**	0	**460**
7:45AM	0	304	0	0	**304**	0	2	189	2	0	**193**	0	4	1	0	0	**5**	0	7	5	0	0	**12**	2	**514**
Hourly Total	8	1189	6	0	**1203**	0	8	777	9	0	**794**	0	7	2	1	0	**10**	0	32	7	1	0	**40**	4	**2047**
8:00AM	2	283	11	0	**296**	0	8	193	3	0	**204**	0	0	0	0	0	**0**	0	13	0	1	0	**14**	0	**514**
8:15AM	3	261	6	0	**270**	0	8	212	3	0	**223**	0	0	0	0	0	**0**	0	10	1	0	0	**11**	0	**504**
8:30AM	4	221	4	0	**229**	0	1	187	3	0	**191**	2	2	0	0	0	**2**	0	7	6	0	0	**13**	2	**435**
8:45AM	6	299	4	0	**309**	0	5	199	3	0	**207**	0	0	0	1	0	**1**	0	4	0	0	0	**4**	0	**521**
Hourly Total	15	1064	25	0	**1104**	0	22	791	12	0	**825**	2	2	0	1	0	**3**	0	34	7	1	0	**42**	2	**1974**
2:00PM	4	228	6	0	**238**	0	1	261	1	0	**263**	0	1	0	0	0	**1**	0	3	1	1	0	**5**	0	**507**
2:15PM	6	235	5	0	**246**	0	0	300	4	0	**304**	0	2	1	1	0	**4**	0	6	1	0	0	**7**	1	**561**
2:30PM	2	233	2	0	**237**	0	2	321	3	0	**326**	0	1	0	1	0	**2**	0	9	2	2	0	**13**	0	**578**
2:45PM	7	213	6	0	**226**	0	2	290	2	0	**294**	0	1	0	0	0	**1**	0	5	2	0	0	**7**	2	**528**
Hourly Total	19	909	19	0	**947**	0	5	1172	10	0	**1187**	0	5	1	2	0	**8**	0	23	6	3	0	**32**	3	**2174**
3:00PM	8	292	2	0	**302**	0	3	320	4	0	**327**	1	5	1	1	0	**7**	0	5	3	0	0	**8**	0	**644**
3:15PM	2	236	4	0	**242**	0	0	307	1	0	**308**	0	1	1	0	0	**2**	0	7	2	0	0	**9**	0	**561**
3:30PM	4	279	6	0	**289**	0	1	298	1	0	**300**	0	3	0	2	0	**5**	0	3	0	0	0	**3**	0	**597**
3:45PM	10	288	6	0	**304**	0	1	306	0	0	**307**	0	0	2	0	0	**2**	0	8	2	0	0	**10**	0	**623**
Hourly Total	24	1095	18	0	**1137**	0	5	1231	6	0	**1242**	1	9	4	3	0	**16**	0	23	7	0	0	**30**	0	**2425**
4:00PM	5	244	6	0	**255**	0	2	297	5	0	**304**	0	2	0	1	0	**3**	0	8	7	0	0	**15**	0	**577**
4:15PM	5	310	4	0	**319**	0	1	313	1	0	**315**	0	6	0	2	0	**8**	0	11	2	0	0	**13**	1	**655**
4:30PM	3	246	6	0	**255**	0	1	335	4	0	**340**	0	0	0	0	0	**0**	0	7	2	0	0	**9**	0	**604**
4:45PM	4	272	5	0	**281**	0	4	335	2	0	**341**	0	8	0	0	0	**8**	0	6	0	0	0	**6**	0	**636**
Hourly Total	17	1072	21	0	**1110**	0	8	1280	12	0	**1300**	0	16	0	3	0	**19**	0	32	11	0	0	**43**	1	**2472**
5:00PM	2	282	4	0	**288**	0	1	339	1	0	**341**	0	3	1	0	0	**4**	0	12	1	0	0	**13**	0	**646**
5:15PM	11	263	0	0	**274**	0	2	348	3	0	**353**	0	3	1	0	0	**4**	0	5	0	0	0	**5**	0	**636**
5:30PM	3	289	4	0	**296**	0	2	341	5	0	**348**	0	3	0	0	0	**3**	0	3	1	0	0	**4**	0	**651**
5:45PM	3	260	5	0	**268**	0	3	274	2	0	**279**	0	3	0	0	0	**3**	0	13	5	0	0	**18**	1	**568**
Hourly Total	19	1094	13	0	**1126**	0	8	1302	11	0	**1321**	0	12	2	0	0	**14**	0	33	7	0	0	**40**	1	**2501**
Total	112	7472	114	0	**7698**	0	66	6961	62	0	**7089**	6	54	9	11	0	**74**	0	187	48	5	0	**240**	12	**15101**
% Approach	1.5%	97.1%	1.5%	0%	**-**	-	0.9%	98.2%	0.9%	0%	**-**	-	73.0%	12.2%	14.9%	0%	**-**	-	77.9%	20.0%	2.1%	0%	**-**	-	-
% Total	0.7%	49.5%	0.8%	0%	**51.0%**	-	0.4%	46.1%	0.4%	0%	**46.9%**	-	0.4%	0.1%	0.1%	0%	**0.5%**	-	1.2%	0.3%	0%	0%	**1.6%**	-	-
Lights	110	7122	113	0	**7345**	-	65	6683	60	0	**6808**	-	52	7	11	0	**70**	-	185	47	5	0	**237**	-	14460
% Lights	98.2%	95.3%	99.1%	0%	**95.4%**	-	98.5%	96.0%	96.8%	0%	**96.0%**	-	96.3%	77.8%	100%	0%	**94.6%**	-	98.9%	97.9%	100%	0%	**98.8%**	-	95.8%
Single-Unit Trucks	2	150	1	0	**153**	-	1	112	1	0	**114**	-	2	0	0	0	**2**	-	1	0	0	0	**1**	-	270
% Single-Unit Trucks	1.8%	2.0%	0.9%	0%	**2.0%**	-	1.5%	1.6%	1.6%	0%	**1.6%**	-	3.7%	0%	0%	0%	**2.7%**	-	0.5%	0%	0%	0%	**0.4%**	-	1.8%
Articulated Trucks	0	137	0	0	**137**	-	0	110	0	0	**110**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	247
% Articulated Trucks	0%	1.8%	0%	0%	**1.8%**	-	0%	1.6%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Buses	0	63	0	0	**63**	-	0	55	1	0	**56**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	121
% Buses	0%	0.8%	0%	0%	**0.8%**	-	0%	0.8%	1.6%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.5%	2.1%	0%	0%	**0.8%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	3

Leg Direction	Main St Eastbound						Main St Westbound						4th st Northbound						4th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	22.2%	0%	0%	**2.7%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4th st and main st TMC - TMC
Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400835, Location: 41.913012, -88.317887

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



4th st and main st TMC - TMC

Tue May 12, 2026
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400835, Location: 41.913012, -88.317887

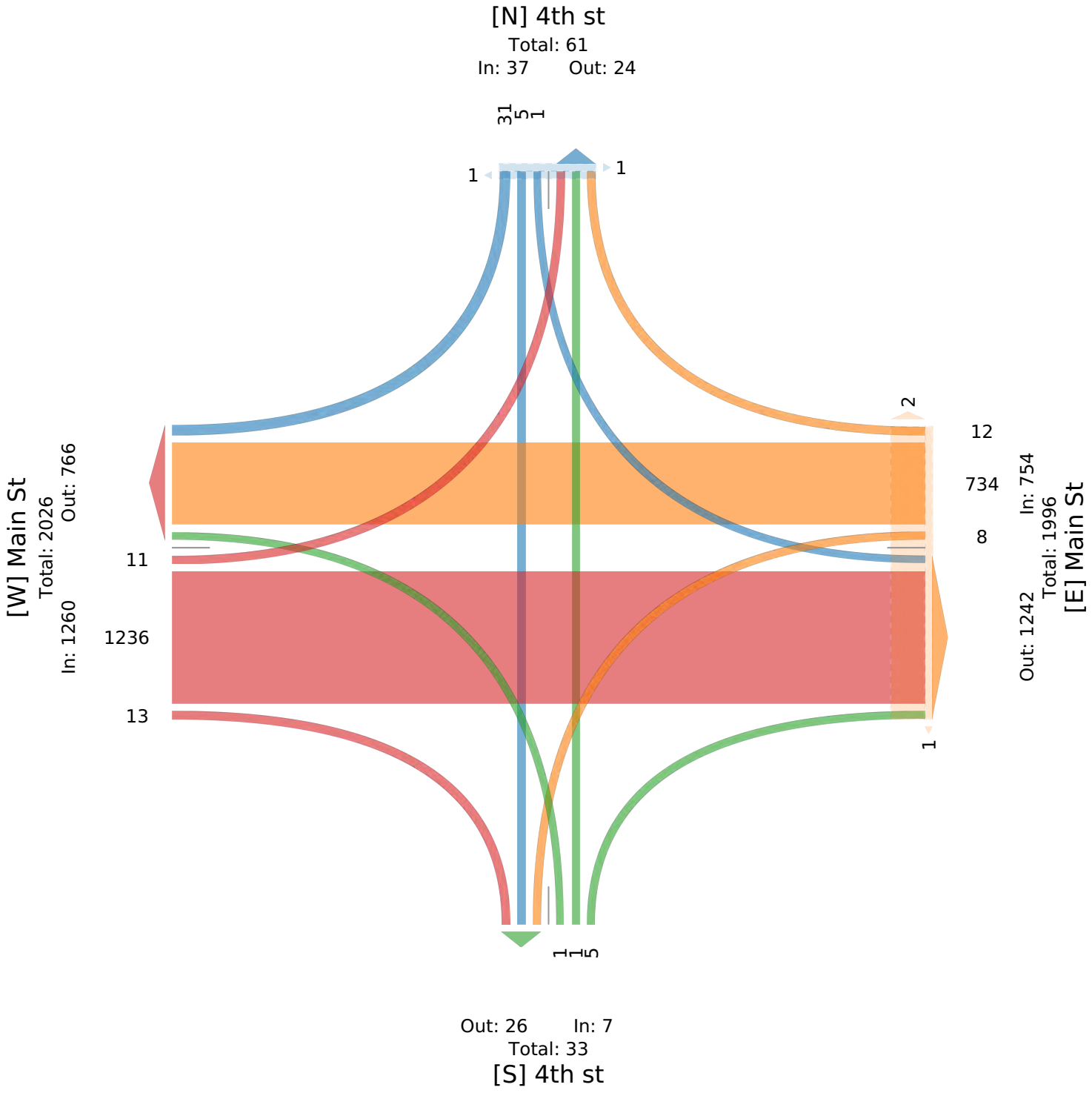
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Main St						Main St						4th st						4th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 6:45AM	5	351	5	0	**361**	0	6	146	1	0	**153**	3	2	0	0	0	**2**	0	6	3	0	0	**9**	0	**525**
7:00AM	2	336	0	0	**338**	0	2	171	1	0	**174**	0	2	0	1	0	**3**	0	3	1	0	0	**4**	0	**519**
7:15AM	3	308	6	0	**317**	0	1	224	2	0	**227**	0	0	0	0	0	**0**	0	10	0	0	0	**10**	2	**554**
7:30AM	3	241	0	0	**244**	0	3	193	4	0	**200**	0	1	1	0	0	**2**	0	12	1	1	0	**14**	0	**460**
Total	13	1236	11	0	**1260**	0	12	734	8	0	**754**	3	5	1	1	0	**7**	0	31	5	1	0	**37**	2	**2058**
% Approach	1.0%	98.1%	0.9%	0%	**-**	-	1.6%	97.3%	1.1%	0%	**-**	-	71.4%	14.3%	14.3%	0%	**-**	-	83.8%	13.5%	2.7%	0%	**-**	-	-
% Total	0.6%	60.1%	0.5%	0%	**61.2%**	-	0.6%	35.7%	0.4%	0%	**36.6%**	-	0.2%	0%	0%	0%	**0.3%**	-	1.5%	0.2%	0%	0%	**1.8%**	-	-
PHF	0.650	0.880	0.458	-	**0.873**	-	0.500	0.819	0.500	-	**0.830**	-	0.625	0.250	0.250	-	**0.583**	-	0.646	0.417	0.250	-	**0.661**	-	0.929
Lights	12	1186	10	0	**1208**	-	12	686	7	0	**705**	-	5	1	1	0	**7**	-	31	5	1	0	**37**	-	1957
% Lights	92.3%	96.0%	90.9%	0%	**95.9%**	-	100%	93.5%	87.5%	0%	**93.5%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	95.1%
Single-Unit Trucks	1	15	1	0	**17**	-	0	16	1	0	**17**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	34
% Single-Unit Trucks	7.7%	1.2%	9.1%	0%	**1.3%**	-	0%	2.2%	12.5%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.7%
Articulated Trucks	0	25	0	0	**25**	-	0	19	0	0	**19**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	44
% Articulated Trucks	0%	2.0%	0%	0%	**2.0%**	-	0%	2.6%	0%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.1%
Buses	0	10	0	0	**10**	-	0	13	0	0	**13**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	23
% Buses	0%	0.8%	0%	0%	**0.8%**	-	0%	1.8%	0%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**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
% Bicycles on Road	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	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4th st and main st TMC - TMC
Tue May 12, 2026
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400835, Location: 41.913012, -88.317887

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



4th st and main st TMC - TMC

Tue May 12, 2026
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400835, Location: 41.913012, -88.317887

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

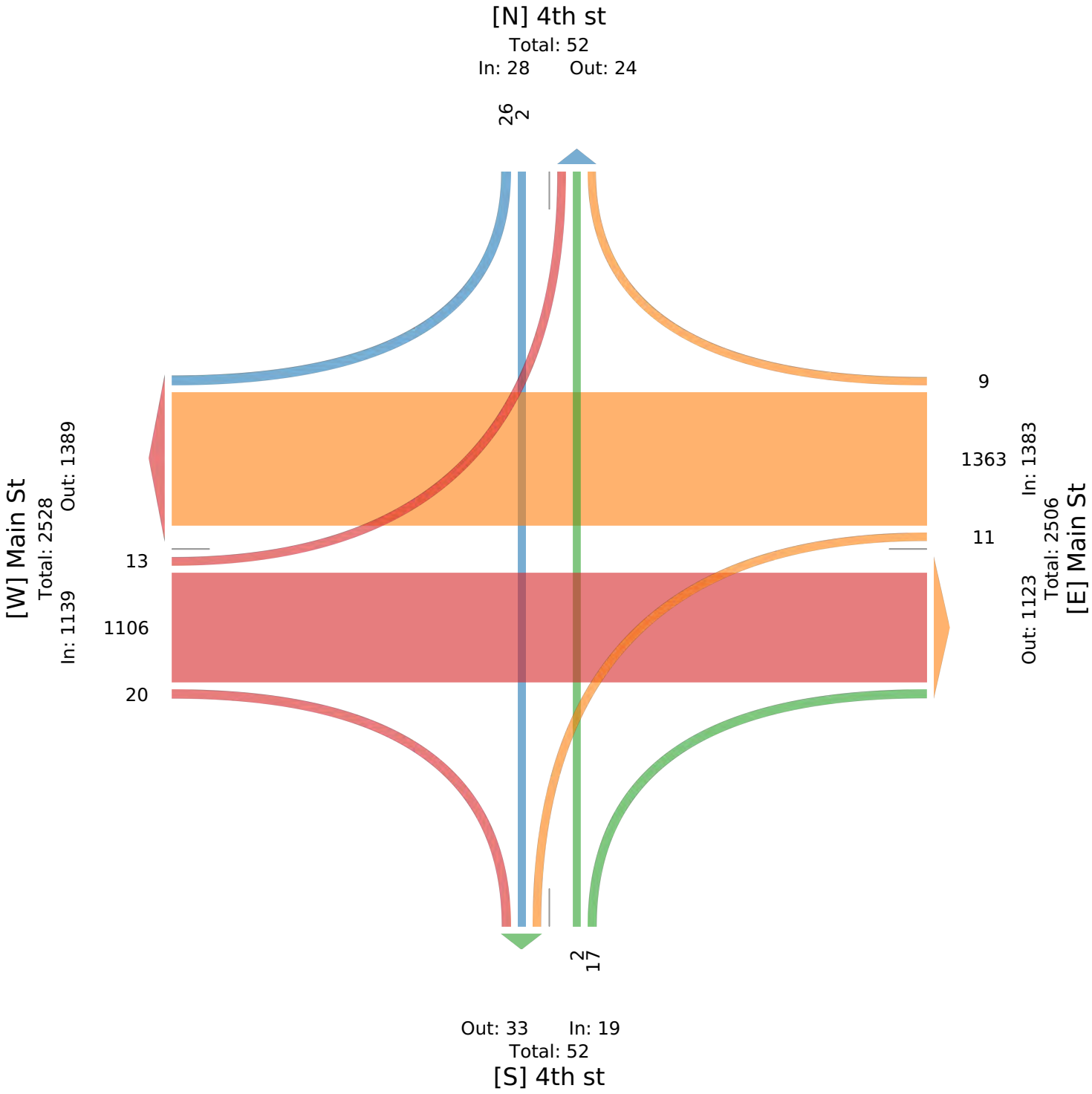
Leg / Direction	Main St Eastbound						Main St Westbound						4th st Northbound						4th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 4:45PM	4	272	5	0	**281**	0	4	335	2	0	**341**	0	8	0	0	0	**8**	0	6	0	0	0	**6**	0	**636**
5:00PM	2	282	4	0	**288**	0	1	339	1	0	**341**	0	3	1	0	0	**4**	0	12	1	0	0	**13**	0	**646**
5:15PM	11	263	0	0	**274**	0	2	348	3	0	**353**	0	3	1	0	0	**4**	0	5	0	0	0	**5**	0	**636**
5:30PM	3	289	4	0	**296**	0	2	341	5	0	**348**	0	3	0	0	0	**3**	0	3	1	0	0	**4**	0	**651**
Total	20	1106	13	0	**1139**	0	9	1363	11	0	**1383**	0	17	2	0	0	**19**	0	26	2	0	0	**28**	0	**2569**
% Approach	1.8%	97.1%	1.1%	0%	**-**	-	0.7%	98.6%	0.8%	0%	**-**	-	89.5%	10.5%	0%	0%	**-**	-	92.9%	7.1%	0%	0%	**-**	-	-
% Total	0.8%	43.1%	0.5%	0%	**44.3%**	-	0.4%	53.1%	0.4%	0%	**53.8%**	-	0.7%	0.1%	0%	0%	**0.7%**	-	1.0%	0.1%	0%	0%	**1.1%**	-	-
PHF	0.455	0.957	0.650	-	**0.962**	-	0.563	0.979	0.550	-	**0.979**	-	0.531	0.500	-	-	**0.594**	-	0.542	0.500	-	-	**0.538**	-	0.987
Lights	20	1070	13	0	**1103**	-	9	1350	11	0	**1370**	-	17	2	0	0	**19**	-	26	2	0	0	**28**	-	2520
% Lights	100%	96.7%	100%	0%	**96.8%**	-	100%	99.0%	100%	0%	**99.1%**	-	100%	100%	0%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	98.1%
Single-Unit Trucks	0	21	0	0	**21**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	29
% Single-Unit Trucks	0%	1.9%	0%	0%	**1.8%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Articulated Trucks	0	14	0	0	**14**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	17
% Articulated Trucks	0%	1.3%	0%	0%	**1.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4th st and main st TMC - TMC

Tue May 12, 2026
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400835, Location: 41.913012, -88.317887

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



4th st and state st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400834, Location: 41.914828, -88.31838

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	state st						state st						4th st						4th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-12 6:00AM	0	8	0	0	**8**	2	0	6	0	0	**6**	0	0	0	0	0	**0**	0	1	1	3	0	**5**	2	**19**
6:15AM	1	6	0	0	**7**	0	0	3	2	0	**5**	0	1	0	1	0	**2**	0	0	0	1	0	**1**	1	**15**
6:30AM	5	17	0	0	**22**	0	1	12	2	0	**15**	0	3	1	0	0	**4**	0	2	2	7	0	**11**	1	**52**
6:45AM	4	25	1	0	**30**	2	7	12	3	0	**22**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**52**
Hourly Total	10	56	1	0	**67**	4	8	33	7	0	**48**	0	4	1	1	0	**6**	0	3	3	11	0	**17**	4	**138**
7:00AM	3	35	1	0	**39**	0	2	22	5	0	**29**	0	3	0	0	0	**3**	0	0	0	1	0	**1**	0	**72**
7:15AM	0	33	0	0	**33**	1	0	27	5	0	**32**	0	5	0	1	0	**6**	0	0	0	0	0	**0**	0	**71**
7:30AM	1	30	1	0	**32**	0	2	37	6	0	**45**	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	**79**
7:45AM	2	28	0	0	**30**	0	2	30	8	0	**40**	0	2	1	1	0	**4**	0	0	0	5	0	**5**	1	**79**
Hourly Total	6	126	2	0	**134**	1	6	116	24	0	**146**	0	12	1	2	0	**15**	0	0	0	6	0	**6**	1	**301**
8:00AM	9	28	1	0	**38**	2	1	29	12	0	**42**	0	0	0	2	0	**2**	1	0	0	0	0	**0**	0	**82**
8:15AM	5	40	3	0	**48**	2	2	25	8	0	**35**	0	0	2	1	0	**3**	0	0	0	2	0	**2**	2	**88**
8:30AM	3	39	0	0	**42**	1	0	34	11	0	**45**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**88**
8:45AM	2	14	1	0	**17**	0	1	34	4	0	**39**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	**59**
Hourly Total	19	121	5	0	**145**	5	4	122	35	0	**161**	0	0	5	3	0	**8**	1	1	0	2	0	**3**	2	**317**
2:00PM	0	11	0	0	**11**	0	1	28	1	0	**30**	0	2	1	2	0	**5**	0	3	1	1	0	**5**	0	**51**
2:15PM	1	19	0	0	**20**	0	1	31	5	0	**37**	0	0	0	1	0	**1**	0	0	1	1	0	**2**	0	**60**
2:30PM	1	12	3	0	**16**	0	1	42	5	0	**48**	0	5	0	0	0	**5**	0	1	1	3	0	**5**	0	**74**
2:45PM	1	19	2	0	**22**	0	0	35	5	0	**40**	0	4	0	1	0	**5**	0	0	0	1	0	**1**	0	**68**
Hourly Total	3	61	5	0	**69**	0	3	136	16	0	**155**	0	11	1	4	0	**16**	0	4	3	6	0	**13**	0	**253**
3:00PM	0	26	0	0	**26**	3	0	30	3	0	**33**	0	0	1	1	0	**2**	0	2	0	1	0	**3**	1	**64**
3:15PM	0	17	1	0	**18**	0	0	28	6	0	**34**	1	3	0	0	0	**3**	0	0	0	1	0	**1**	0	**56**
3:30PM	2	18	1	0	**21**	0	1	36	0	0	**37**	0	1	0	1	0	**2**	0	3	0	4	0	**7**	1	**67**
3:45PM	0	19	0	0	**19**	0	0	43	8	0	**51**	1	6	2	0	0	**8**	0	2	0	2	0	**4**	2	**82**
Hourly Total	2	80	2	0	**84**	3	1	137	17	0	**155**	2	10	3	2	0	**15**	0	7	0	8	0	**15**	4	**269**
4:00PM	0	18	0	0	**18**	0	0	47	9	0	**56**	0	3	1	0	0	**4**	0	0	0	1	0	**1**	0	**79**
4:15PM	1	16	0	0	**17**	0	2	42	7	0	**51**	0	0	1	0	0	**1**	0	0	0	1	0	**1**	0	**70**
4:30PM	2	22	0	0	**24**	0	1	38	3	0	**42**	0	2	0	0	0	**2**	0	1	0	3	0	**4**	1	**72**
4:45PM	0	17	2	0	**19**	0	5	31	4	0	**40**	0	2	3	1	1	**7**	0	0	0	0	0	**0**	0	**66**
Hourly Total	3	73	2	0	**78**	0	8	158	23	0	**189**	0	7	5	1	1	**14**	0	1	0	5	0	**6**	1	**287**
5:00PM	3	28	0	0	**31**	0	1	31	1	0	**33**	1	2	2	1	0	**5**	0	1	0	1	0	**2**	0	**71**
5:15PM	1	9	1	0	**11**	2	1	29	3	0	**33**	0	0	1	1	0	**2**	0	0	1	1	0	**2**	1	**48**
5:30PM	0	20	2	0	**22**	1	3	27	1	0	**31**	0	0	1	0	0	**1**	0	0	0	1	0	**1**	1	**55**
5:45PM	2	10	3	0	**15**	1	4	42	11	0	**57**	0	1	3	1	0	**5**	0	1	0	2	0	**3**	3	**80**
Hourly Total	6	67	6	0	**79**	4	9	129	16	0	**154**	1	3	7	3	0	**13**	0	2	1	5	0	**8**	5	**254**
Total	49	584	23	0	**656**	17	39	831	138	0	**1008**	3	47	23	16	1	**87**	1	18	7	43	0	**68**	17	**1819**
% Approach	7.5%	89.0%	3.5%	0%	**-**	-	3.9%	82.4%	13.7%	0%	**-**	-	54.0%	26.4%	18.4%	1.1%	**-**	-	26.5%	10.3%	63.2%	0%	**-**	-	-
% Total	2.7%	32.1%	1.3%	0%	**36.1%**	-	2.1%	45.7%	7.6%	0%	**55.4%**	-	2.6%	1.3%	0.9%	0.1%	**4.8%**	-	1.0%	0.4%	2.4%	0%	**3.7%**	-	-
Lights	48	563	23	0	**634**	-	38	809	138	0	**985**	-	45	23	16	1	**85**	-	17	5	42	0	**64**	-	1768
% Lights	98.0%	96.4%	100%	0%	**96.6%**	-	97.4%	97.4%	100%	0%	**97.7%**	-	95.7%	100%	100%	100%	**97.7%**	-	94.4%	71.4%	97.7%	0%	**94.1%**	-	97.2%
Single-Unit Trucks	0	7	0	0	**7**	-	1	6	0	0	**7**	-	2	0	0	0	**2**	-	0	1	0	0	**1**	-	17
% Single-Unit Trucks	0%	1.2%	0%	0%	**1.1%**	-	2.6%	0.7%	0%	0%	**0.7%**	-	4.3%	0%	0%	0%	**2.3%**	-	0%	14.3%	0%	0%	**1.5%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	2.3%	0%	**1.5%**	-	0.1%
Buses	1	4	0	0	**5**	-	0	13	0	0	**13**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	19
% Buses	2.0%	0.7%	0%	0%	**0.8%**	-	0%	1.6%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	14.3%	0%	0%	**1.5%**	-	1.0%
Bicycles on Road	0	10	0	0	**10**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	13
% Bicycles on Road	0%	1.7%	0%	0%	**1.5%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	5.6%	0%	0%	0%	**1.5%**	-	0.7%
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	17	

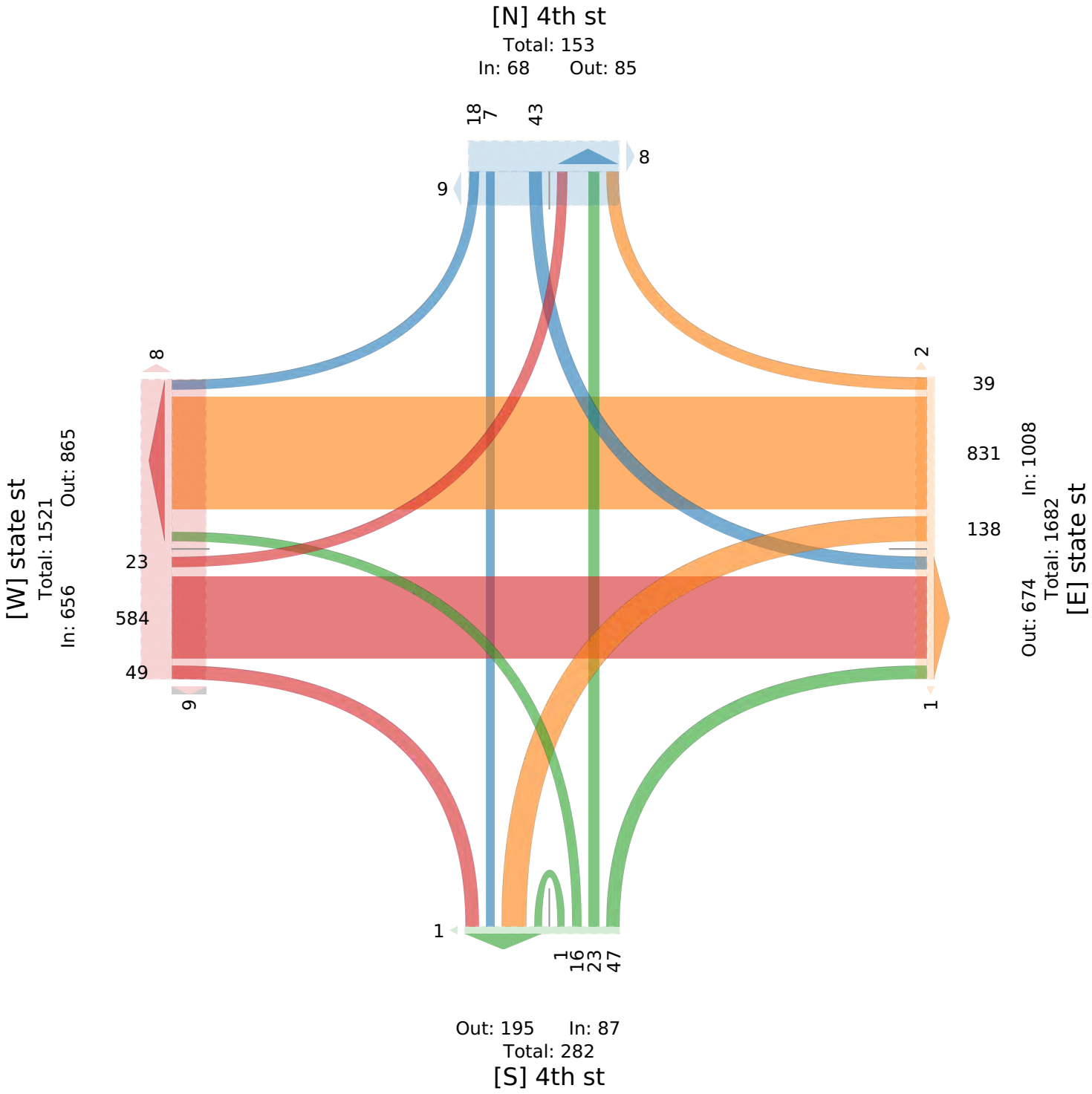
Leg	state st						state st						4th st						4th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4th st and state st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400834, Location: 41.914828, -88.31838

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9575 W. Higgins Rd., Suite 400,
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4th st and state st TMC - TMC

Tue May 12, 2026
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400834, Location: 41.914828, -88.31838

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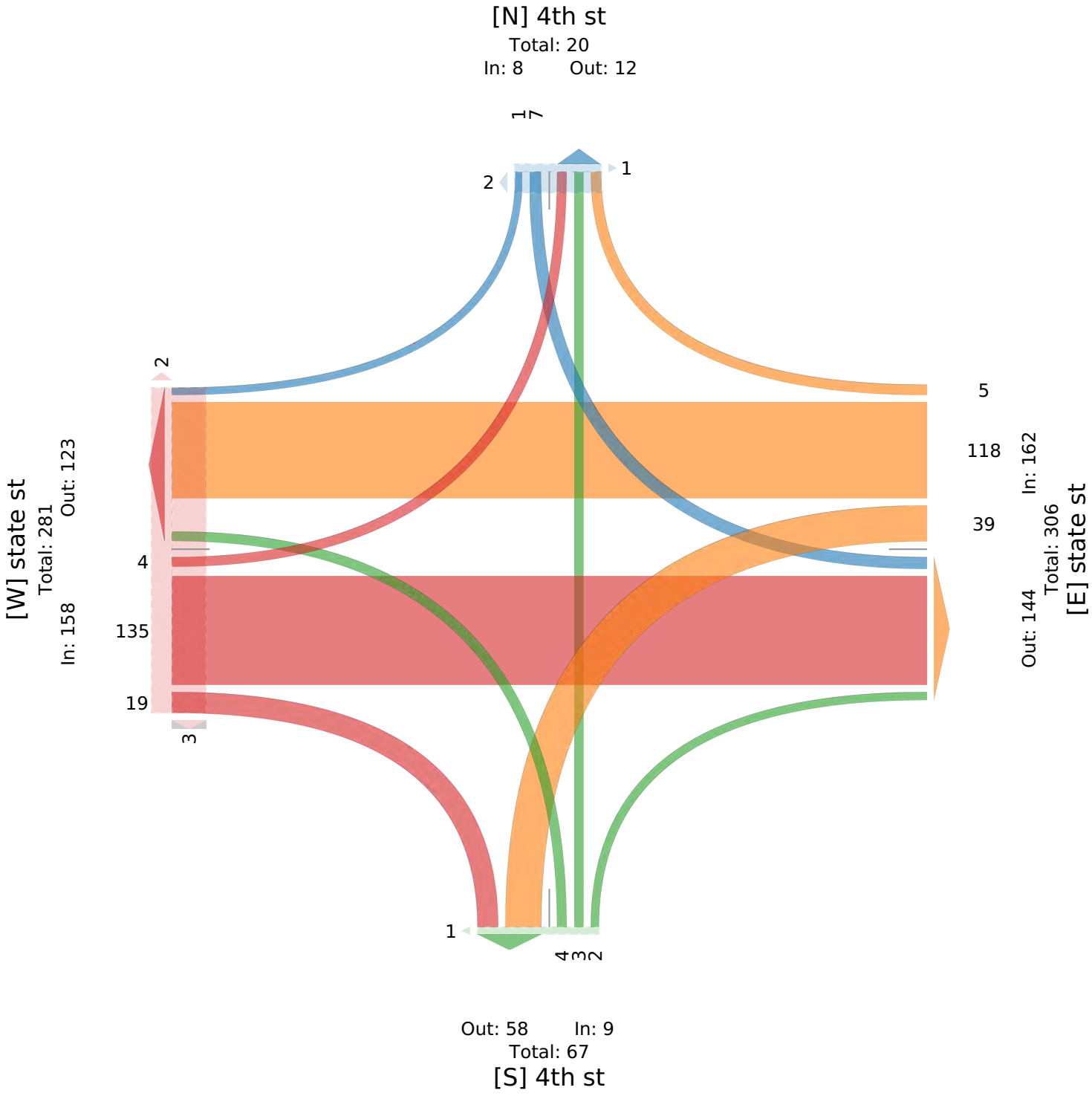
Leg	state st						state st						4th st						4th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 7:45AM	2	28	0	0	**30**	0	2	30	8	0	**40**	0	2	1	1	0	**4**	0	0	0	5	0	**5**	1	**79**
8:00AM	9	28	1	0	**38**	2	1	29	12	0	**42**	0	0	0	2	0	**2**	1	0	0	0	0	**0**	0	**82**
8:15AM	5	40	3	0	**48**	2	2	25	8	0	**35**	0	0	2	1	0	**3**	0	0	0	2	0	**2**	2	**88**
8:30AM	3	39	0	0	**42**	1	0	34	11	0	**45**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**88**
Total	19	135	4	0	**158**	5	5	118	39	0	**162**	0	2	3	4	0	**9**	1	1	0	7	0	**8**	3	**337**
% Approach	12.0%	85.4%	2.5%	0%	**-**	-	3.1%	72.8%	24.1%	0%	**-**	-	22.2%	33.3%	44.4%	0%	**-**	-	12.5%	0%	87.5%	0%	**-**	-	-
% Total	5.6%	40.1%	1.2%	0%	**46.9%**	-	1.5%	35.0%	11.6%	0%	**48.1%**	-	0.6%	0.9%	1.2%	0%	**2.7%**	-	0.3%	0%	2.1%	0%	**2.4%**	-	-
PHF	0.528	0.868	0.333		**-** **0.842**	-	0.625	0.868	0.813		**-** **0.900**	-	0.250	0.375	0.500		**-** **0.563**	-	0.250	-	0.350		**-** **0.400**	-	0.960
Lights	18	130	4	0	**152**	-	5	115	39	0	**159**	-	2	3	4	0	**9**	-	1	0	7	0	**8**	-	328
% Lights	94.7%	96.3%	100%	0%	**96.2%**	-	100%	97.5%	100%	0%	**98.1%**	-	100%	100%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	97.3%
Single-Unit Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Single-Unit Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	1	1	0	0	**2**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Buses	5.3%	0.7%	0%	0%	**1.3%**	-	0%	1.7%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Bicycles on Road	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	2.2%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4th st and state st TMC - TMC

Tue May 12, 2026
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400834, Location: 41.914828, -88.31838

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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4th st and state st TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400834, Location: 41.914828, -88.31838

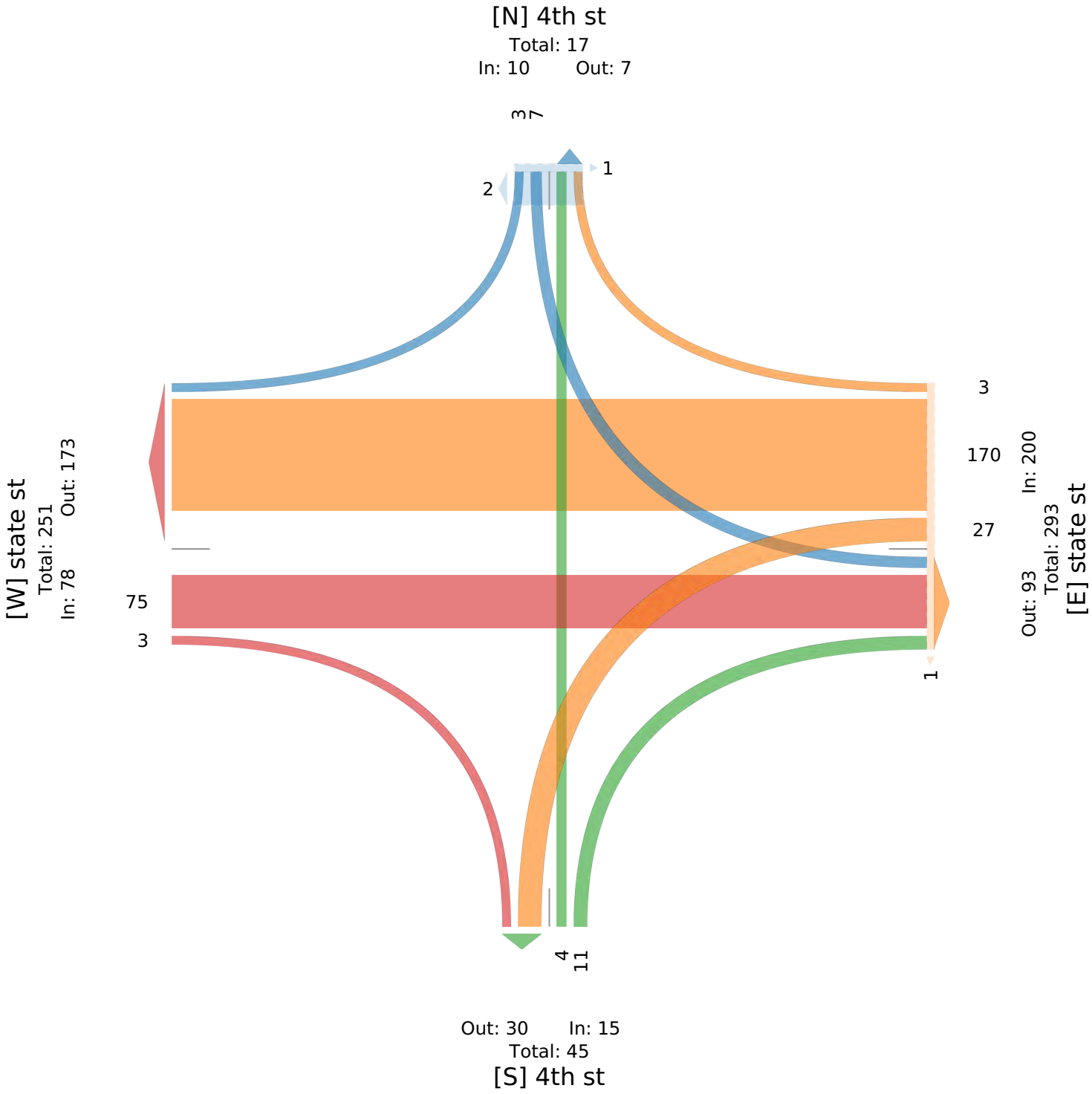
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	state st						state st						4th st						4th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 3:45PM	0	19	0	0	**19**	0	0	43	8	0	**51**	1	6	2	0	0	**8**	0	2	0	2	0	**4**	2	**82**
4:00PM	0	18	0	0	**18**	0	0	47	9	0	**56**	0	3	1	0	0	**4**	0	0	0	1	0	**1**	0	**79**
4:15PM	1	16	0	0	**17**	0	2	42	7	0	**51**	0	0	1	0	0	**1**	0	0	0	1	0	**1**	0	**70**
4:30PM	2	22	0	0	**24**	0	1	38	3	0	**42**	0	2	0	0	0	**2**	0	1	0	3	0	**4**	1	**72**
Total	3	75	0	0	**78**	0	3	170	27	0	**200**	1	11	4	0	0	**15**	0	3	0	7	0	**10**	3	**303**
% Approach	3.8%	96.2%	0%	0%	**-**	-	1.5%	85.0%	13.5%	0%	**-**	-	73.3%	26.7%	0%	0%	**-**	-	30.0%	0%	70.0%	0%	**-**	-	-
% Total	1.0%	24.8%	0%	0%	**25.7%**	-	1.0%	56.1%	8.9%	0%	**66.0%**	-	3.6%	1.3%	0%	0%	**5.0%**	-	1.0%	0%	2.3%	0%	**3.3%**	-	-
PHF	0.375	0.830	-	-	**0.792**	-	0.375	0.904	0.750	-	**0.893**	-	0.458	0.500	-	-	**0.469**	-	0.375	-	0.583	-	**0.625**	-	0.929
Lights	3	72	0	0	**75**	-	3	165	27	0	**195**	-	11	4	0	0	**15**	-	3	0	7	0	**10**	-	295
% Lights	100%	96.0%	0%	0%	**96.2%**	-	100%	97.1%	100%	0%	**97.5%**	-	100%	100%	0%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	97.4%
Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	2.4%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.3%
Bicycles on Road	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	2.7%	0%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4th st and state st TMC - TMC
Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400834, Location: 41.914828, -88.31838

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



5th st and main st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400830, Location: 41.912857, -88.319017

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Main St						Main St						5th st						5th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-12 6:00AM	0	157	0	0	**157**	0	0	61	0	0	**61**	0	0	1	1	0	**2**	0	3	0	2	0	**5**	0	**225**
6:15AM	1	210	1	0	**212**	0	0	105	0	0	**105**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**317**
6:30AM	2	347	1	0	**350**	0	0	100	1	0	**101**	0	3	0	0	0	**3**	0	1	0	3	0	**4**	0	**458**
6:45AM	0	339	7	0	**346**	0	2	146	1	0	**149**	0	1	0	0	0	**1**	0	1	0	3	0	**4**	0	**500**
Hourly Total	3	1053	9	0	**1065**	0	2	412	2	0	**416**	0	4	1	1	0	**6**	0	5	0	8	0	**13**	0	**1500**
7:00AM	1	341	1	0	**343**	0	2	176	0	0	**178**	0	1	0	0	0	**1**	0	4	0	0	0	**4**	1	**526**
7:15AM	4	329	2	0	**335**	0	0	228	2	0	**230**	0	0	0	0	0	**0**	0	12	0	0	0	**12**	1	**577**
7:30AM	2	223	3	0	**228**	0	2	211	3	0	**216**	0	5	0	0	0	**5**	1	4	1	1	0	**6**	0	**455**
7:45AM	5	338	0	0	**343**	0	4	184	2	0	**190**	0	4	0	1	0	**5**	0	5	0	2	0	**7**	0	**545**
Hourly Total	12	1231	6	0	**1249**	0	8	799	7	0	**814**	0	10	0	1	0	**11**	1	25	1	3	0	**29**	2	**2103**
8:00AM	1	278	6	0	**285**	0	6	200	5	0	**211**	0	0	1	1	0	**2**	0	4	0	0	0	**4**	0	**502**
8:15AM	8	259	7	0	**274**	0	8	210	2	0	**220**	0	0	0	1	0	**1**	0	3	0	2	0	**5**	0	**500**
8:30AM	0	237	1	0	**238**	0	0	199	3	0	**202**	0	0	0	2	0	**2**	0	6	0	4	0	**10**	3	**452**
8:45AM	4	323	1	0	**328**	0	0	199	5	0	**204**	0	0	0	0	0	**0**	0	5	1	0	0	**6**	0	**538**
Hourly Total	13	1097	15	0	**1125**	0	14	808	15	0	**837**	0	0	1	4	0	**5**	0	18	1	6	0	**25**	3	**1992**
2:00PM	2	221	0	0	**223**	0	2	257	0	0	**259**	0	2	0	1	0	**3**	0	8	0	1	0	**9**	0	**494**
2:15PM	1	232	3	0	**236**	0	2	304	1	0	**307**	0	1	0	0	0	**1**	0	3	0	1	0	**4**	0	**548**
2:30PM	1	217	3	0	**221**	0	4	321	2	0	**327**	0	4	0	0	0	**4**	0	8	1	1	0	**10**	0	**562**
2:45PM	1	226	1	0	**228**	0	0	292	5	0	**297**	0	5	0	3	0	**8**	0	6	2	3	0	**11**	2	**544**
Hourly Total	5	896	7	0	**908**	0	8	1174	8	0	**1190**	0	12	0	4	0	**16**	0	25	3	6	0	**34**	2	**2148**
3:00PM	2	286	3	0	**291**	0	1	321	5	0	**327**	0	3	0	2	0	**5**	0	9	0	1	0	**10**	1	**633**
3:15PM	4	243	3	0	**250**	0	0	311	3	0	**314**	0	1	1	1	0	**3**	0	3	1	3	0	**7**	2	**574**
3:30PM	1	292	5	0	**298**	0	4	301	1	0	**306**	0	3	0	3	0	**6**	0	8	0	1	0	**9**	0	**619**
3:45PM	5	282	5	0	**292**	0	3	314	4	0	**321**	0	1	0	4	0	**5**	0	8	0	2	0	**10**	0	**628**
Hourly Total	12	1103	16	0	**1131**	0	8	1247	13	0	**1268**	0	8	1	10	0	**19**	0	28	1	7	0	**36**	3	**2454**
4:00PM	2	271	1	0	**274**	0	0	303	5	0	**308**	0	6	0	3	0	**9**	0	5	0	1	0	**6**	0	**597**
4:15PM	0	308	2	0	**310**	0	2	318	1	0	**321**	0	4	0	3	0	**7**	0	4	0	1	0	**5**	1	**643**
4:30PM	1	249	0	0	**250**	0	1	336	1	0	**338**	0	1	0	4	0	**5**	0	8	0	2	0	**10**	0	**603**
4:45PM	1	253	1	0	**255**	0	2	336	2	0	**340**	0	0	0	1	0	**1**	0	6	0	0	0	**6**	0	**602**
Hourly Total	4	1081	4	0	**1089**	0	5	1293	9	0	**1307**	0	11	0	11	0	**22**	0	23	0	4	0	**27**	1	**2445**
5:00PM	5	281	0	0	**286**	0	0	341	5	0	**346**	0	5	0	1	0	**6**	0	6	0	0	0	**6**	0	**644**
5:15PM	2	269	2	0	**273**	0	1	360	1	0	**362**	0	2	0	1	0	**3**	2	3	0	1	0	**4**	1	**642**
5:30PM	0	294	2	0	**296**	0	1	344	1	0	**346**	0	5	0	6	0	**11**	0	2	0	1	0	**3**	0	**656**
5:45PM	2	264	2	0	**268**	0	2	277	5	0	**284**	0	3	0	1	0	**4**	0	8	1	1	0	**10**	2	**566**
Hourly Total	9	1108	6	0	**1123**	0	4	1322	12	0	**1338**	0	15	0	9	0	**24**	2	19	1	3	0	**23**	3	**2508**
Total	58	7569	63	0	**7690**	0	49	7055	66	0	**7170**	0	60	3	40	0	**103**	3	143	7	37	0	**187**	14	**15150**
% Approach	0.8%	98.4%	0.8%	0%	**-**	-	0.7%	98.4%	0.9%	0%	**-**	-	58.3%	2.9%	38.8%	0%	**-**	-	76.5%	3.7%	19.8%	0%	**-**	-	-
% Total	0.4%	50.0%	0.4%	0%	**50.8%**	-	0.3%	46.6%	0.4%	0%	**47.3%**	-	0.4%	0%	0.3%	0%	**0.7%**	-	0.9%	0%	0.2%	0%	**1.2%**	-	-
Lights	57	7232	60	0	**7349**	-	48	6762	64	0	**6874**	-	59	3	39	0	**101**	-	139	7	36	0	**182**	-	14506
% Lights	98.3%	95.5%	95.2%	0%	**95.6%**	-	98.0%	95.8%	97.0%	0%	**95.9%**	-	98.3%	100%	97.5%	0%	**98.1%**	-	97.2%	100%	97.3%	0%	**97.3%**	-	95.7%
Single-Unit Trucks	1	134	0	0	**135**	-	1	126	1	0	**128**	-	1	0	1	0	**2**	-	2	0	1	0	**3**	-	268
% Single-Unit Trucks	1.7%	1.8%	0%	0%	**1.8%**	-	2.0%	1.8%	1.5%	0%	**1.8%**	-	1.7%	0%	2.5%	0%	**1.9%**	-	1.4%	0%	2.7%	0%	**1.6%**	-	1.8%
Articulated Trucks	0	141	0	0	**141**	-	0	108	0	0	**108**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	249
% Articulated Trucks	0%	1.9%	0%	0%	**1.8%**	-	0%	1.5%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Buses	0	62	3	0	**65**	-	0	59	1	0	**60**	-	0	0	0	0	**0**	-	2	0	0	0	**2**	-	127
% Buses	0%	0.8%	4.8%	0%	**0.8%**	-	0%	0.8%	1.5%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	1.4%	0%	0%	0%	**1.1%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0

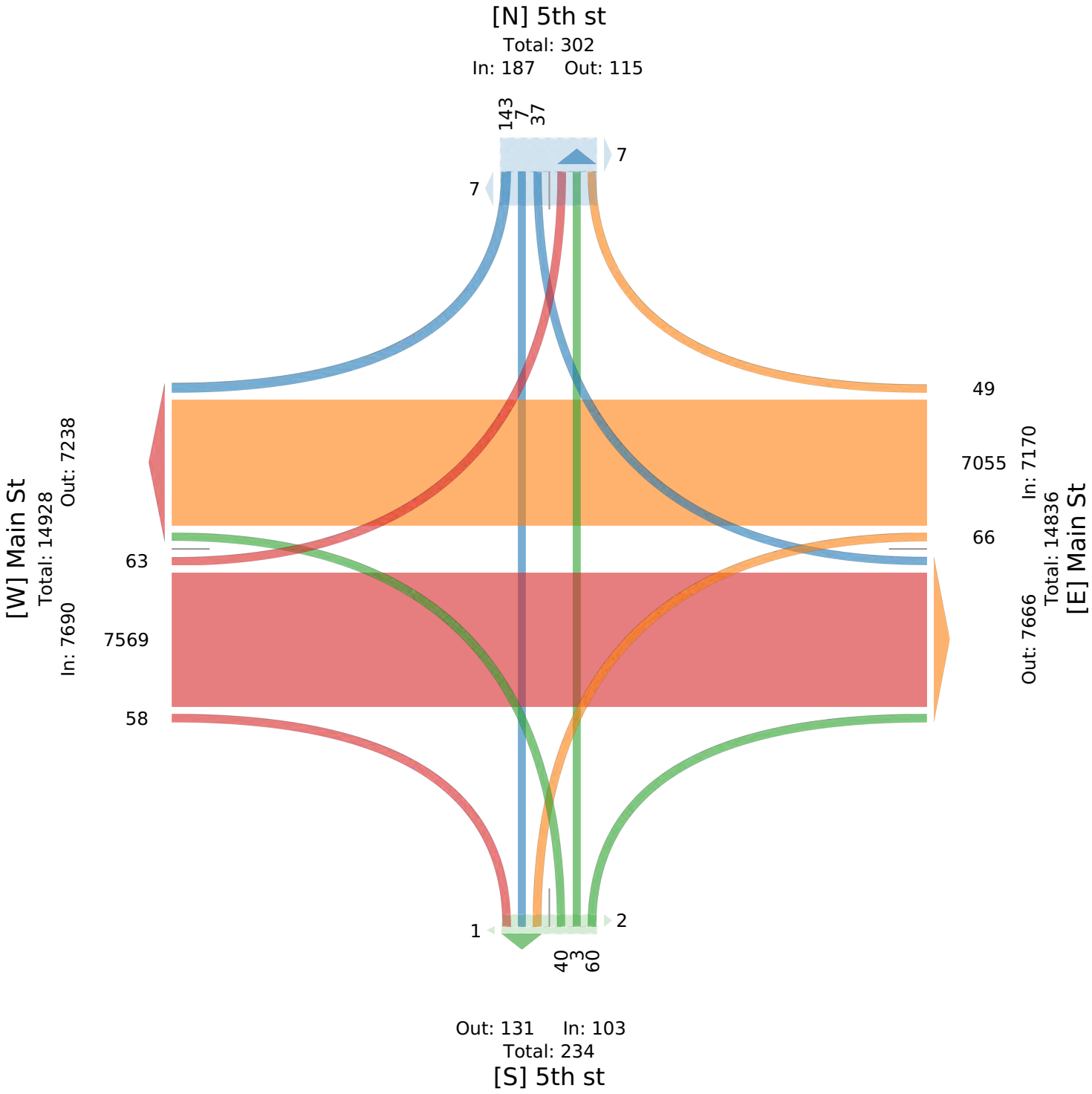
Leg	Main St						Main St						5th st						5th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5th st and main st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400830, Location: 41.912857, -88.319017

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



5th st and main st TMC - TMC

Tue May 12, 2026
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400830, Location: 41.912857, -88.319017

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

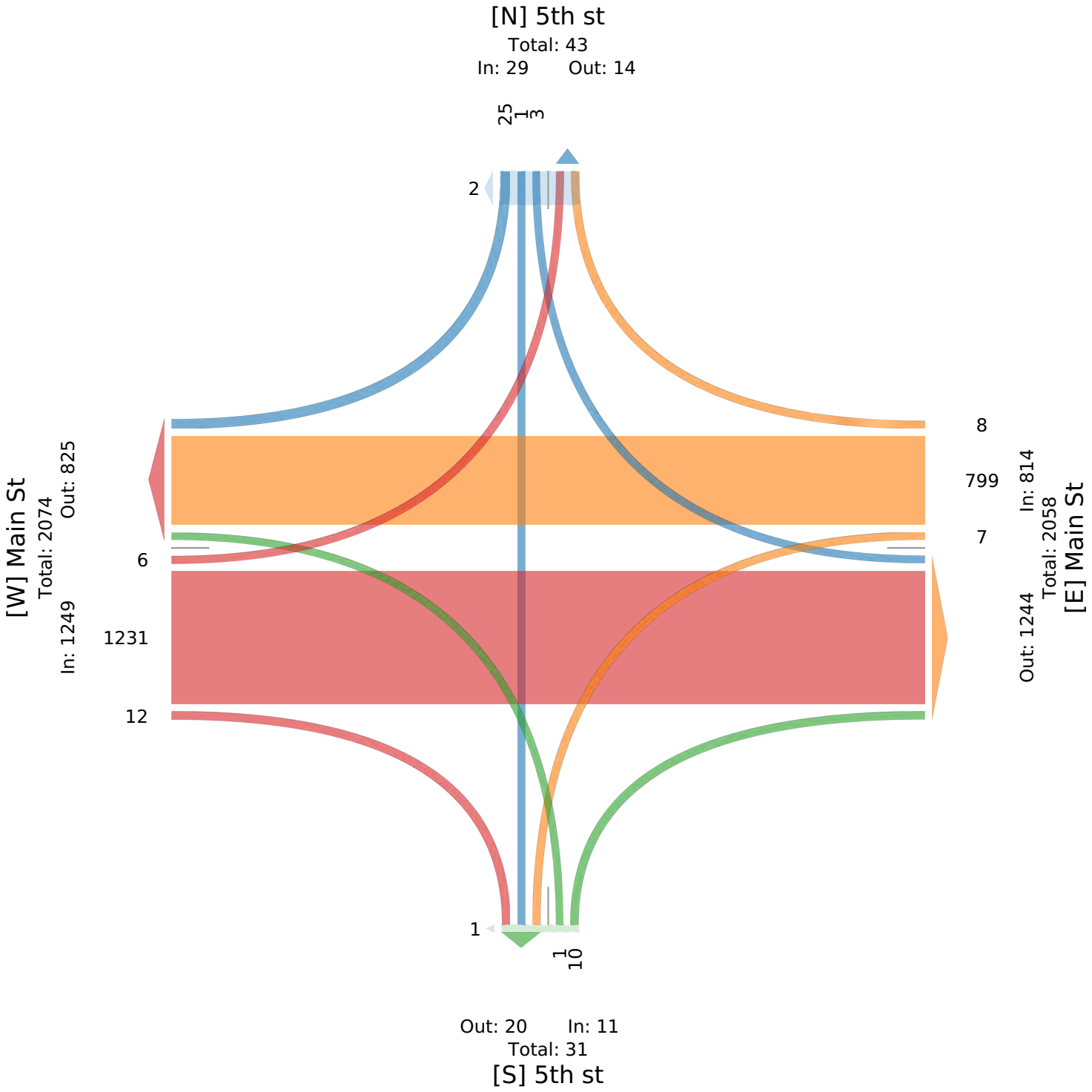
Leg / Direction	Main St Eastbound						Main St Westbound						5th st Northbound						5th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 7:00AM	1	341	1	0	**343**	0	2	176	0	0	**178**	0	1	0	0	0	**1**	0	4	0	0	0	**4**	1	**526**
7:15AM	4	329	2	0	**335**	0	0	228	2	0	**230**	0	0	0	0	0	**0**	0	12	0	0	0	**12**	1	**577**
7:30AM	2	223	3	0	**228**	0	2	211	3	0	**216**	0	5	0	0	0	**5**	1	4	1	1	0	**6**	0	**455**
7:45AM	5	338	0	0	**343**	0	4	184	2	0	**190**	0	4	0	1	0	**5**	0	5	0	2	0	**7**	0	**545**
Total	12	1231	6	0	**1249**	0	8	799	7	0	**814**	0	10	0	1	0	**11**	1	25	1	3	0	**29**	2	**2103**
% Approach	1.0%	98.6%	0.5%	0%	**-**	-	1.0%	98.2%	0.9%	0%	**-**	-	90.9%	0%	9.1%	0%	**-**	-	86.2%	3.4%	10.3%	0%	**-**	-	-
% Total	0.6%	58.5%	0.3%	0%	**59.4%**	-	0.4%	38.0%	0.3%	0%	**38.7%**	-	0.5%	0%	0%	0%	**0.5%**	-	1.2%	0%	0.1%	0%	**1.4%**	-	-
PHF	0.600	0.902	0.500	-	**0.910**	-	0.500	0.876	0.583	-	**0.885**	-	0.500	-	0.250	-	**0.550**	-	0.521	0.250	0.375	-	**0.604**	-	0.911
Lights	12	1180	6	0	**1198**	-	8	755	6	0	**769**	-	10	0	1	0	**11**	-	24	1	3	0	**28**	-	2006
% Lights	100%	95.9%	100%	0%	**95.9%**	-	100%	94.5%	85.7%	0%	**94.5%**	-	100%	0%	100%	0%	**100%**	-	96.0%	100%	100%	0%	**96.6%**	-	95.4%
Single-Unit Trucks	0	12	0	0	**12**	-	0	12	1	0	**13**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	25
% Single-Unit Trucks	0%	1.0%	0%	0%	**1.0%**	-	0%	1.5%	14.3%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Articulated Trucks	0	24	0	0	**24**	-	0	21	0	0	**21**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	45
% Articulated Trucks	0%	1.9%	0%	0%	**1.9%**	-	0%	2.6%	0%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.1%
Buses	0	15	0	0	**15**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	27
% Buses	0%	1.2%	0%	0%	**1.2%**	-	0%	1.4%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	4.0%	0%	0%	0%	**3.4%**	-	1.3%
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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5th st and main st TMC - TMC

Tue May 12, 2026
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400830, Location: 41.912857, -88.319017

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



5th st and main st TMC - TMC

Tue May 12, 2026
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400830, Location: 41.912857, -88.319017

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

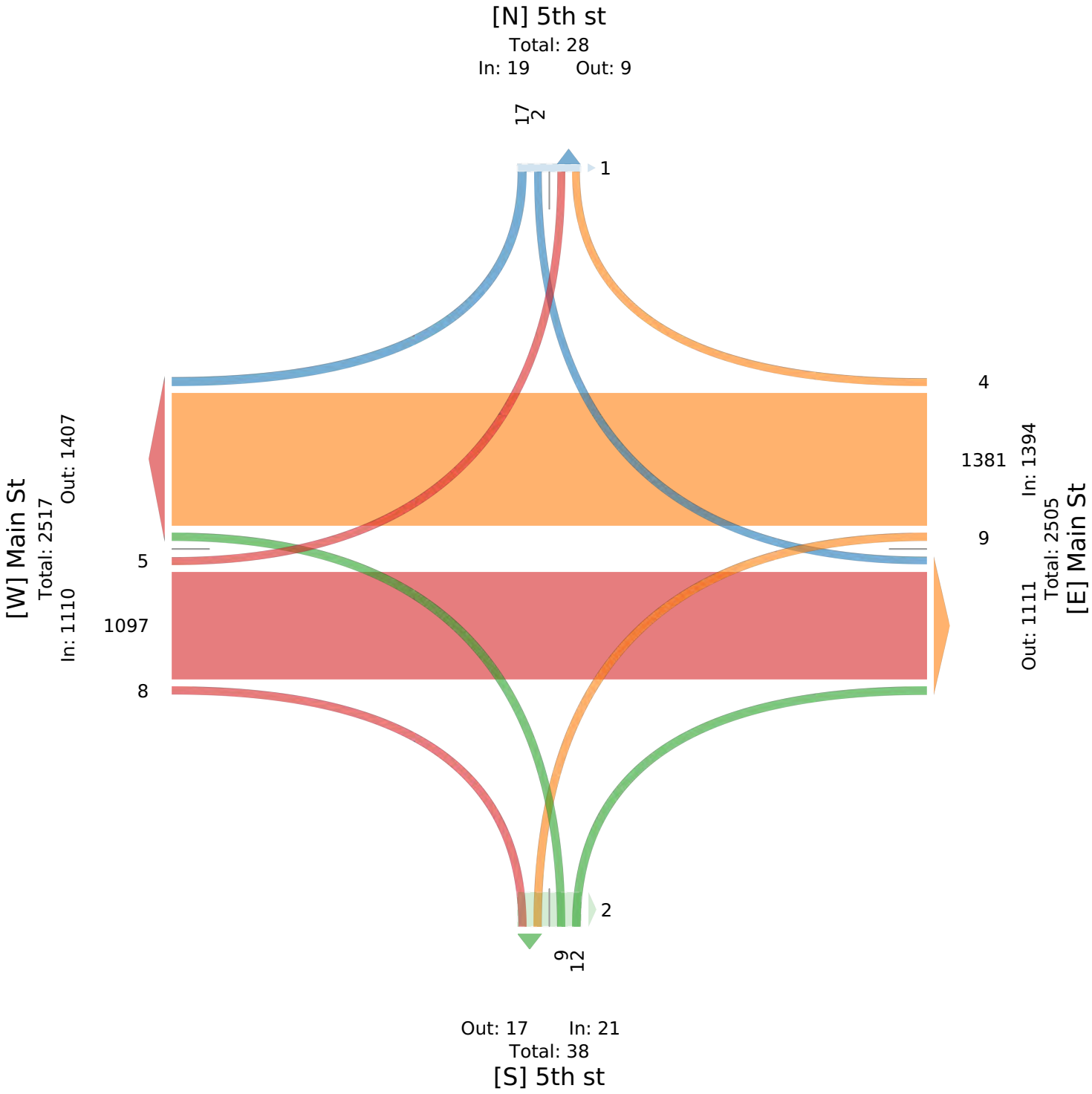
Leg / Direction	Main St Eastbound						Main St Westbound						5th st Northbound						5th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 4:45PM	1	253	1	0	**255**	0	2	336	2	0	**340**	0	0	0	1	0	**1**	0	6	0	0	0	**6**	0	**602**
5:00PM	5	281	0	0	**286**	0	0	341	5	0	**346**	0	5	0	1	0	**6**	0	6	0	0	0	**6**	0	**644**
5:15PM	2	269	2	0	**273**	0	1	360	1	0	**362**	0	2	0	1	0	**3**	2	3	0	1	0	**4**	1	**642**
5:30PM	0	294	2	0	**296**	0	1	344	1	0	**346**	0	5	0	6	0	**11**	0	2	0	1	0	**3**	0	**656**
Total	8	1097	5	0	**1110**	0	4	1381	9	0	**1394**	0	12	0	9	0	**21**	2	17	0	2	0	**19**	1	**2544**
% Approach	0.7%	98.8%	0.5%	0%	**-**	-	0.3%	99.1%	0.6%	0%	**-**	-	57.1%	0%	42.9%	0%	**-**	-	89.5%	0%	10.5%	0%	**-**	-	-
% Total	0.3%	43.1%	0.2%	0%	**43.6%**	-	0.2%	54.3%	0.4%	0%	**54.8%**	-	0.5%	0%	0.4%	0%	**0.8%**	-	0.7%	0%	0.1%	0%	**0.7%**	-	-
PHF	0.400	0.933	0.625	-	**0.938**	-	0.500	0.959	0.450	-	**0.963**	-	0.600	-	0.375	-	**0.477**	-	0.708	-	0.500	-	**0.792**	-	0.970
Lights	8	1059	5	0	**1072**	-	4	1369	9	0	**1382**	-	12	0	9	0	**21**	-	17	0	2	0	**19**	-	2494
% Lights	100%	96.5%	100%	0%	**96.6%**	-	100%	99.1%	100%	0%	**99.1%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	98.0%
Single-Unit Trucks	0	21	0	0	**21**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	28
% Single-Unit Trucks	0%	1.9%	0%	0%	**1.9%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Articulated Trucks	0	16	0	0	**16**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	19
% Articulated Trucks	0%	1.5%	0%	0%	**1.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses	0	1	0	0	**1**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5th st and main st TMC - TMC

Tue May 12, 2026
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400830, Location: 41.912857, -88.319017

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



5th st and state st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400832, Location: 41.91462, -88.319525

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	State St						State St						5th st						5th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-12 6:00AM	0	6	0	0	**6**	0	1	4	0	0	**5**	1	0	0	0	0	**0**	0	1	1	2	0	**4**	1	**15**
6:15AM	0	8	0	0	**8**	0	0	4	0	0	**4**	0	1	0	0	0	**1**	0	0	1	0	0	**1**	1	**14**
6:30AM	0	18	0	0	**18**	0	2	11	0	0	**13**	0	3	0	0	0	**3**	0	0	1	1	0	**2**	1	**36**
6:45AM	0	29	0	0	**29**	0	1	11	2	0	**14**	0	4	0	0	0	**4**	0	0	1	3	0	**4**	0	**51**
Hourly Total	0	61	0	0	**61**	0	4	30	2	0	**36**	1	8	0	0	0	**8**	0	1	4	6	0	**11**	3	**116**
7:00AM	0	26	0	0	**26**	0	0	19	3	0	**22**	0	8	0	1	0	**9**	0	1	0	3	0	**4**	0	**61**
7:15AM	1	26	0	0	**27**	0	1	16	5	0	**22**	6	5	0	3	0	**8**	0	1	0	0	0	**1**	0	**58**
7:30AM	2	27	0	0	**29**	0	1	36	1	0	**38**	1	6	0	5	0	**11**	0	0	0	2	0	**2**	0	**80**
7:45AM	1	37	1	0	**39**	0	0	28	2	0	**30**	1	4	1	2	0	**7**	0	0	0	1	0	**1**	1	**77**
Hourly Total	4	116	1	0	**121**	0	2	99	11	0	**112**	8	23	1	11	0	**35**	0	2	0	6	0	**8**	1	**276**
8:00AM	0	30	3	0	**33**	0	1	29	2	0	**32**	47	14	2	3	0	**19**	5	0	0	1	0	**1**	1	**85**
8:15AM	0	28	2	0	**30**	1	0	25	1	0	**26**	17	17	3	5	0	**25**	0	3	0	0	0	**3**	2	**84**
8:30AM	0	19	0	0	**19**	0	0	29	7	0	**36**	5	11	0	3	0	**14**	2	1	0	0	0	**1**	0	**70**
8:45AM	0	15	0	0	**15**	0	1	29	3	0	**33**	0	1	0	0	0	**1**	0	2	0	0	0	**2**	1	**51**
Hourly Total	0	92	5	0	**97**	1	2	112	13	0	**127**	69	43	5	11	0	**59**	7	6	0	1	0	**7**	4	**290**
2:00PM	1	10	1	0	**12**	0	1	30	3	0	**34**	0	1	2	2	0	**5**	0	0	0	1	0	**1**	0	**52**
2:15PM	0	15	3	0	**18**	0	1	29	2	0	**32**	0	3	0	0	0	**3**	0	1	2	2	0	**5**	0	**58**
2:30PM	0	13	0	0	**13**	0	0	38	4	0	**42**	1	1	0	2	0	**3**	0	0	0	1	0	**1**	1	**59**
2:45PM	0	15	0	0	**15**	0	0	31	5	0	**36**	3	10	0	4	0	**14**	0	3	2	0	0	**5**	3	**70**
Hourly Total	1	53	4	0	**58**	0	2	128	14	0	**144**	4	15	2	8	0	**25**	0	4	4	4	0	**12**	4	**239**
3:00PM	1	23	1	0	**25**	0	0	27	6	0	**33**	0	2	2	1	0	**5**	0	0	1	0	0	**1**	0	**64**
3:15PM	0	20	1	0	**21**	0	0	31	2	0	**33**	0	3	2	0	0	**5**	0	0	2	0	0	**2**	1	**61**
3:30PM	1	14	1	0	**16**	0	1	34	3	0	**38**	0	5	2	0	0	**7**	1	1	1	0	0	**2**	0	**63**
3:45PM	0	12	3	0	**15**	0	0	41	7	0	**48**	0	3	3	1	0	**7**	0	1	1	1	0	**3**	0	**73**
Hourly Total	2	69	6	0	**77**	0	1	133	18	0	**152**	0	13	9	2	0	**24**	1	2	5	1	0	**8**	1	**261**
4:00PM	0	12	0	0	**12**	1	3	41	3	0	**47**	0	3	1	1	0	**5**	0	1	2	2	0	**5**	0	**69**
4:15PM	0	13	1	0	**14**	0	1	36	3	0	**40**	0	2	2	0	0	**4**	0	0	0	2	0	**2**	2	**60**
4:30PM	0	22	0	0	**22**	0	0	34	4	0	**38**	0	2	0	2	0	**4**	0	4	0	0	0	**4**	1	**68**
4:45PM	0	19	1	0	**20**	0	1	28	3	0	**32**	0	0	1	0	0	**1**	0	0	1	1	0	**2**	0	**55**
Hourly Total	0	66	2	0	**68**	1	5	139	13	0	**157**	0	7	4	3	0	**14**	0	5	3	5	0	**13**	3	**252**
5:00PM	0	28	0	0	**28**	0	2	30	2	0	**34**	0	3	0	0	0	**3**	0	3	0	0	0	**3**	0	**68**
5:15PM	0	9	2	0	**11**	0	1	27	2	0	**30**	1	2	0	0	0	**2**	0	1	0	0	0	**1**	0	**44**
5:30PM	0	21	0	0	**21**	1	0	29	0	0	**29**	0	1	0	2	0	**3**	2	1	0	1	0	**2**	0	**55**
5:45PM	0	13	0	0	**13**	0	1	37	5	0	**43**	1	2	0	0	0	**2**	0	0	0	0	0	**0**	2	**58**
Hourly Total	0	71	2	0	**73**	1	4	123	9	0	**136**	2	8	0	2	0	**10**	2	5	0	1	0	**6**	2	**225**
Total	7	528	20	0	**555**	3	20	764	80	0	**864**	84	117	21	37	0	**175**	10	25	16	24	0	**65**	18	**1659**
% Approach	1.3%	95.1%	3.6%	0%	**-**	-	2.3%	88.4%	9.3%	0%	**-**	-	66.9%	12.0%	21.1%	0%	**-**	-	38.5%	24.6%	36.9%	0%	**-**	-	-
% Total	0.4%	31.8%	1.2%	0%	**33.5%**	-	1.2%	46.1%	4.8%	0%	**52.1%**	-	7.1%	1.3%	2.2%	0%	**10.5%**	-	1.5%	1.0%	1.4%	0%	**3.9%**	-	-
Lights	7	511	19	0	**537**	-	19	742	77	0	**838**	-	114	20	35	0	**169**	-	24	16	22	0	**62**	-	1606
% Lights	100%	96.8%	95.0%	0%	**96.8%**	-	95.0%	97.1%	96.3%	0%	**97.0%**	-	97.4%	95.2%	94.6%	0%	**96.6%**	-	96.0%	100%	91.7%	0%	**95.4%**	-	96.8%
Single-Unit Trucks	0	4	0	0	**4**	-	1	5	2	0	**8**	-	1	0	0	0	**1**	-	1	0	1	0	**2**	-	15
% Single-Unit Trucks	0%	0.8%	0%	0%	**0.7%**	-	5.0%	0.7%	2.5%	0%	**0.9%**	-	0.9%	0%	0%	0%	**0.6%**	-	4.0%	0%	4.2%	0%	**3.1%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses	0	3	1	0	**4**	-	0	12	1	0	**13**	-	2	0	2	0	**4**	-	0	0	1	0	**1**	-	22
% Buses	0%	0.6%	5.0%	0%	**0.7%**	-	0%	1.6%	1.3%	0%	**1.5%**	-	1.7%	0%	5.4%	0%	**2.3%**	-	0%	0%	4.2%	0%	**1.5%**	-	1.3%
Bicycles on Road	0	10	0	0	**10**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	13
% Bicycles on Road	0%	1.9%	0%	0%	**1.8%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	4.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.8%

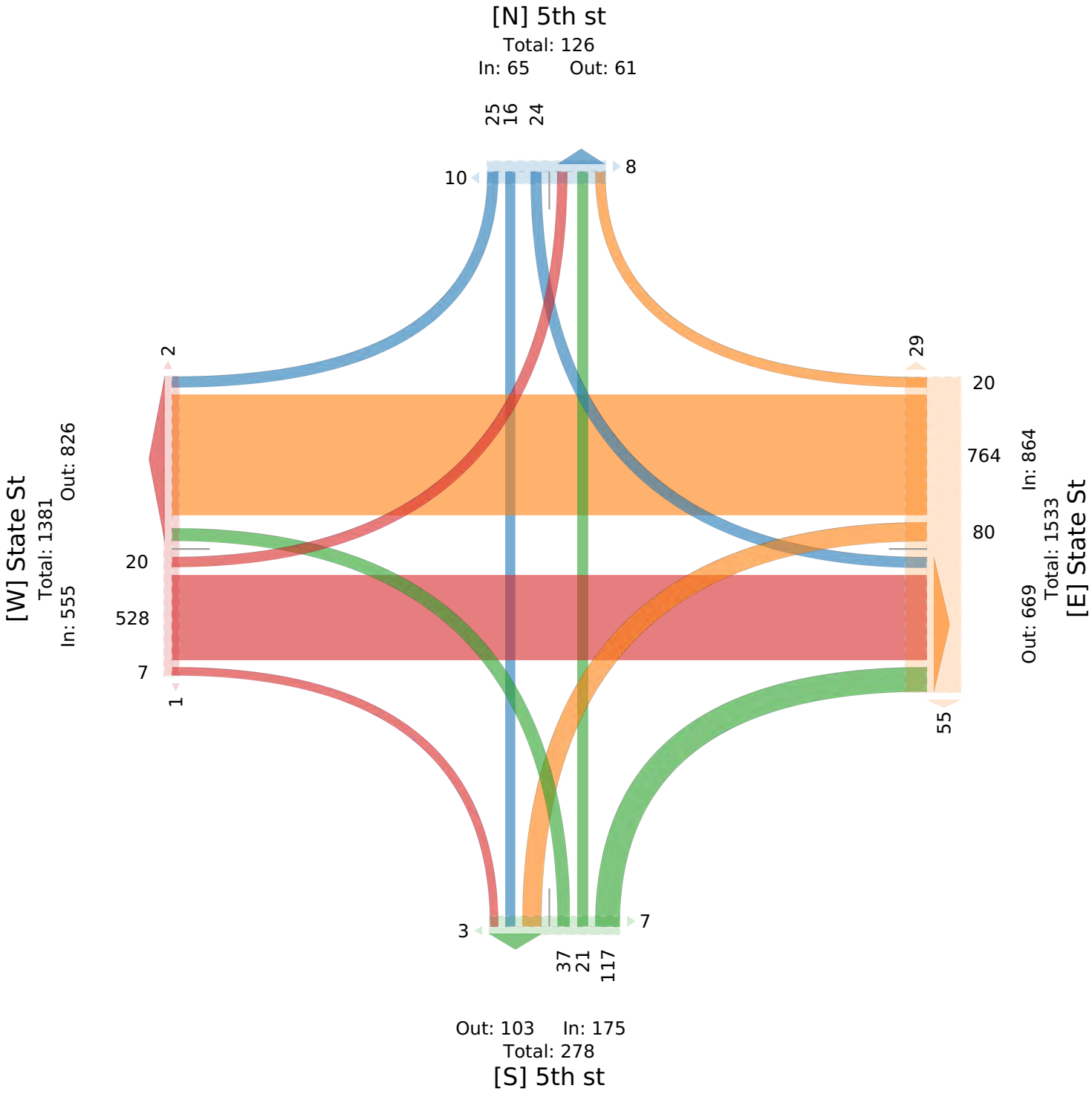
Leg	State St						State St						5th st						5th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	84	-	-	-	-	-	10	-	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5th st and state st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400832, Location: 41.91462, -88.319525

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



5th st and state st TMC - TMC

Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400832, Location: 41.91462, -88.319525

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

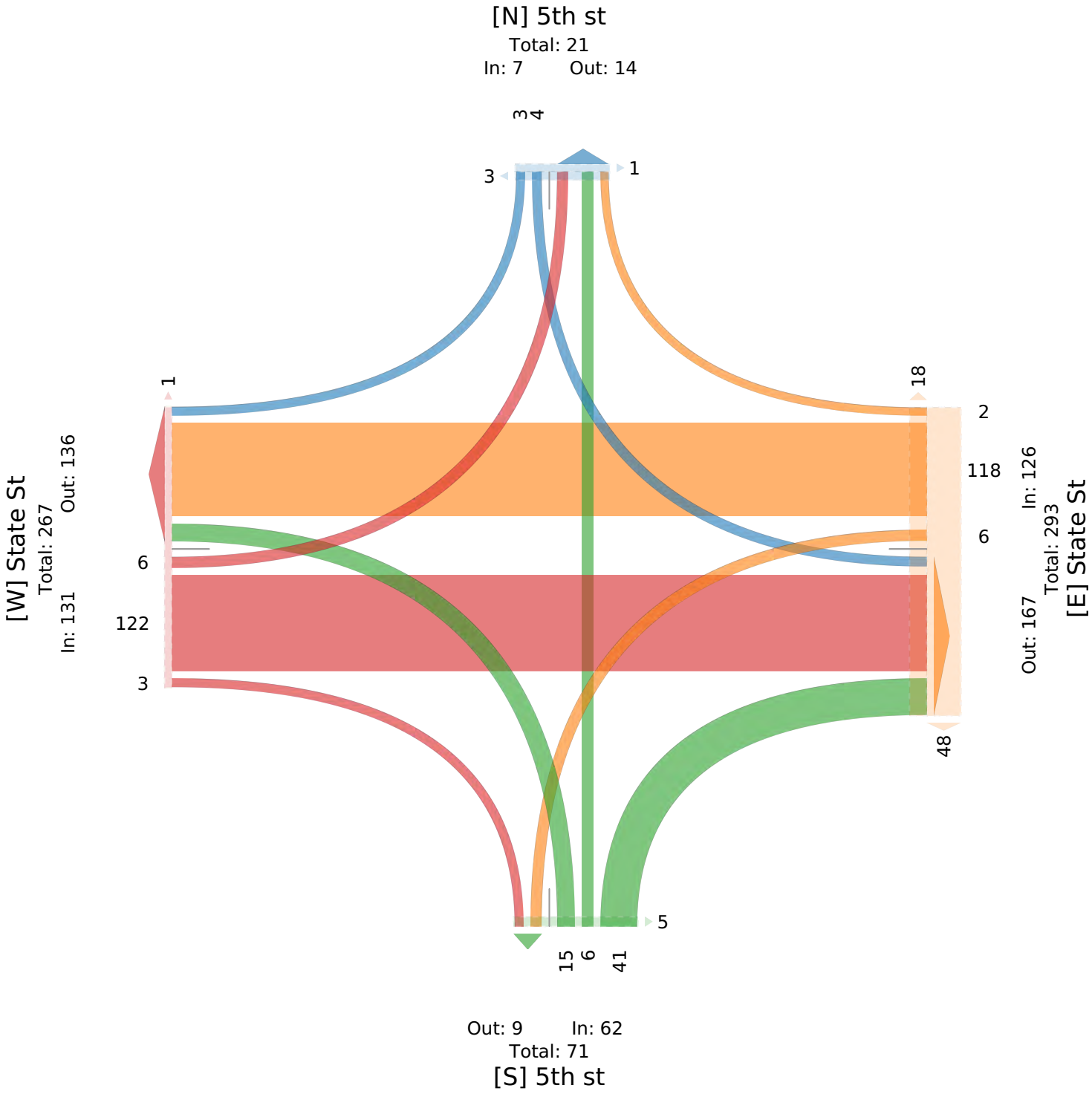
Leg / Direction	State St Eastbound						State St Westbound						5th st Northbound						5th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 7:30AM	2	27	0	0	**29**	0	1	36	1	0	**38**	1	6	0	5	0	**11**	0	0	0	2	0	**2**	0	**80**
7:45AM	1	37	1	0	**39**	0	0	28	2	0	**30**	1	4	1	2	0	**7**	0	0	0	1	0	**1**	1	**77**
8:00AM	0	30	3	0	**33**	0	1	29	2	0	**32**	47	14	2	3	0	**19**	5	0	0	1	0	**1**	1	**85**
8:15AM	0	28	2	0	**30**	1	0	25	1	0	**26**	17	17	3	5	0	**25**	0	3	0	0	0	**3**	2	**84**
Total	3	122	6	0	**131**	1	2	118	6	0	**126**	66	41	6	15	0	**62**	5	3	0	4	0	**7**	4	**326**
% Approach	2.3%	93.1%	4.6%	0%	**-**	-	1.6%	93.7%	4.8%	0%	**-**	-	66.1%	9.7%	24.2%	0%	**-**	-	42.9%	0%	57.1%	0%	**-**	-	-
% Total	0.9%	37.4%	1.8%	0%	**40.2%**	-	0.6%	36.2%	1.8%	0%	**38.7%**	-	12.6%	1.8%	4.6%	0%	**19.0%**	-	0.9%	0%	1.2%	0%	**2.1%**	-	-
PHF	0.375	0.811	0.500	-	**0.827**	-	0.500	0.819	0.750	-	**0.829**	-	0.603	0.500	0.750	-	**0.620**	-	0.250	-	0.500	-	**0.583**	-	0.964
Lights	3	117	6	0	**126**	-	2	113	6	0	**121**	-	40	6	15	0	**61**	-	3	0	4	0	**7**	-	315
% Lights	100%	95.9%	100%	0%	**96.2%**	-	100%	95.8%	100%	0%	**96.0%**	-	97.6%	100%	100%	0%	**98.4%**	-	100%	0%	100%	0%	**100%**	-	96.6%
Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses	0	2	0	0	**2**	-	0	3	0	0	**3**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	6
% Buses	0%	1.6%	0%	0%	**1.5%**	-	0%	2.5%	0%	0%	**2.4%**	-	2.4%	0%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	1.8%
Bicycles on Road	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	1.6%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	66	-	-	-	-	-	5	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5th st and state st TMC - TMC

Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400832, Location: 41.91462, -88.319525

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



5th st and state st TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400832, Location: 41.91462, -88.319525

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

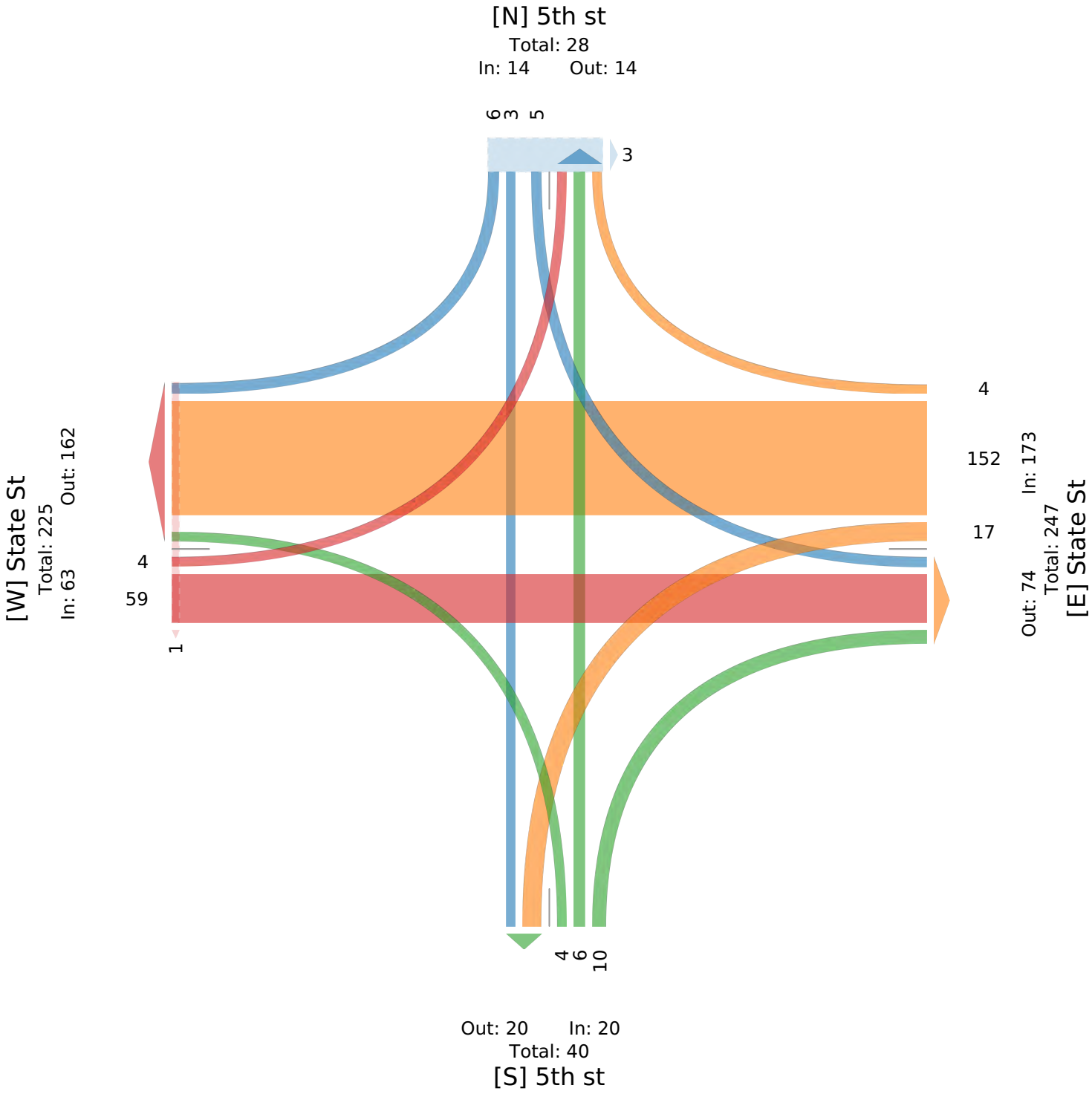
Leg / Direction	State St Eastbound						State St Westbound						5th st Northbound						5th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 3:45PM	0	12	3	0	**15**	0	0	41	7	0	**48**	0	3	3	1	0	**7**	0	1	1	1	0	**3**	0	**73**
4:00PM	0	12	0	0	**12**	1	3	41	3	0	**47**	0	3	1	1	0	**5**	0	1	2	2	0	**5**	0	**69**
4:15PM	0	13	1	0	**14**	0	1	36	3	0	**40**	0	2	2	0	0	**4**	0	0	0	2	0	**2**	2	**60**
4:30PM	0	22	0	0	**22**	0	0	34	4	0	**38**	0	2	0	2	0	**4**	0	4	0	0	0	**4**	1	**68**
Total	0	59	4	0	**63**	1	4	152	17	0	**173**	0	10	6	4	0	**20**	0	6	3	5	0	**14**	3	**270**
% Approach	0%	93.7%	6.3%	0%	**-**	-	2.3%	87.9%	9.8%	0%	**-**	-	50.0%	30.0%	20.0%	0%	**-**	-	42.9%	21.4%	35.7%	0%	**-**	-	-
% Total	0%	21.9%	1.5%	0%	**23.3%**	-	1.5%	56.3%	6.3%	0%	**64.1%**	-	3.7%	2.2%	1.5%	0%	**7.4%**	-	2.2%	1.1%	1.9%	0%	**5.2%**	-	-
PHF	-	0.659	0.333	-	**0.705**	-	0.333	0.927	0.607	-	**0.901**	-	0.833	0.500	0.500	-	**0.714**	-	0.375	0.375	0.625	-	**0.700**	-	0.921
Lights	0	58	4	0	**62**	-	4	147	17	0	**168**	-	9	6	4	0	**19**	-	6	3	5	0	**14**	-	263
% Lights	0%	98.3%	100%	0%	**98.4%**	-	100%	96.7%	100%	0%	**97.1%**	-	90.0%	100%	100%	0%	**95.0%**	-	100%	100%	100%	0%	**100%**	-	97.4%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	10.0%	0%	0%	0%	**5.0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	2.6%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	1.7%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5th st and state st TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400832, Location: 41.91462, -88.319525

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



6th st and main st TMC - TMC

Wed May 20, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400828, Location: 41.912692, -88.320245

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

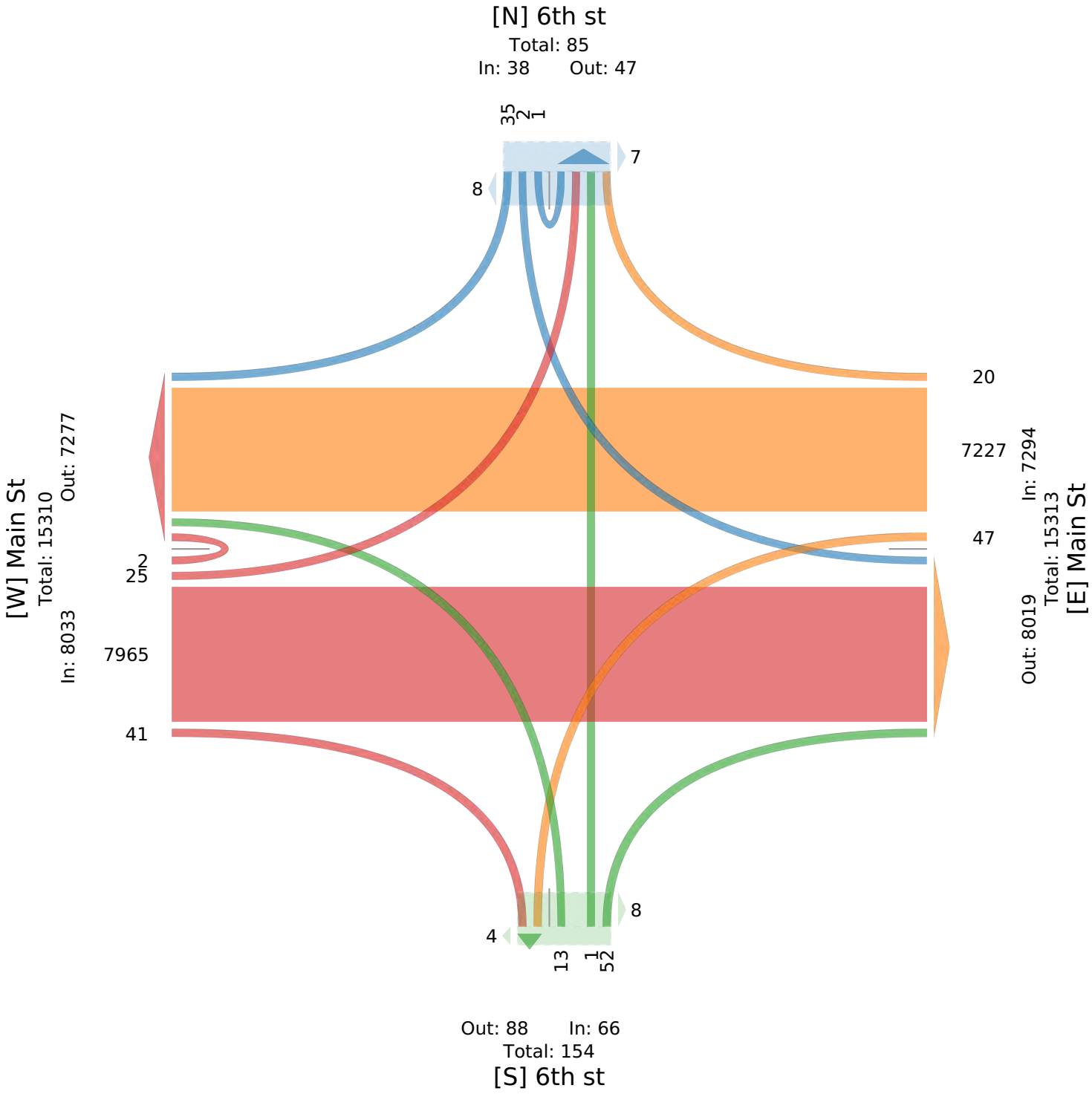
Leg	Main St						Main St						6th st						6th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-20 6:00AM	0	142	0	0	**142**	0	0	89	0	0	**89**	0	0	0	0	0	**0**	0	2	0	0	0	**2**	0	**233**
6:15AM	0	240	0	0	**240**	0	0	97	1	0	**98**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**339**
6:30AM	3	301	3	0	**307**	0	1	111	0	0	**112**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**420**
6:45AM	1	381	2	0	**384**	0	0	157	1	0	**158**	0	4	0	0	0	**4**	0	0	0	0	0	**0**	1	**546**
Hourly Total	4	1064	5	0	**1073**	0	1	454	2	0	**457**	0	4	0	0	0	**4**	0	4	0	0	0	**4**	1	**1538**
7:00AM	3	361	0	0	**364**	0	1	162	3	0	**166**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**530**
7:15AM	5	350	4	0	**359**	0	0	229	4	0	**233**	0	3	1	0	0	**4**	0	1	0	0	0	**1**	3	**597**
7:30AM	10	260	1	0	**271**	0	0	208	9	0	**217**	0	13	0	1	0	**14**	0	1	0	0	0	**1**	0	**503**
7:45AM	6	307	0	0	**313**	0	1	260	4	0	**265**	0	7	0	1	0	**8**	0	0	0	0	0	**0**	0	**586**
Hourly Total	24	1278	5	0	**1307**	0	2	859	20	0	**881**	0	23	1	2	0	**26**	0	2	0	0	0	**2**	3	**2216**
8:00AM	2	256	2	1	**261**	0	0	212	3	0	**215**	0	1	0	0	0	**1**	0	1	0	0	0	**1**	0	**478**
8:15AM	0	266	1	1	**268**	0	1	198	1	0	**200**	0	1	0	1	0	**2**	0	2	0	0	0	**2**	1	**472**
8:30AM	0	242	0	0	**242**	0	0	187	2	0	**189**	0	3	0	0	0	**3**	0	0	0	0	0	**0**	2	**434**
8:45AM	2	291	1	0	**294**	0	0	200	3	0	**203**	0	1	0	1	0	**2**	0	0	0	0	0	**0**	1	**499**
Hourly Total	4	1055	4	2	**1065**	0	1	797	9	0	**807**	0	6	0	2	0	**8**	0	3	0	0	0	**3**	4	**1883**
2:00PM	0	269	1	0	**270**	0	1	304	1	0	**306**	0	3	0	1	0	**4**	4	1	0	0	0	**1**	0	**581**
2:15PM	1	270	1	0	**272**	0	1	279	1	0	**281**	0	2	0	0	0	**2**	0	3	0	0	0	**3**	1	**558**
2:30PM	2	264	0	0	**266**	0	1	299	2	0	**302**	0	3	0	1	0	**4**	0	1	0	0	0	**1**	0	**573**
2:45PM	1	259	0	0	**260**	0	0	298	2	0	**300**	0	0	0	0	0	**0**	0	2	0	1	0	**3**	2	**563**
Hourly Total	4	1062	2	0	**1068**	0	3	1180	6	0	**1189**	0	8	0	2	0	**10**	4	7	0	1	0	**8**	3	**2275**
3:00PM	1	261	0	0	**262**	0	0	323	2	0	**325**	0	1	0	1	0	**2**	1	0	0	0	0	**0**	0	**589**
3:15PM	1	300	0	0	**301**	0	0	315	0	0	**315**	0	1	0	0	0	**1**	0	2	0	0	0	**2**	0	**619**
3:30PM	2	304	1	0	**307**	0	2	328	1	0	**331**	0	3	0	3	0	**6**	2	2	0	0	0	**2**	0	**646**
3:45PM	0	264	1	0	**265**	0	1	351	1	0	**353**	0	1	0	1	0	**2**	1	1	0	0	1	**2**	0	**622**
Hourly Total	4	1129	2	0	**1135**	0	3	1317	4	0	**1324**	0	6	0	5	0	**11**	4	5	0	0	1	**6**	0	**2476**
4:00PM	0	288	0	0	**288**	0	1	334	1	0	**336**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	1	**625**
4:15PM	1	318	0	0	**319**	0	0	310	0	0	**310**	0	2	0	1	0	**3**	0	4	0	0	0	**4**	1	**636**
4:30PM	0	271	0	0	**271**	0	3	344	2	0	**349**	0	1	0	0	0	**1**	1	2	0	0	0	**2**	1	**623**
4:45PM	0	324	0	0	**324**	0	0	350	0	0	**350**	0	1	0	1	0	**2**	0	0	0	0	0	**0**	0	**676**
Hourly Total	1	1201	0	0	**1202**	0	4	1338	3	0	**1345**	0	4	0	2	0	**6**	1	7	0	0	0	**7**	3	**2560**
5:00PM	0	312	3	0	**315**	0	1	315	0	0	**316**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**632**
5:15PM	0	288	1	0	**289**	0	4	352	1	0	**357**	0	0	0	0	0	**0**	2	4	0	1	0	**5**	0	**651**
5:30PM	0	266	2	0	**268**	0	0	310	0	0	**310**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	1	**579**
5:45PM	0	310	1	0	**311**	0	1	305	2	0	**308**	0	0	0	0	0	**0**	1	2	0	0	0	**2**	0	**621**
Hourly Total	0	1176	7	0	**1183**	0	6	1282	3	0	**1291**	0	1	0	0	0	**1**	3	7	0	1	0	**8**	1	**2483**
Total	41	7965	25	2	**8033**	0	20	7227	47	0	**7294**	0	52	1	13	0	**66**	12	35	0	2	1	**38**	15	**15431**
% Approach	0.5%	99.2%	0.3%	0%	**-**	-	0.3%	99.1%	0.6%	0%	**-**	-	78.8%	1.5%	19.7%	0%	**-**	-	92.1%	0%	5.3%	2.6%	**-**	-	-
% Total	0.3%	51.6%	0.2%	0%	**52.1%**	-	0.1%	46.8%	0.3%	0%	**47.3%**	-	0.3%	0%	0.1%	0%	**0.4%**	-	0.2%	0%	0%	0%	**0.2%**	-	-
Lights	39	7640	24	2	**7705**	-	19	6906	45	0	**6970**	-	49	1	12	0	**62**	-	33	0	2	1	**36**	-	14773
% Lights	95.1%	95.9%	96.0%	100%	**95.9%**	-	95.0%	95.6%	95.7%	0%	**95.6%**	-	94.2%	100%	92.3%	0%	**93.9%**	-	94.3%	0%	100%	100%	**94.7%**	-	95.7%
Single-Unit Trucks	0	124	0	0	**124**	-	1	114	0	0	**115**	-	1	0	0	0	**1**	-	1	0	0	0	**1**	-	241
% Single-Unit Trucks	0%	1.6%	0%	0%	**1.5%**	-	5.0%	1.6%	0%	0%	**1.6%**	-	1.9%	0%	0%	0%	**1.5%**	-	2.9%	0%	0%	0%	**2.6%**	-	1.6%
Articulated Trucks	2	136	0	0	**138**	-	0	135	2	0	**137**	-	2	0	1	0	**3**	-	0	0	0	0	**0**	-	278
% Articulated Trucks	4.9%	1.7%	0%	0%	**1.7%**	-	0%	1.9%	4.3%	0%	**1.9%**	-	3.8%	0%	7.7%	0%	**4.5%**	-	0%	0%	0%	0%	**0%**	-	1.8%
Buses	0	63	1	0	**64**	-	0	70	0	0	**70**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	135
% Buses	0%	0.8%	4.0%	0%	**0.8%**	-	0%	1.0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	2.9%	0%	0%	0%	**2.6%**	-	0.9%
Bicycles on Road	0	2	0	0	**2**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%

Leg Direction	Main St Eastbound						Main St Westbound						6th st Northbound						6th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6th st and main st TMC - TMC
Wed May 20, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400828, Location: 41.912692, -88.320245

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



6th st and main st TMC - TMC

Wed May 20, 2026
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400828, Location: 41.912692, -88.320245

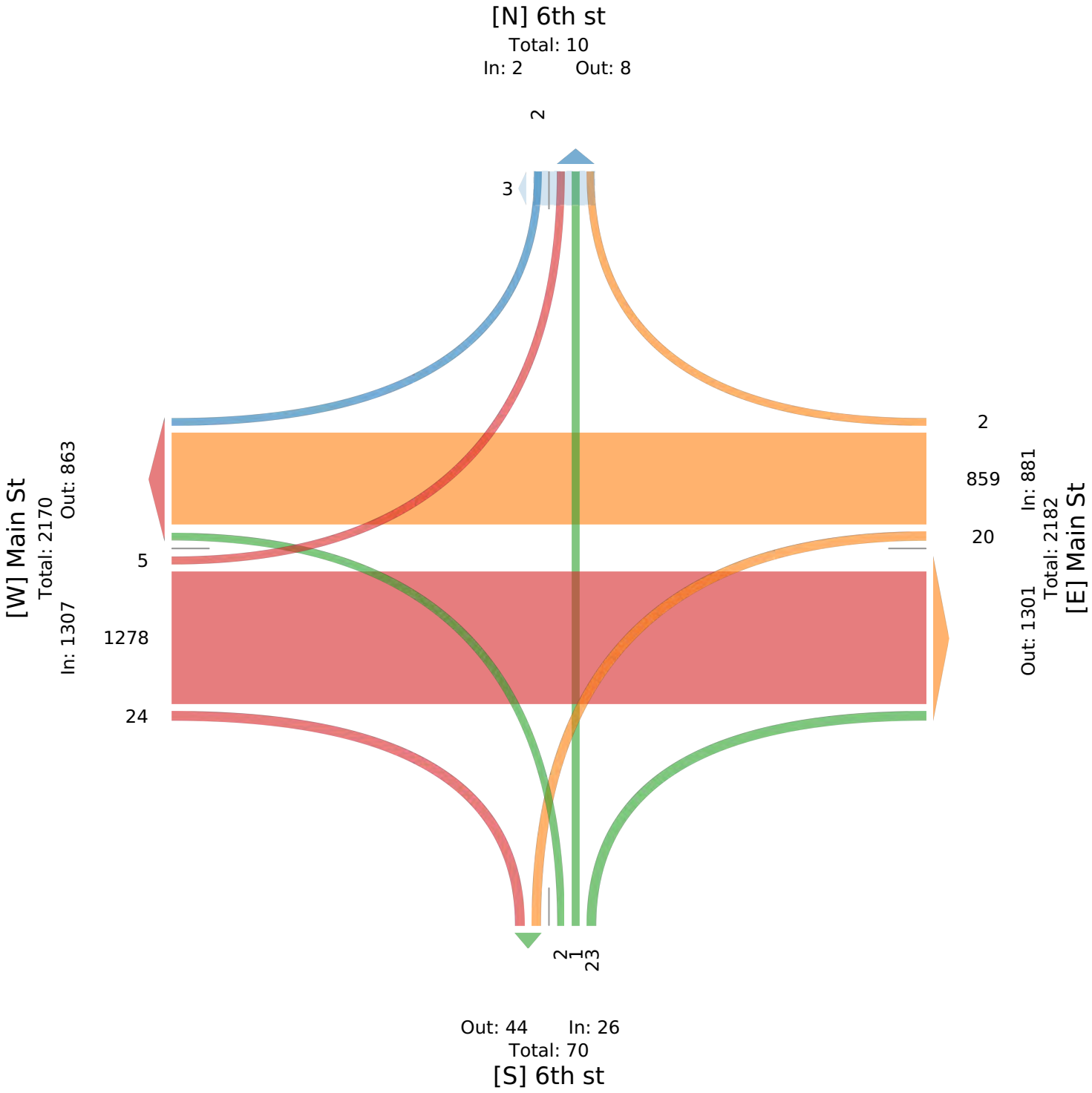
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Main St						Main St						6th st						6th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-20 7:00AM	3	361	0	0	**364**	0	1	162	3	0	**166**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**530**
7:15AM	5	350	4	0	**359**	0	0	229	4	0	**233**	0	3	1	0	0	**4**	0	1	0	0	0	**1**	3	**597**
7:30AM	10	260	1	0	**271**	0	0	208	9	0	**217**	0	13	0	1	0	**14**	0	1	0	0	0	**1**	0	**503**
7:45AM	6	307	0	0	**313**	0	1	260	4	0	**265**	0	7	0	1	0	**8**	0	0	0	0	0	**0**	0	**586**
Total	24	1278	5	0	**1307**	0	2	859	20	0	**881**	0	23	1	2	0	**26**	0	2	0	0	0	**2**	3	**2216**
% Approach	1.8%	97.8%	0.4%	0%	**-**	-	0.2%	97.5%	2.3%	0%	**-**	-	88.5%	3.8%	7.7%	0%	**-**	-	100%	0%	0%	0%	**-**	-	-
% Total	1.1%	57.7%	0.2%	0%	**59.0%**	-	0.1%	38.8%	0.9%	0%	**39.8%**	-	1.0%	0%	0.1%	0%	**1.2%**	-	0.1%	0%	0%	0%	**0.1%**	-	-
PHF	0.600	0.885	0.313	-	**0.898**	-	0.500	0.826	0.556	-	**0.831**	-	0.442	0.250	0.500	-	**0.464**	-	0.500	-	-	-	**0.500**	-	0.928
Lights	22	1206	5	0	**1233**	-	2	801	20	0	**823**	-	22	1	2	0	**25**	-	2	0	0	0	**2**	-	2083
% Lights	91.7%	94.4%	100%	0%	**94.3%**	-	100%	93.2%	100%	0%	**93.4%**	-	95.7%	100%	100%	0%	**96.2%**	-	100%	0%	0%	0%	**100%**	-	94.0%
Single-Unit Trucks	0	24	0	0	**24**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	35
% Single-Unit Trucks	0%	1.9%	0%	0%	**1.8%**	-	0%	1.3%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Articulated Trucks	2	33	0	0	**35**	-	0	21	0	0	**21**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	57
% Articulated Trucks	8.3%	2.6%	0%	0%	**2.7%**	-	0%	2.4%	0%	0%	**2.4%**	-	4.3%	0%	0%	0%	**3.8%**	-	0%	0%	0%	0%	**0%**	-	2.6%
Buses	0	15	0	0	**15**	-	0	26	0	0	**26**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	41
% Buses	0%	1.2%	0%	0%	**1.1%**	-	0%	3.0%	0%	0%	**3.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.9%
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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6th st and main st TMC - TMC
Wed May 20, 2026
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400828, Location: 41.912692, -88.320245

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



6th st and main st TMC - TMC

Wed May 20, 2026
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400828, Location: 41.912692, -88.320245

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

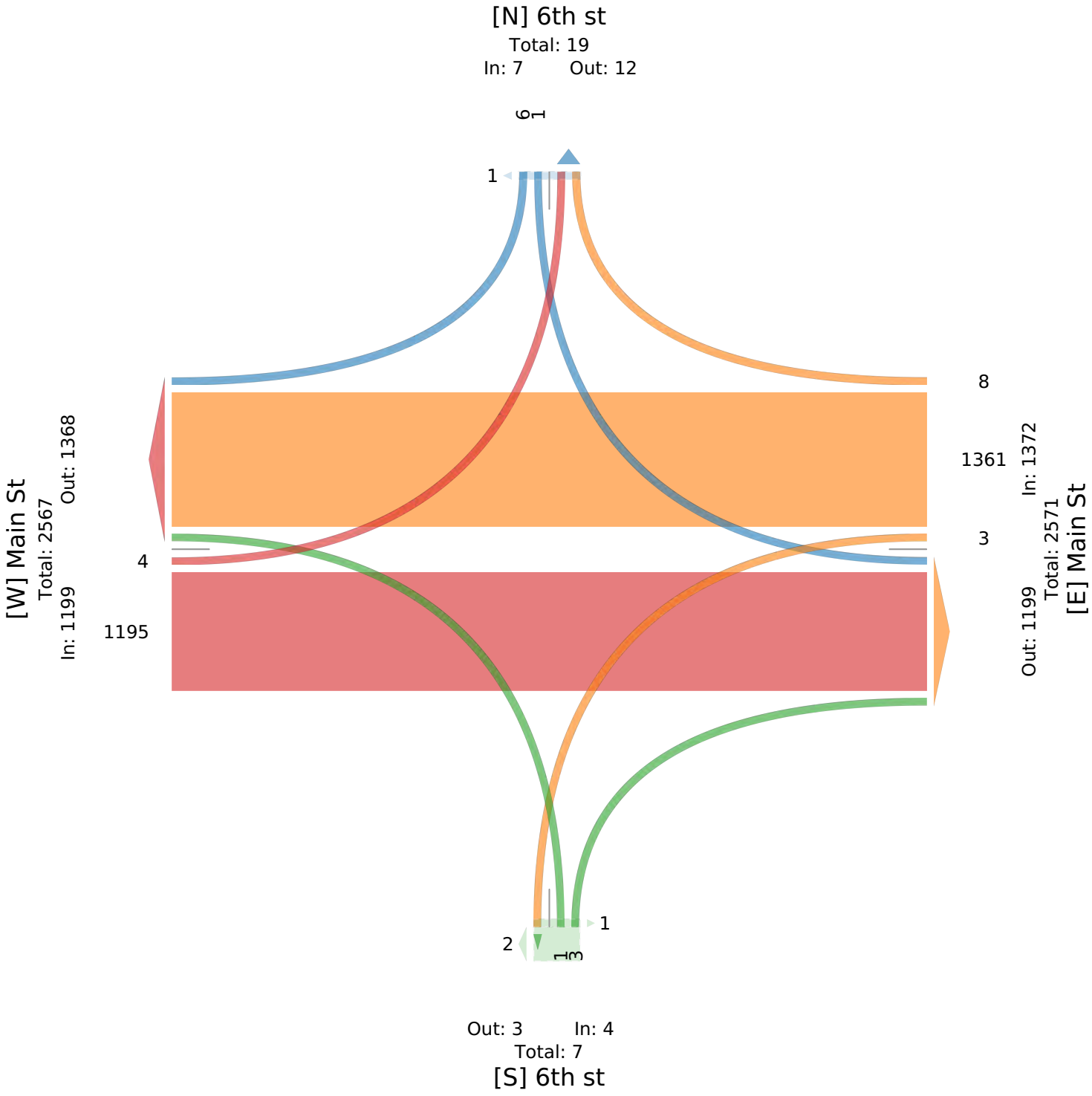
Leg / Direction	Main St Eastbound						Main St Westbound						6th st Northbound						6th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-20 4:30PM	0	271	0	0	**271**	0	3	344	2	0	**349**	0	1	0	0	0	**1**	1	2	0	0	0	**2**	1	**623**
4:45PM	0	324	0	0	**324**	0	0	350	0	0	**350**	0	1	0	1	0	**2**	0	0	0	0	0	**0**	0	**676**
5:00PM	0	312	3	0	**315**	0	1	315	0	0	**316**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**632**
5:15PM	0	288	1	0	**289**	0	4	352	1	0	**357**	0	0	0	0	0	**0**	2	4	0	1	0	**5**	0	**651**
Total	0	1195	4	0	**1199**	0	8	1361	3	0	**1372**	0	3	0	1	0	**4**	3	6	0	1	0	**7**	1	**2582**
% Approach	0%	99.7%	0.3%	0%	**-**	-	0.6%	99.2%	0.2%	0%	**-**	-	75.0%	0%	25.0%	0%	**-**	-	85.7%	0%	14.3%	0%	**-**	-	-
% Total	0%	46.3%	0.2%	0%	**46.4%**	-	0.3%	52.7%	0.1%	0%	**53.1%**	-	0.1%	0%	0%	0%	**0.2%**	-	0.2%	0%	0%	0%	**0.3%**	-	-
PHF	-	0.922	0.333	-	**0.925**	-	0.500	0.967	0.375	-	**0.961**	-	0.750	-	0.250	-	**0.500**	-	0.375	-	0.250	-	**0.350**	-	0.955
Lights	0	1162	4	0	**1166**	-	8	1342	3	0	**1353**	-	3	0	1	0	**4**	-	6	0	1	0	**7**	-	2530
% Lights	0%	97.2%	100%	0%	**97.2%**	-	100%	98.6%	100%	0%	**98.6%**	-	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	98.0%
Single-Unit Trucks	0	18	0	0	**18**	-	0	9	0	0	**9**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	27
% Single-Unit Trucks	0%	1.5%	0%	0%	**1.5%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.0%
Articulated Trucks	0	15	0	0	**15**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	23
% Articulated Trucks	0%	1.3%	0%	0%	**1.3%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6th st and main st TMC - TMC

Wed May 20, 2026
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400828, Location: 41.912692, -88.320245

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



6th st and State St TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400826, Location: 41.914448, -88.320715

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	State St						State St						6th st						6th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 6:00AM	0	6	1	0	**7**	-	1	5	0	0	**6**	0	0	1	0	0	**1**	0	0	1	0	0	**1**	1	**15**
6:15AM	0	7	0	0	**7**	-	2	1	1	0	**4**	0	1	0	0	0	**1**	0	0	0	1	0	**1**	1	**13**
6:30AM	0	17	0	0	**17**	-	0	11	0	0	**11**	0	1	0	0	0	**1**	0	1	0	1	0	**2**	1	**31**
6:45AM	0	26	1	0	**27**	-	0	12	0	0	**12**	0	3	0	1	0	**4**	0	0	0	1	0	**1**	0	**44**
Hourly Total	0	56	2	0	**58**	-	3	29	1	0	**33**	0	5	1	1	0	**7**	0	1	1	3	0	**5**	3	**103**
7:00AM	0	24	1	0	**25**	-	0	20	1	0	**21**	0	2	1	0	0	**3**	0	0	0	1	0	**1**	0	**50**
7:15AM	0	26	1	0	**27**	-	0	22	2	0	**24**	0	3	2	0	0	**5**	0	2	0	0	0	**2**	1	**58**
7:30AM	2	27	0	0	**29**	-	1	38	2	0	**41**	0	1	1	2	0	**4**	0	1	1	0	0	**2**	1	**76**
7:45AM	7	37	3	0	**47**	-	1	27	1	0	**29**	0	2	0	1	0	**3**	0	0	0	0	0	**0**	0	**79**
Hourly Total	9	114	5	0	**128**	-	2	107	6	0	**115**	0	8	4	3	0	**15**	0	3	1	1	0	**5**	2	**263**
8:00AM	3	32	0	0	**35**	-	1	29	1	0	**31**	0	0	0	1	0	**1**	0	4	0	2	0	**6**	0	**73**
8:15AM	3	29	0	0	**32**	-	0	32	3	0	**35**	0	1	0	1	0	**2**	1	3	2	0	0	**5**	1	**74**
8:30AM	1	15	0	0	**16**	-	0	29	4	0	**33**	0	0	0	2	0	**2**	0	3	0	1	0	**4**	0	**55**
8:45AM	1	15	0	0	**16**	-	0	30	2	0	**32**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	1	**49**
Hourly Total	8	91	0	0	**99**	-	1	120	10	0	**131**	0	1	0	4	0	**5**	1	11	2	3	0	**16**	2	**251**
2:00PM	0	11	0	0	**11**	-	0	31	0	0	**31**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	**42**
2:15PM	0	17	0	0	**17**	-	0	31	0	0	**31**	0	0	1	0	0	**1**	0	1	0	0	0	**1**	0	**50**
2:30PM	0	13	1	0	**14**	-	1	34	3	0	**38**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**52**
2:45PM	0	14	1	0	**15**	-	1	37	2	0	**40**	0	1	1	0	0	**2**	0	0	1	0	0	**1**	0	**58**
Hourly Total	0	55	2	0	**57**	-	2	133	5	0	**140**	0	1	2	0	0	**3**	0	1	1	0	0	**2**	1	**202**
3:00PM	0	24	0	0	**24**	-	1	24	3	0	**28**	0	0	1	0	0	**1**	0	0	0	1	0	**1**	0	**54**
3:15PM	0	18	1	0	**19**	-	0	24	5	0	**29**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	2	**49**
3:30PM	1	14	1	0	**16**	-	1	34	2	0	**37**	0	2	1	1	0	**4**	0	0	1	0	0	**1**	0	**58**
3:45PM	2	15	1	0	**18**	-	1	37	4	0	**42**	0	0	0	0	0	**0**	0	1	1	0	0	**2**	0	**62**
Hourly Total	3	71	3	0	**77**	-	3	119	14	0	**136**	0	3	2	1	0	**6**	0	1	2	1	0	**4**	2	**223**
4:00PM	1	12	0	0	**13**	-	1	38	5	0	**44**	0	1	0	2	0	**3**	0	1	0	0	0	**1**	0	**61**
4:15PM	0	15	0	0	**15**	-	0	34	3	0	**37**	0	1	0	0	0	**1**	0	1	0	0	0	**1**	2	**54**
4:30PM	0	20	0	0	**20**	-	0	39	1	0	**40**	0	0	1	2	0	**3**	0	1	0	0	0	**1**	0	**64**
4:45PM	0	19	0	0	**19**	-	0	25	3	0	**28**	0	0	0	1	0	**1**	0	2	0	0	0	**2**	0	**50**
Hourly Total	1	66	0	0	**67**	-	1	136	12	0	**149**	0	2	1	5	0	**8**	0	5	0	0	0	**5**	2	**229**
5:00PM	0	26	0	0	**26**	-	0	31	2	0	**33**	0	0	0	4	0	**4**	0	1	0	2	0	**3**	0	**66**
5:15PM	1	12	0	0	**13**	-	0	26	1	0	**27**	0	1	1	2	0	**4**	0	1	2	0	0	**3**	0	**47**
5:30PM	0	17	0	0	**17**	-	0	33	0	0	**33**	0	2	1	1	0	**4**	0	0	0	0	0	**0**	0	**54**
5:45PM	1	14	0	0	**15**	-	0	32	4	0	**36**	0	0	0	3	0	**3**	0	1	1	0	0	**2**	2	**56**
Hourly Total	2	69	0	0	**71**	-	0	122	7	0	**129**	0	3	2	10	0	**15**	0	3	3	2	0	**8**	2	**223**
Total	23	522	12	0	**557**	-	12	766	55	0	**833**	0	23	12	24	0	**59**	1	25	10	10	0	**45**	14	**1494**
% Approach	4.1%	93.7%	2.2%	0%	**-**	-	1.4%	92.0%	6.6%	0%	**-**	-	39.0%	20.3%	40.7%	0%	**-**	-	55.6%	22.2%	22.2%	0%	**-**	-	-
% Total	1.5%	34.9%	0.8%	0%	**37.3%**	-	0.8%	51.3%	3.7%	0%	**55.8%**	-	1.5%	0.8%	1.6%	0%	**3.9%**	-	1.7%	0.7%	0.7%	0%	**3.0%**	-	-
Lights	22	510	12	0	**544**	-	11	748	53	0	**812**	-	22	12	23	0	**57**	-	23	10	10	0	**43**	-	1456
% Lights	95.7%	97.7%	100%	0%	**97.7%**	-	91.7%	97.7%	96.4%	0%	**97.5%**	-	95.7%	100%	95.8%	0%	**96.6%**	-	92.0%	100%	100%	0%	**95.6%**	-	97.5%
Single-Unit Trucks	0	2	0	0	**2**	-	0	3	1	0	**4**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	8
% Single-Unit Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	0.4%	1.8%	0%	**0.5%**	-	0%	0%	4.2%	0%	**1.7%**	-	4.0%	0%	0%	0%	**2.2%**	-	0.5%
Articulated Trucks	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	8.3%	0.1%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	1	4	0	0	**5**	-	0	12	1	0	**13**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	18
% Buses	4.3%	0.8%	0%	0%	**0.9%**	-	0%	1.6%	1.8%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Bicycles on Road	0	6	0	0	**6**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	1	0	0	0	**1**	-	10

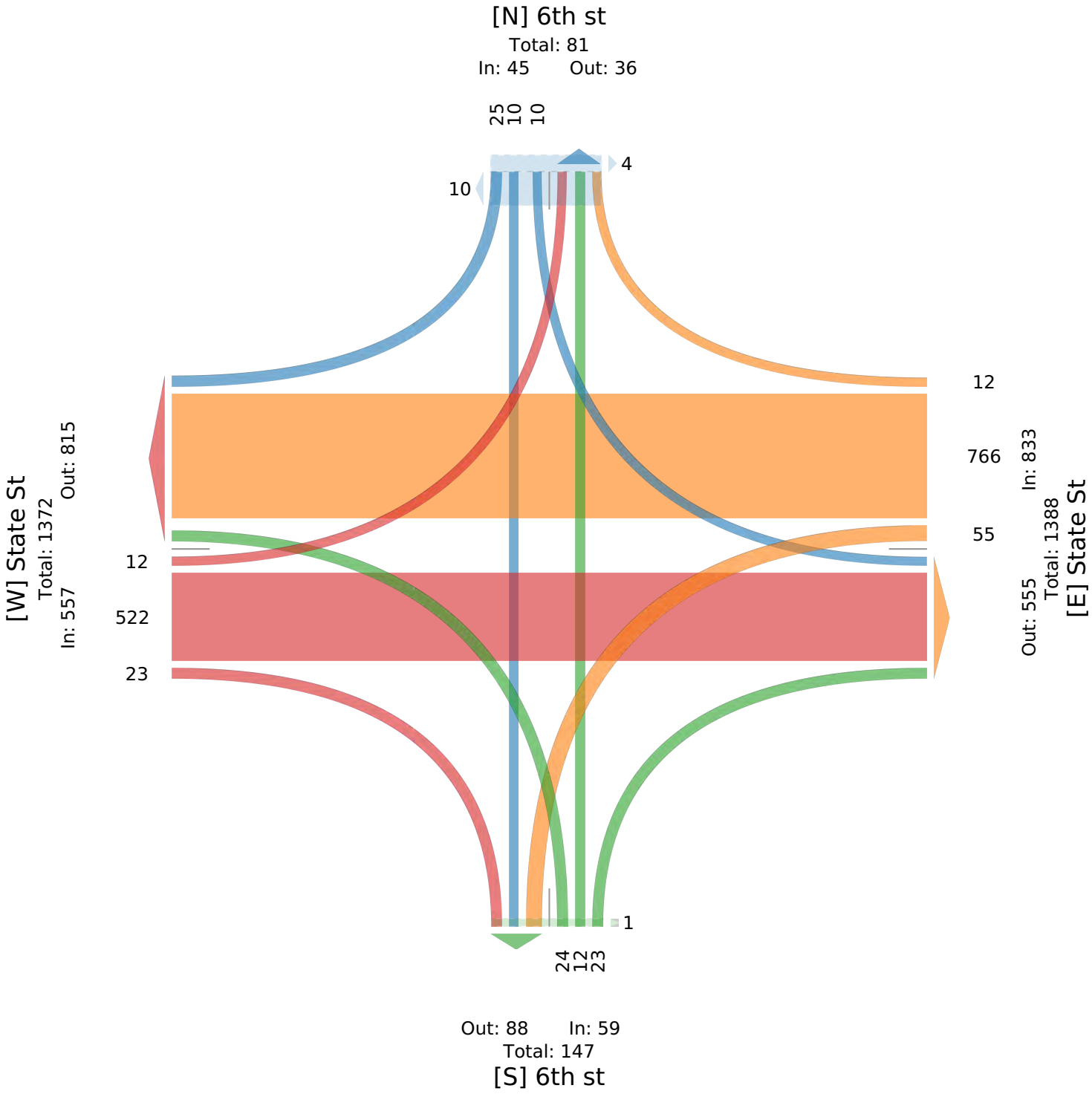
Leg	State St						State St						6th st						6th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	1.1%	0%	0%	**1.1%**	-	0%	0.3%	0%	0%	**0.2%**	-	4.3%	0%	0%	0%	**1.7%**	-	4.0%	0%	0%	0%	**2.2%**	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6th st and State St TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400826, Location: 41.914448, -88.320715

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



6th st and State St TMC - TMC

Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400826, Location: 41.914448, -88.320715

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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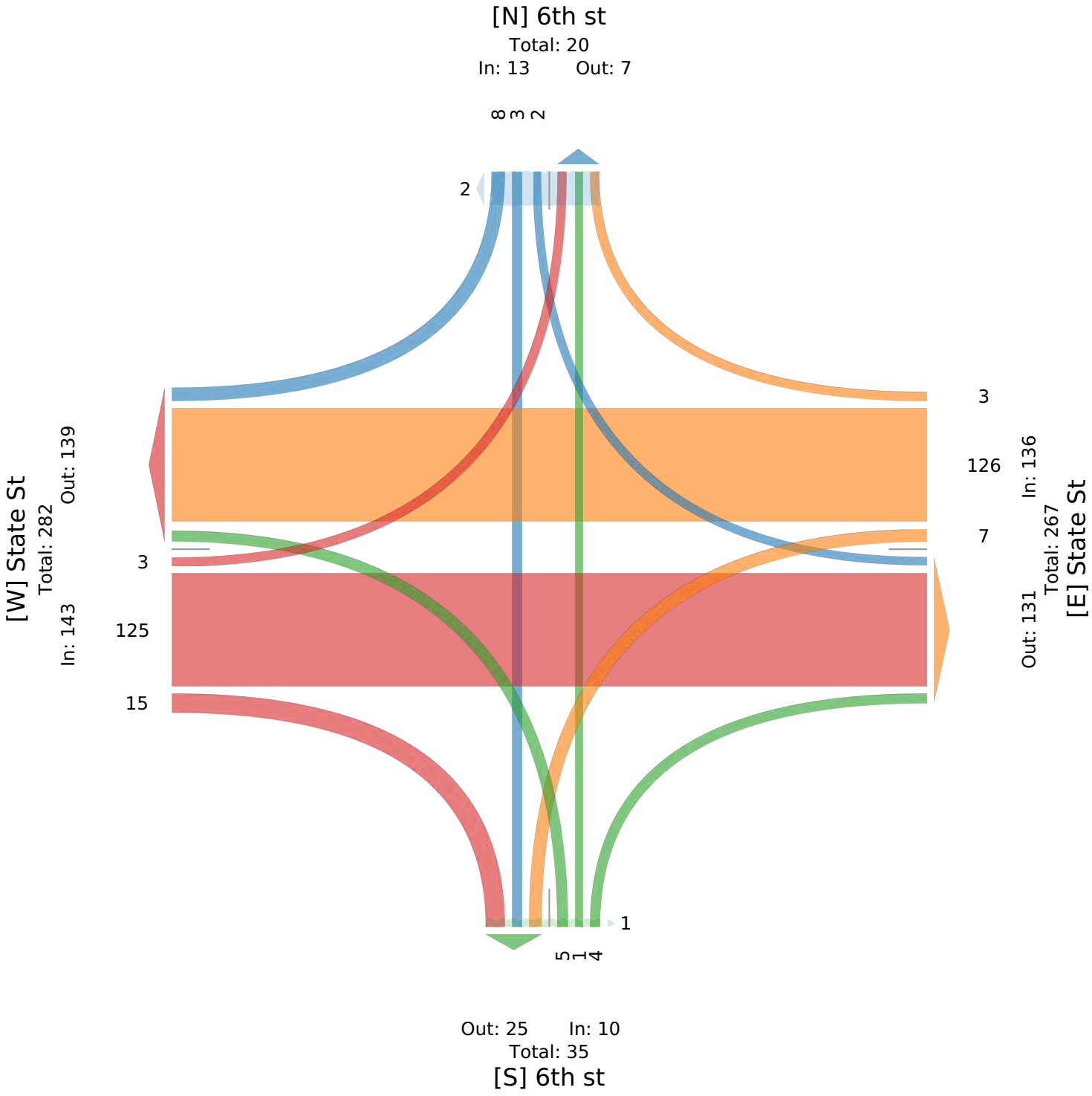
Leg / Direction	State St Eastbound						State St Westbound						6th st Northbound						6th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 7:30AM	2	27	0	0	**29**	-	1	38	2	0	**41**	0	1	1	2	0	**4**	0	1	1	0	0	**2**	1	**76**
7:45AM	7	37	3	0	**47**	-	1	27	1	0	**29**	0	2	0	1	0	**3**	0	0	0	0	0	**0**	0	**79**
8:00AM	3	32	0	0	**35**	-	1	29	1	0	**31**	0	0	0	1	0	**1**	0	4	0	2	0	**6**	0	**73**
8:15AM	3	29	0	0	**32**	-	0	32	3	0	**35**	0	1	0	1	0	**2**	1	3	2	0	0	**5**	1	**74**
Total	15	125	3	0	**143**	-	3	126	7	0	**136**	0	4	1	5	0	**10**	1	8	3	2	0	**13**	2	**302**
% Approach	10.5%	87.4%	2.1%	0%	**-**	-	2.2%	92.6%	5.1%	0%	**-**	-	40.0%	10.0%	50.0%	0%	**-**	-	61.5%	23.1%	15.4%	0%	**-**	-	-
% Total	5.0%	41.4%	1.0%	0%	**47.4%**	-	1.0%	41.7%	2.3%	0%	**45.0%**	-	1.3%	0.3%	1.7%	0%	**3.3%**	-	2.6%	1.0%	0.7%	0%	**4.3%**	-	-
PHF	0.536	0.838	0.250	-	**0.755**	-	0.750	0.829	0.583	-	**0.829**	-	0.375	0.250	0.625	-	**0.563**	-	0.500	0.375	0.250	-	**0.542**	-	0.949
Lights	14	121	3	0	**138**	-	3	122	7	0	**132**	-	3	1	5	0	**9**	-	8	3	2	0	**13**	-	292
% Lights	93.3%	96.8%	100%	0%	**96.5%**	-	100%	96.8%	100%	0%	**97.1%**	-	75.0%	100%	100%	0%	**90.0%**	-	100%	100%	100%	0%	**100%**	-	96.7%
Single-Unit Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Single-Unit Trucks	0%	0.8%	0%	0%	**0.7%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	1	2	0	0	**3**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	6
% Buses	6.7%	1.6%	0%	0%	**2.1%**	-	0%	2.4%	0%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.0%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	25.0%	0%	0%	0%	**10.0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6th st and State St TMC - TMC

Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400826, Location: 41.914448, -88.320715

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



6th st and State St TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400826, Location: 41.914448, -88.320715

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

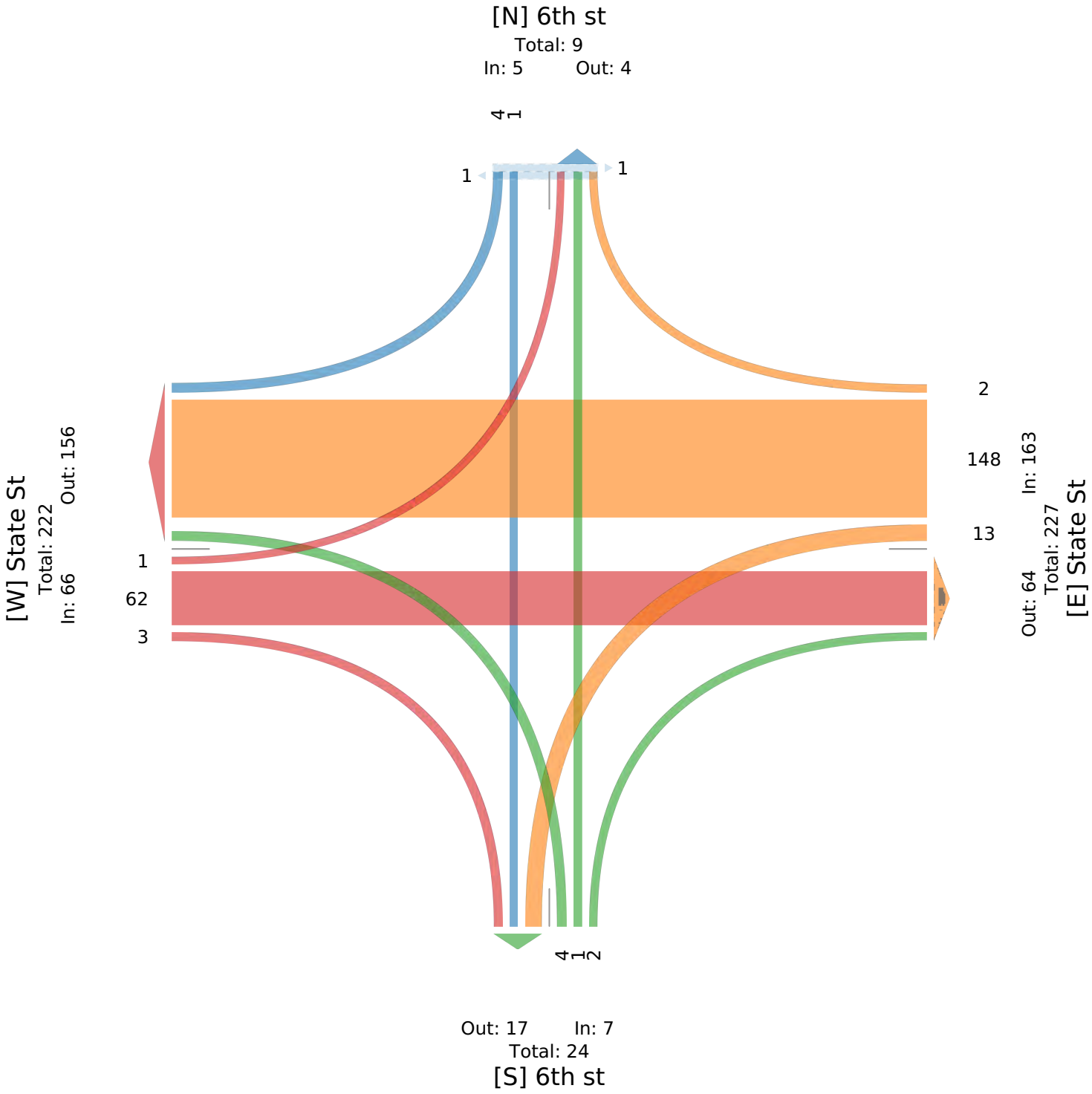
Leg Direction	State St Eastbound						State St Westbound						6th st Northbound						6th st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 3:45PM	2	15	1	0	**18**	-	1	37	4	0	**42**	0	0	0	0	0	**0**	0	1	1	0	0	**2**	0	**62**
4:00PM	1	12	0	0	**13**	-	1	38	5	0	**44**	0	1	0	2	0	**3**	0	1	0	0	0	**1**	0	**61**
4:15PM	0	15	0	0	**15**	-	0	34	3	0	**37**	0	1	0	0	0	**1**	0	1	0	0	0	**1**	2	**54**
4:30PM	0	20	0	0	**20**	-	0	39	1	0	**40**	0	0	1	2	0	**3**	0	1	0	0	0	**1**	0	**64**
Total	3	62	1	0	**66**	-	2	148	13	0	**163**	0	2	1	4	0	**7**	0	4	1	0	0	**5**	2	**241**
% Approach	4.5%	93.9%	1.5%	0%	**-**	-	1.2%	90.8%	8.0%	0%	**-**	-	28.6%	14.3%	57.1%	0%	**-**	-	80.0%	20.0%	0%	0%	**-**	-	-
% Total	1.2%	25.7%	0.4%	0%	**27.4%**	-	0.8%	61.4%	5.4%	0%	**67.6%**	-	0.8%	0.4%	1.7%	0%	**2.9%**	-	1.7%	0.4%	0%	0%	**2.1%**	-	-
PHF	0.375	0.763	0.250	-	**0.813**	-	0.500	0.949	0.650	-	**0.926**	-	0.500	0.250	0.500	-	**0.583**	-	1.000	0.250	-	-	**0.625**	-	0.938
Lights	3	61	1	0	**65**	-	1	145	12	0	**158**	-	2	1	3	0	**6**	-	4	1	0	0	**5**	-	234
% Lights	100%	98.4%	100%	0%	**98.5%**	-	50.0%	98.0%	92.3%	0%	**96.9%**	-	100%	100%	75.0%	0%	**85.7%**	-	100%	100%	0%	0%	**100%**	-	97.1%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	25.0%	0%	**14.3%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	50.0%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	3	1	0	**4**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	2.0%	7.7%	0%	**2.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.7%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	1.6%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6th st and State St TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400826, Location: 41.914448, -88.320715

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



7th st and state st TMC - TMC

Wed May 20, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400825, Location: 41.914269, -88.321899

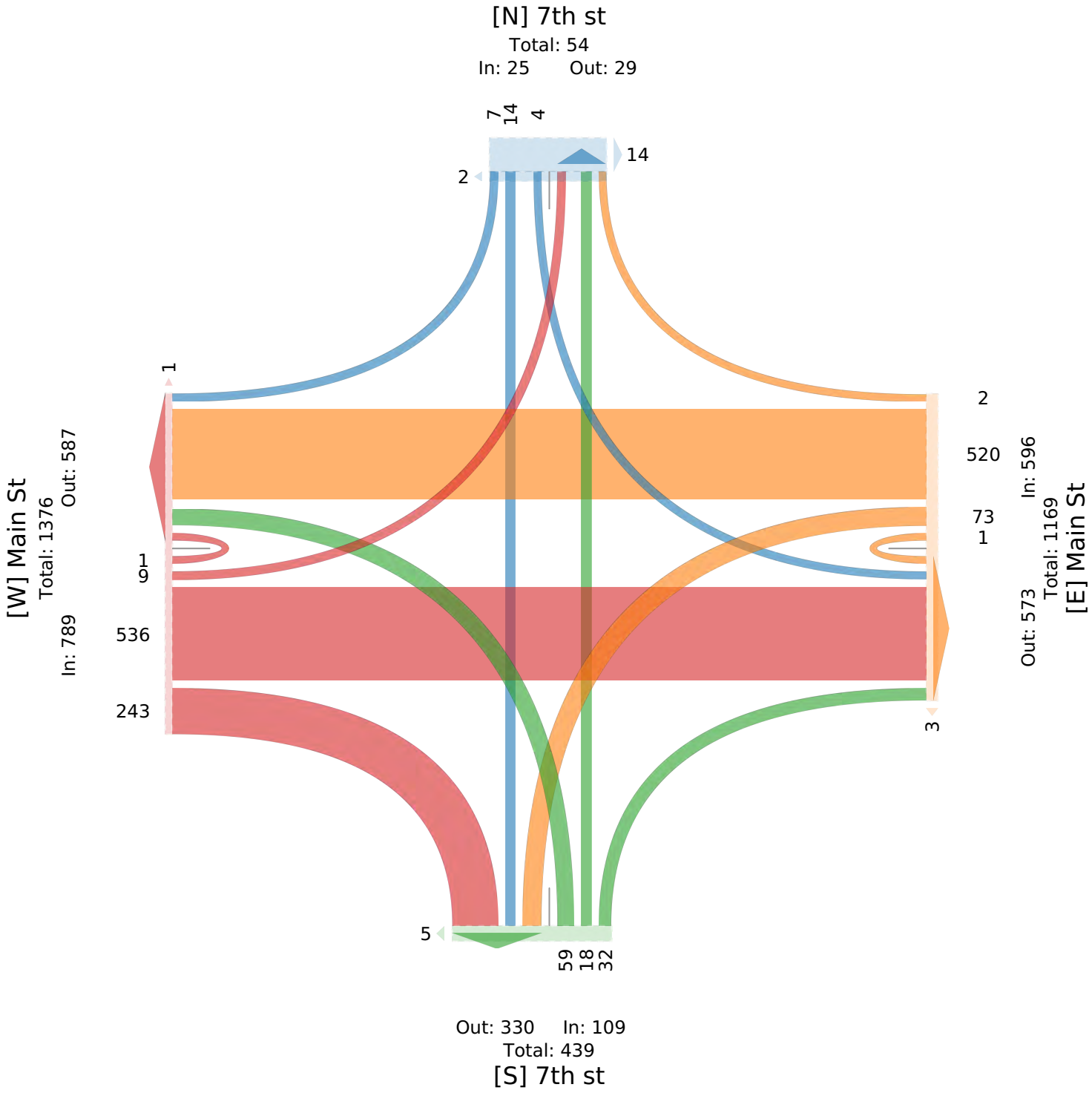
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Main St						Main St						7th st						7th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-20 6:00AM	1	4	0	0	**5**	0	0	3	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**8**
6:15AM	3	6	0	0	**9**	0	0	2	1	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**12**
6:30AM	3	14	0	0	**17**	0	0	11	1	0	**12**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**30**
6:45AM	3	25	0	0	**28**	0	0	11	1	0	**12**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	0	**42**
Hourly Total	10	49	0	0	**59**	0	0	27	3	0	**30**	0	0	0	3	0	**3**	0	0	0	0	0	**0**	0	**92**
7:00AM	6	8	0	0	**14**	0	0	12	1	0	**13**	0	1	0	1	0	**2**	0	0	0	0	0	**0**	0	**29**
7:15AM	15	12	0	0	**27**	1	0	16	3	0	**19**	0	3	0	0	0	**3**	1	0	0	0	0	**0**	1	**49**
7:30AM	28	28	0	0	**56**	0	0	17	6	0	**23**	0	0	1	7	0	**8**	1	1	1	0	0	**2**	1	**89**
7:45AM	14	41	1	0	**56**	0	0	16	1	1	**18**	0	3	3	5	0	**11**	0	2	0	0	0	**2**	0	**87**
Hourly Total	63	89	1	0	**153**	1	0	61	11	1	**73**	0	7	4	13	0	**24**	2	3	1	0	0	**4**	2	**254**
8:00AM	11	34	0	0	**45**	0	0	23	2	0	**25**	0	3	1	2	0	**6**	0	0	0	2	0	**2**	0	**78**
8:15AM	10	14	0	0	**24**	0	0	29	1	0	**30**	0	1	0	1	0	**2**	0	0	2	0	0	**2**	0	**58**
8:30AM	6	14	0	0	**20**	0	0	27	3	0	**30**	0	3	0	3	0	**6**	0	0	0	0	0	**0**	0	**56**
8:45AM	4	19	1	0	**24**	0	0	18	0	0	**18**	0	2	2	3	0	**7**	0	1	2	0	0	**3**	4	**52**
Hourly Total	31	81	1	0	**113**	0	0	97	6	0	**103**	0	9	3	9	0	**21**	0	1	4	2	0	**7**	4	**244**
2:00PM	9	13	0	0	**22**	0	0	27	2	0	**29**	0	0	1	2	0	**3**	0	0	0	0	0	**0**	0	**54**
2:15PM	6	9	1	0	**16**	0	0	17	1	0	**18**	0	1	1	1	0	**3**	0	0	1	0	0	**1**	0	**38**
2:30PM	6	18	1	0	**25**	0	0	17	5	0	**22**	0	0	1	2	0	**3**	0	1	0	0	0	**1**	0	**51**
2:45PM	5	22	0	0	**27**	0	0	21	2	0	**23**	0	1	0	3	0	**4**	0	0	1	0	0	**1**	0	**55**
Hourly Total	26	62	2	0	**90**	0	0	82	10	0	**92**	0	2	3	8	0	**13**	0	1	2	0	0	**3**	0	**198**
3:00PM	10	18	0	0	**28**	0	0	15	2	0	**17**	0	0	0	2	0	**2**	1	0	0	0	0	**0**	0	**47**
3:15PM	9	13	1	0	**23**	0	0	14	1	0	**15**	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	**40**
3:30PM	6	17	0	0	**23**	0	0	15	4	0	**19**	0	3	1	1	0	**5**	0	0	0	0	0	**0**	0	**47**
3:45PM	9	24	1	0	**34**	0	0	17	1	0	**18**	0	2	2	1	0	**5**	1	0	0	1	0	**1**	0	**58**
Hourly Total	34	72	2	0	**108**	0	0	61	8	0	**69**	0	7	3	4	0	**14**	2	0	0	1	0	**1**	0	**192**
4:00PM	14	18	0	0	**32**	0	0	29	5	0	**34**	2	2	2	3	0	**7**	0	1	1	0	0	**2**	6	**75**
4:15PM	7	15	0	0	**22**	0	0	24	9	0	**33**	0	1	0	3	0	**4**	0	0	0	0	0	**0**	1	**59**
4:30PM	8	21	1	0	**30**	0	0	18	2	0	**20**	0	0	1	3	0	**4**	0	0	4	0	0	**4**	0	**58**
4:45PM	8	30	0	1	**39**	0	0	25	3	0	**28**	0	0	0	0	0	**0**	1	0	1	0	0	**1**	0	**68**
Hourly Total	37	84	1	1	**123**	0	0	96	19	0	**115**	2	3	3	9	0	**15**	1	1	6	0	0	**7**	7	**260**
5:00PM	8	28	0	0	**36**	0	0	35	2	0	**37**	0	2	1	5	0	**8**	0	0	1	1	0	**2**	0	**83**
5:15PM	10	27	0	0	**37**	0	1	22	6	0	**29**	0	0	1	4	0	**5**	0	1	0	0	0	**1**	1	**72**
5:30PM	16	18	1	0	**35**	0	1	16	3	0	**20**	0	2	0	2	0	**4**	0	0	0	0	0	**0**	0	**59**
5:45PM	8	26	1	0	**35**	0	0	23	5	0	**28**	1	0	0	2	0	**2**	0	0	0	0	0	**0**	2	**65**
Hourly Total	42	99	2	0	**143**	0	2	96	16	0	**114**	1	4	2	13	0	**19**	0	1	1	1	0	**3**	3	**279**
Total	243	536	9	1	**789**	1	2	520	73	1	**596**	3	32	18	59	0	**109**	5	7	14	4	0	**25**	16	**1519**
% Approach	30.8%	67.9%	1.1%	0.1%	**-**	-	0.3%	87.2%	12.2%	0.2%	**-**	-	29.4%	16.5%	54.1%	0%	**-**	-	28.0%	56.0%	16.0%	0%	**-**	-	-
% Total	16.0%	35.3%	0.6%	0.1%	**51.9%**	-	0.1%	34.2%	4.8%	0.1%	**39.2%**	-	2.1%	1.2%	3.9%	0%	**7.2%**	-	0.5%	0.9%	0.3%	0%	**1.6%**	-	-
Lights	234	509	8	1	**752**	-	2	512	71	1	**586**	-	32	16	56	0	**104**	-	6	12	4	0	**22**	-	1464
% Lights	96.3%	95.0%	88.9%	100%	**95.3%**	-	100%	98.5%	97.3%	100%	**98.3%**	-	100%	88.9%	94.9%	0%	**95.4%**	-	85.7%	85.7%	100%	0%	**88.0%**	-	96.4%
Single-Unit Trucks	3	5	1	0	**9**	-	0	1	1	0	**2**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	15
% Single-Unit Trucks	1.2%	0.9%	11.1%	0%	**1.1%**	-	0%	0.2%	1.4%	0%	**0.3%**	-	0%	11.1%	0%	0%	**1.8%**	-	0%	14.3%	0%	0%	**8.0%**	-	1.0%
Articulated Trucks	1	2	0	0	**3**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0.4%	0.4%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	2	4	0	0	**6**	-	0	3	0	0	**3**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	11
% Buses	0.8%	0.7%	0%	0%	**0.8%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	3.4%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Bicycles on Road	3	16	0	0	**19**	-	0	3	1	0	**4**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	25
% Bicycles on Road	1.2%	3.0%	0%	0%	**2.4%**	-	0%	0.6%	1.4%	0%	**0.7%**	-	0%	0%	1.7%	0%	**0.9%**	-	14.3%	0%	0%	0%	**4.0%**	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	16	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

7th st and state st TMC - TMC

Wed May 20, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400825, Location: 41.914269, -88.321899

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



7th st and state st TMC - TMC

Wed May 20, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400825, Location: 41.914269, -88.321899

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

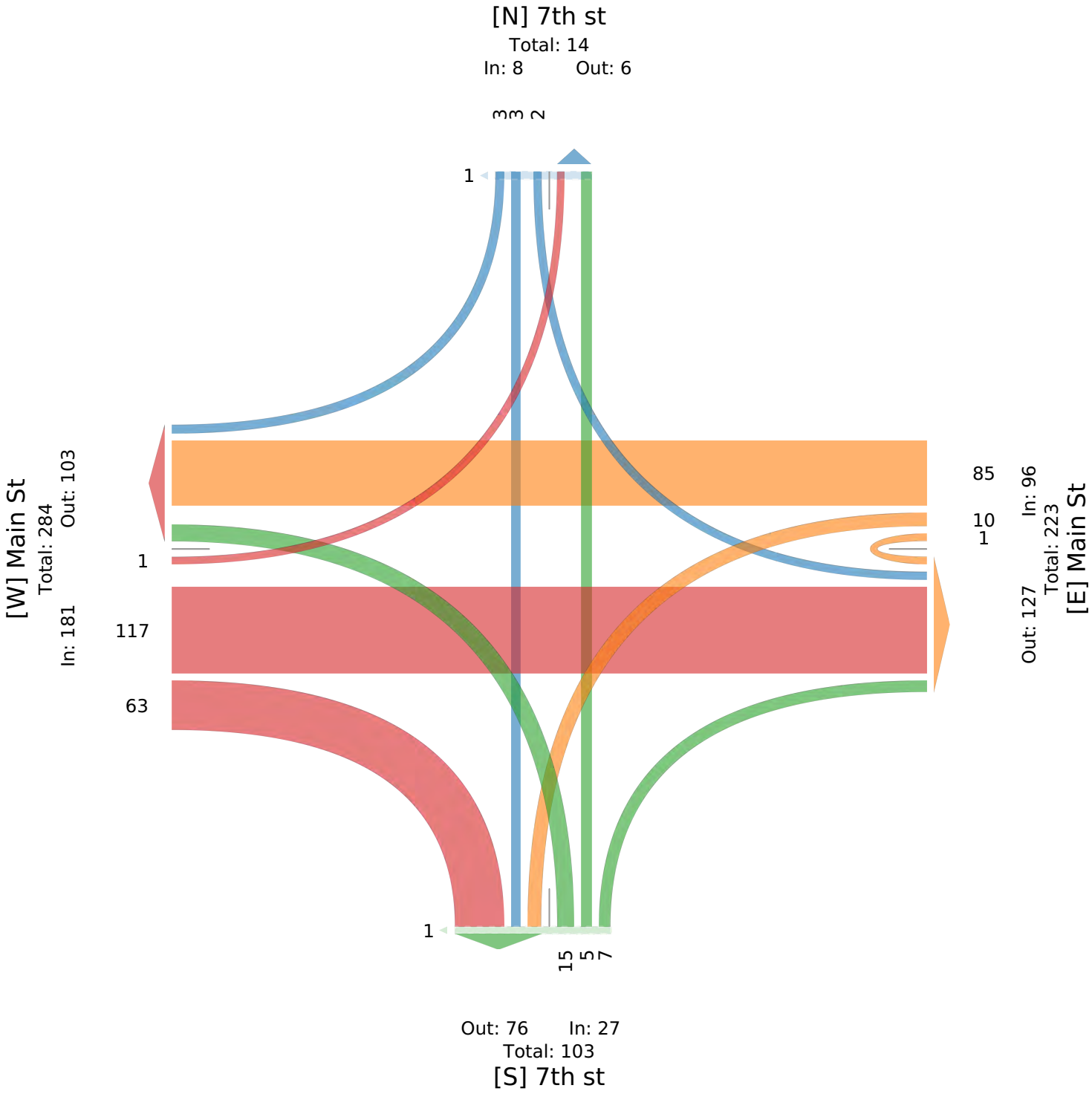
Leg	Main St						Main St						7th st						7th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-20 7:30AM	28	28	0	0	**56**	0	0	17	6	0	**23**	0	0	1	7	0	**8**	1	1	1	0	0	**2**	1	**89**
7:45AM	14	41	1	0	**56**	0	0	16	1	1	**18**	0	3	3	5	0	**11**	0	2	0	0	0	**2**	0	**87**
8:00AM	11	34	0	0	**45**	0	0	23	2	0	**25**	0	3	1	2	0	**6**	0	0	0	2	0	**2**	0	**78**
8:15AM	10	14	0	0	**24**	0	0	29	1	0	**30**	0	1	0	1	0	**2**	0	0	2	0	0	**2**	0	**58**
Total	63	117	1	0	**181**	0	0	85	10	1	**96**	0	7	5	15	0	**27**	1	3	3	2	0	**8**	1	**312**
% Approach	34.8%	64.6%	0.6%	0%	**-**	-	0%	88.5%	10.4%	1.0%	**-**	-	25.9%	18.5%	55.6%	0%	**-**	-	37.5%	37.5%	25.0%	0%	**-**	-	-
% Total	20.2%	37.5%	0.3%	0%	**58.0%**	-	0%	27.2%	3.2%	0.3%	**30.8%**	-	2.2%	1.6%	4.8%	0%	**8.7%**	-	1.0%	1.0%	0.6%	0%	**2.6%**	-	-
PHF	0.563	0.707	0.250	-	**0.804**	-	-	0.733	0.417	0.250	**0.800**	-	0.583	0.417	0.536	-	**0.614**	-	0.250	0.375	0.250	-	**0.875**	-	0.881
Lights	61	114	1	0	**176**	-	0	84	10	1	**95**	-	7	5	13	0	**25**	-	2	3	2	0	**7**	-	303
% Lights	96.8%	97.4%	100%	0%	**97.2%**	-	0%	98.8%	100%	100%	**99.0%**	-	100%	100%	86.7%	0%	**92.6%**	-	66.7%	100%	100%	0%	**87.5%**	-	97.1%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses	2	2	0	0	**4**	-	0	1	0	0	**1**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	7
% Buses	3.2%	1.7%	0%	0%	**2.2%**	-	0%	1.2%	0%	0%	**1.0%**	-	0%	0%	13.3%	0%	**7.4%**	-	0%	0%	0%	0%	**0%**	-	2.2%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Bicycles on Road	0%	0.9%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	33.3%	0%	0%	0%	**12.5%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7th st and state st TMC - TMC

Wed May 20, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400825, Location: 41.914269, -88.321899

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



7th st and state st TMC - TMC

Wed May 20, 2026
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400825, Location: 41.914269, -88.321899

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

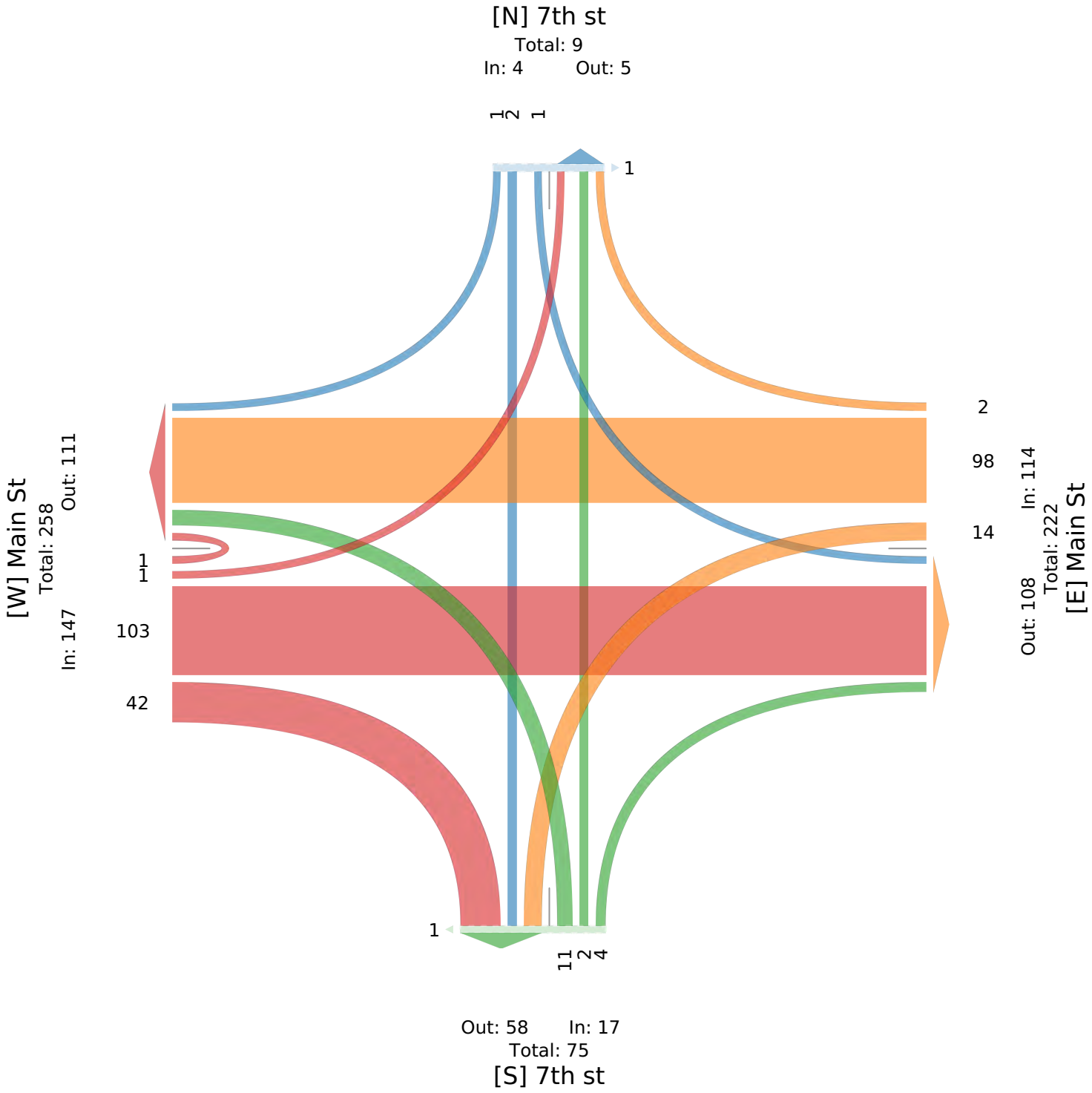
Leg	Main St						Main St						7th st						7th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-20 4:45PM	8	30	0	1	**39**	0	0	25	3	0	**28**	0	0	0	0	0	**0**	1	0	1	0	0	**1**	0	**68**
5:00PM	8	28	0	0	**36**	0	0	35	2	0	**37**	0	2	1	5	0	**8**	0	0	1	1	0	**2**	0	**83**
5:15PM	10	27	0	0	**37**	0	1	22	6	0	**29**	0	0	1	4	0	**5**	0	1	0	0	0	**1**	1	**72**
5:30PM	16	18	1	0	**35**	0	1	16	3	0	**20**	0	2	0	2	0	**4**	0	0	0	0	0	**0**	0	**59**
Total	42	103	1	1	**147**	0	2	98	14	0	**114**	0	4	2	11	0	**17**	1	1	2	1	0	**4**	1	**282**
% Approach	28.6%	70.1%	0.7%	0.7%	**-**	-	1.8%	86.0%	12.3%	0%	**-**	-	23.5%	11.8%	64.7%	0%	**-**	-	25.0%	50.0%	25.0%	0%	**-**	-	-
% Total	14.9%	36.5%	0.4%	0.4%	**52.1%**	-	0.7%	34.8%	5.0%	0%	**40.4%**	-	1.4%	0.7%	3.9%	0%	**6.0%**	-	0.4%	0.7%	0.4%	0%	**1.4%**	-	-
PHF	0.641	0.902	0.250	0.250	**0.973**	-	0.500	0.700	0.583	-	**0.770**	-	0.500	0.500	0.500	-	**0.500**	-	0.250	0.500	0.250	-	**0.500**	-	0.837
Lights	39	101	1	1	**142**	-	2	98	14	0	**114**	-	4	1	10	0	**15**	-	1	2	1	0	**4**	-	275
% Lights	92.9%	98.1%	100%	100%	**96.6%**	-	100%	100%	100%	0%	**100%**	-	100%	50.0%	90.9%	0%	**88.2%**	-	100%	100%	100%	0%	**100%**	-	97.5%
Single-Unit Trucks	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	3
% Single-Unit Trucks	4.8%	0%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0%	50.0%	0%	0%	**5.9%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	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
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	1	2	0	0	**3**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	2.4%	1.9%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	9.1%	0%	**5.9%**	-	0%	0%	0%	0%	**0%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7th st and state st TMC - TMC

Wed May 20, 2026
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400825, Location: 41.914269, -88.321899

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



9th st and state st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400822, Location: 41.913935, -88.324033

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

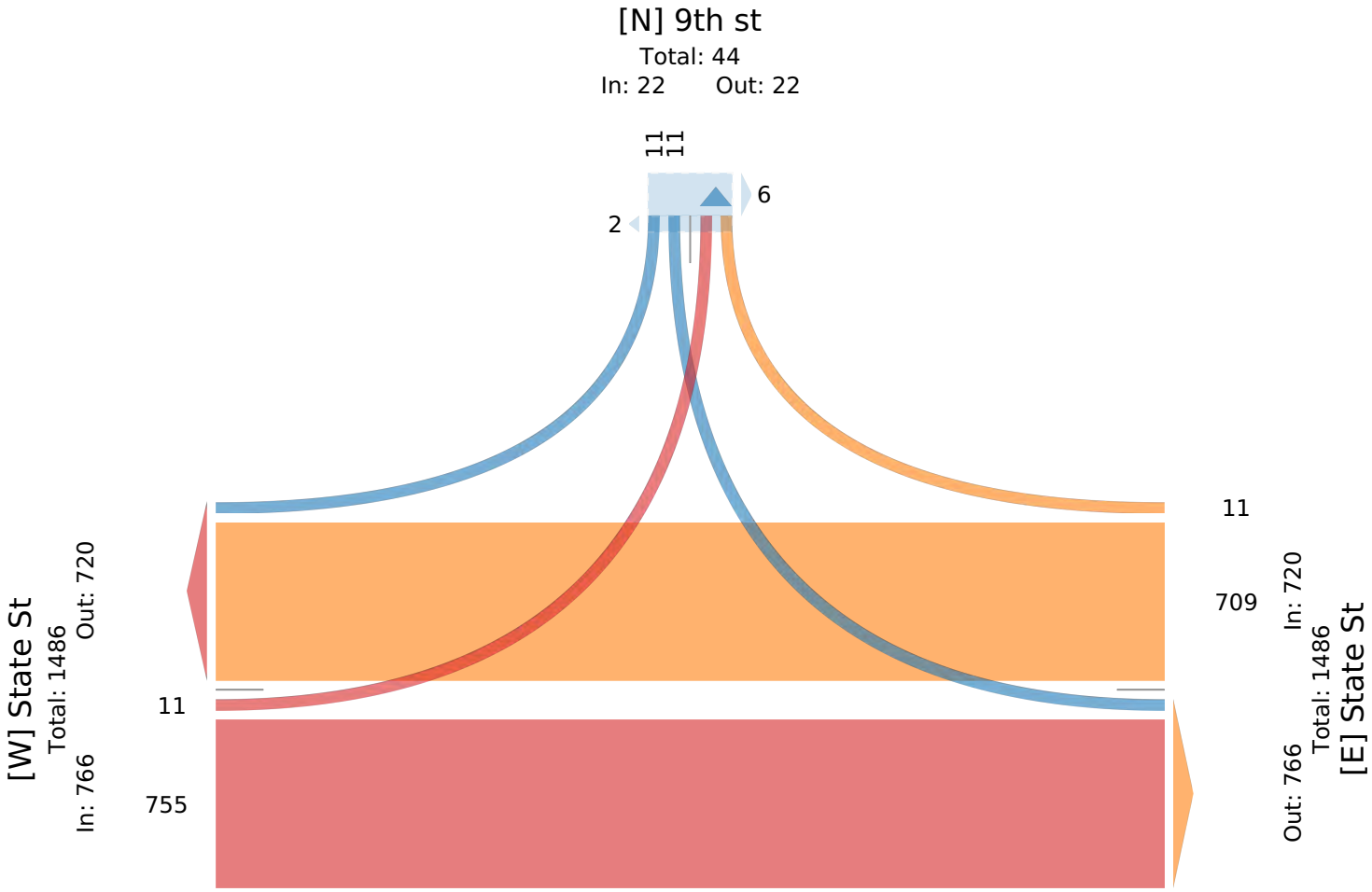
Leg	State St					State St					9th st					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 6:00AM	8	0	0	**8**	0	0	7	0	**7**	0	0	0	0	**0**	1	**15**
6:15AM	6	1	0	**7**	0	0	1	0	**1**	0	1	0	0	**1**	0	**9**
6:30AM	23	0	0	**23**	0	0	11	0	**11**	0	1	0	0	**1**	1	**35**
6:45AM	31	0	0	**31**	0	0	9	0	**9**	0	0	2	0	**2**	0	**42**
Hourly Total	68	1	0	**69**	0	0	28	0	**28**	0	2	2	0	**4**	2	**101**
7:00AM	22	0	0	**22**	0	0	18	0	**18**	0	0	0	0	**0**	0	**40**
7:15AM	33	0	0	**33**	0	0	20	0	**20**	0	0	0	0	**0**	0	**53**
7:30AM	49	2	0	**51**	0	1	35	0	**36**	0	0	0	0	**0**	0	**87**
7:45AM	57	1	0	**58**	0	0	29	0	**29**	0	0	0	0	**0**	0	**87**
Hourly Total	161	3	0	**164**	0	1	102	0	**103**	0	0	0	0	**0**	0	**267**
8:00AM	45	0	0	**45**	0	0	26	0	**26**	0	0	0	0	**0**	0	**71**
8:15AM	33	0	0	**33**	0	0	34	0	**34**	0	0	0	0	**0**	1	**67**
8:30AM	16	0	0	**16**	0	1	29	0	**30**	0	0	0	0	**0**	0	**46**
8:45AM	27	0	0	**27**	0	2	26	0	**28**	0	0	3	0	**3**	1	**58**
Hourly Total	121	0	0	**121**	0	3	115	0	**118**	0	0	3	0	**3**	2	**242**
2:00PM	18	0	0	**18**	0	0	31	0	**31**	0	0	0	0	**0**	0	**49**
2:15PM	27	0	0	**27**	0	0	24	0	**24**	0	0	0	0	**0**	0	**51**
2:30PM	20	1	0	**21**	0	0	29	0	**29**	0	0	1	0	**1**	0	**51**
2:45PM	17	0	0	**17**	0	0	36	0	**36**	0	0	0	0	**0**	0	**53**
Hourly Total	82	1	0	**83**	0	0	120	0	**120**	0	0	1	0	**1**	0	**204**
3:00PM	33	0	0	**33**	0	1	28	0	**29**	0	1	1	0	**2**	2	**64**
3:15PM	27	0	0	**27**	0	0	18	0	**18**	0	1	0	0	**1**	0	**46**
3:30PM	26	1	0	**27**	0	0	25	0	**25**	0	1	0	0	**1**	0	**53**
3:45PM	24	0	0	**24**	0	0	40	0	**40**	0	1	1	0	**2**	0	**66**
Hourly Total	110	1	0	**111**	0	1	111	0	**112**	0	4	2	0	**6**	2	**229**
4:00PM	33	2	0	**35**	0	1	30	0	**31**	0	0	0	0	**0**	0	**66**
4:15PM	29	1	0	**30**	0	0	22	0	**22**	0	0	0	0	**0**	1	**52**
4:30PM	31	0	0	**31**	0	1	33	0	**34**	0	1	0	0	**1**	0	**66**
4:45PM	20	0	0	**20**	0	0	28	0	**28**	0	0	2	0	**2**	0	**50**
Hourly Total	113	3	0	**116**	0	2	113	0	**115**	0	1	2	0	**3**	1	**234**
5:00PM	36	2	0	**38**	0	3	28	0	**31**	0	3	0	0	**3**	0	**72**
5:15PM	21	0	0	**21**	0	0	34	0	**34**	0	0	0	0	**0**	0	**55**
5:30PM	22	0	0	**22**	0	1	24	0	**25**	0	1	1	0	**2**	0	**49**
5:45PM	21	0	0	**21**	0	0	34	0	**34**	0	0	0	0	**0**	1	**55**
Hourly Total	100	2	0	**102**	0	4	120	0	**124**	0	4	1	0	**5**	1	**231**
Total	755	11	0	**766**	0	11	709	0	**720**	0	11	11	0	**22**	8	**1508**
% Approach	98.6%	1.4%	0%	**-**	-	1.5%	98.5%	0%	**-**	-	50.0%	50.0%	0%	**-**	-	-
% Total	50.1%	0.7%	0%	**50.8%**	-	0.7%	47.0%	0%	**47.7%**	-	0.7%	0.7%	0%	**1.5%**	-	-
Lights	732	11	0	**743**	-	10	690	0	**700**	-	11	11	0	**22**	-	1465
% Lights	97.0%	100%	0%	**97.0%**	-	90.9%	97.3%	0%	**97.2%**	-	100%	100%	0%	**100%**	-	97.1%
Single-Unit Trucks	5	0	0	**5**	-	0	5	0	**5**	-	0	0	0	**0**	-	10
% Single-Unit Trucks	0.7%	0%	0%	**0.7%**	-	0%	0.7%	0%	**0.7%**	-	0%	0%	0%	**0%**	-	0.7%
Articulated Trucks	2	0	0	**2**	-	0	2	0	**2**	-	0	0	0	**0**	-	4
% Articulated Trucks	0.3%	0%	0%	**0.3%**	-	0%	0.3%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0.3%
Buses	5	0	0	**5**	-	0	7	0	**7**	-	0	0	0	**0**	-	12
% Buses	0.7%	0%	0%	**0.7%**	-	0%	1.0%	0%	**1.0%**	-	0%	0%	0%	**0%**	-	0.8%
Bicycles on Road	11	0	0	**11**	-	1	5	0	**6**	-	0	0	0	**0**	-	17
% Bicycles on Road	1.5%	0%	0%	**1.4%**	-	9.1%	0.7%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9th st and state st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400822, Location: 41.913935, -88.324033

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



9th st and state st TMC - TMC

Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400822, Location: 41.913935, -88.324033

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
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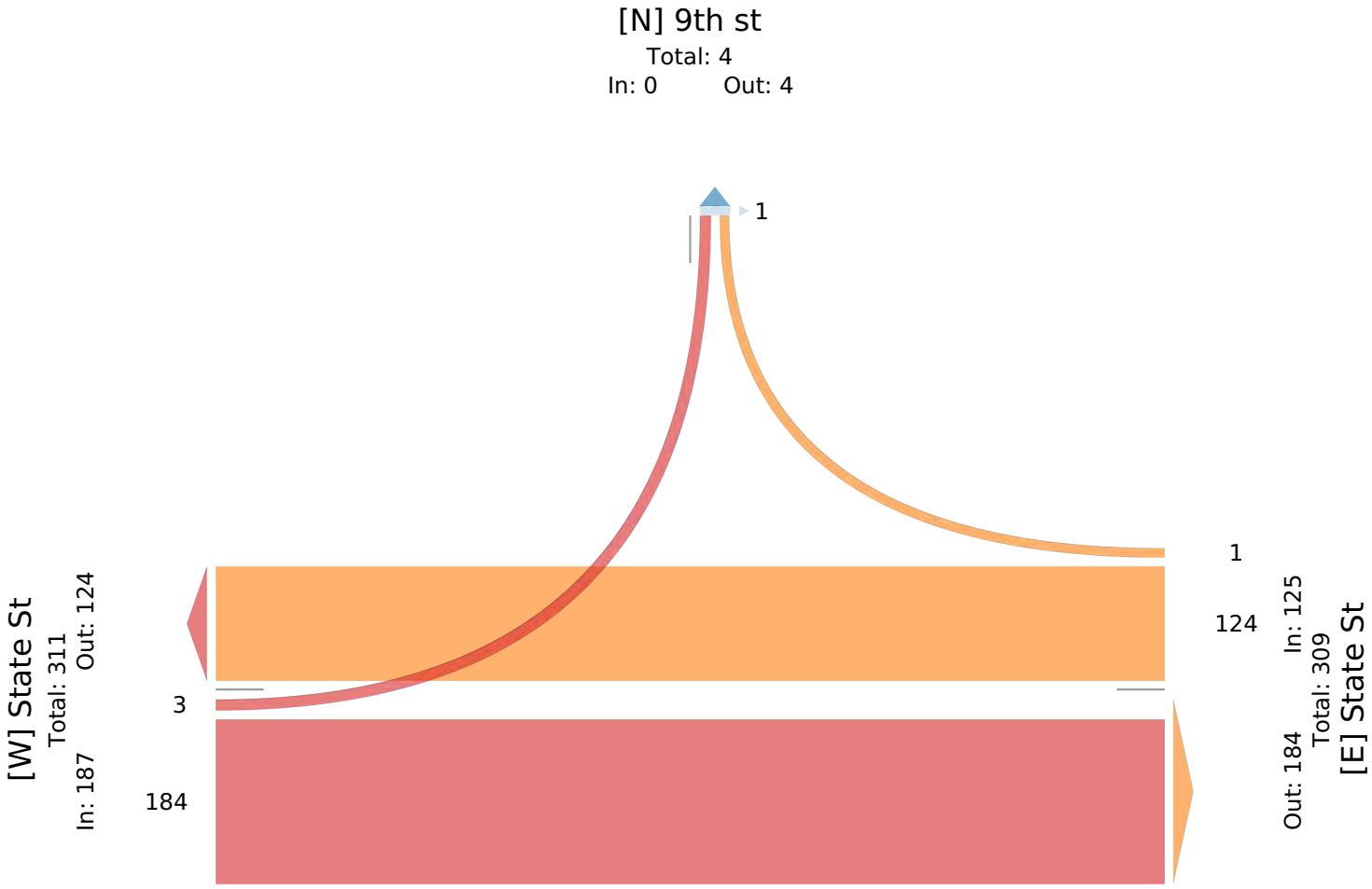
Leg / Direction	State St Eastbound					State St Westbound					9th st Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 7:30AM	49	2	0	**51**	0	1	35	0	**36**	0	0	0	0	**0**	0	**87**
7:45AM	57	1	0	**58**	0	0	29	0	**29**	0	0	0	0	**0**	0	**87**
8:00AM	45	0	0	**45**	0	0	26	0	**26**	0	0	0	0	**0**	0	**71**
8:15AM	33	0	0	**33**	0	0	34	0	**34**	0	0	0	0	**0**	1	**67**
Total	184	3	0	**187**	0	1	124	0	**125**	0	0	0	0	**0**	1	**312**
% Approach	98.4%	1.6%	0%	**-**	-	0.8%	99.2%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	59.0%	1.0%	0%	**59.9%**	-	0.3%	39.7%	0%	**40.1%**	-	0%	0%	0%	**0%**	-	-
PHF	0.798	0.375	-	**0.797**	-	-	0.886	-	**0.886**	-	-	-	-	**-**	-	0.888
Lights	177	3	0	**180**	-	0	121	0	**121**	-	0	0	0	**0**	-	301
% Lights	96.2%	100%	0%	**96.3%**	-	0%	97.6%	0%	**96.8%**	-	0%	0%	0%	**-**	-	96.5%
Single-Unit Trucks	1	0	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Single-Unit Trucks	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%
Buses	4	0	0	**4**	-	0	3	0	**3**	-	0	0	0	**0**	-	7
% Buses	2.2%	0%	0%	**2.1%**	-	0%	2.4%	0%	**2.4%**	-	0%	0%	0%	**-**	-	2.2%
Bicycles on Road	2	0	0	**2**	-	1	0	0	**1**	-	0	0	0	**0**	-	3
% Bicycles on Road	1.1%	0%	0%	**1.1%**	-	100%	0%	0%	**0.8%**	-	0%	0%	0%	**-**	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9th st and state st TMC - TMC

Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400822, Location: 41.913935, -88.324033

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



9th st and state st TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400822, Location: 41.913935, -88.324033

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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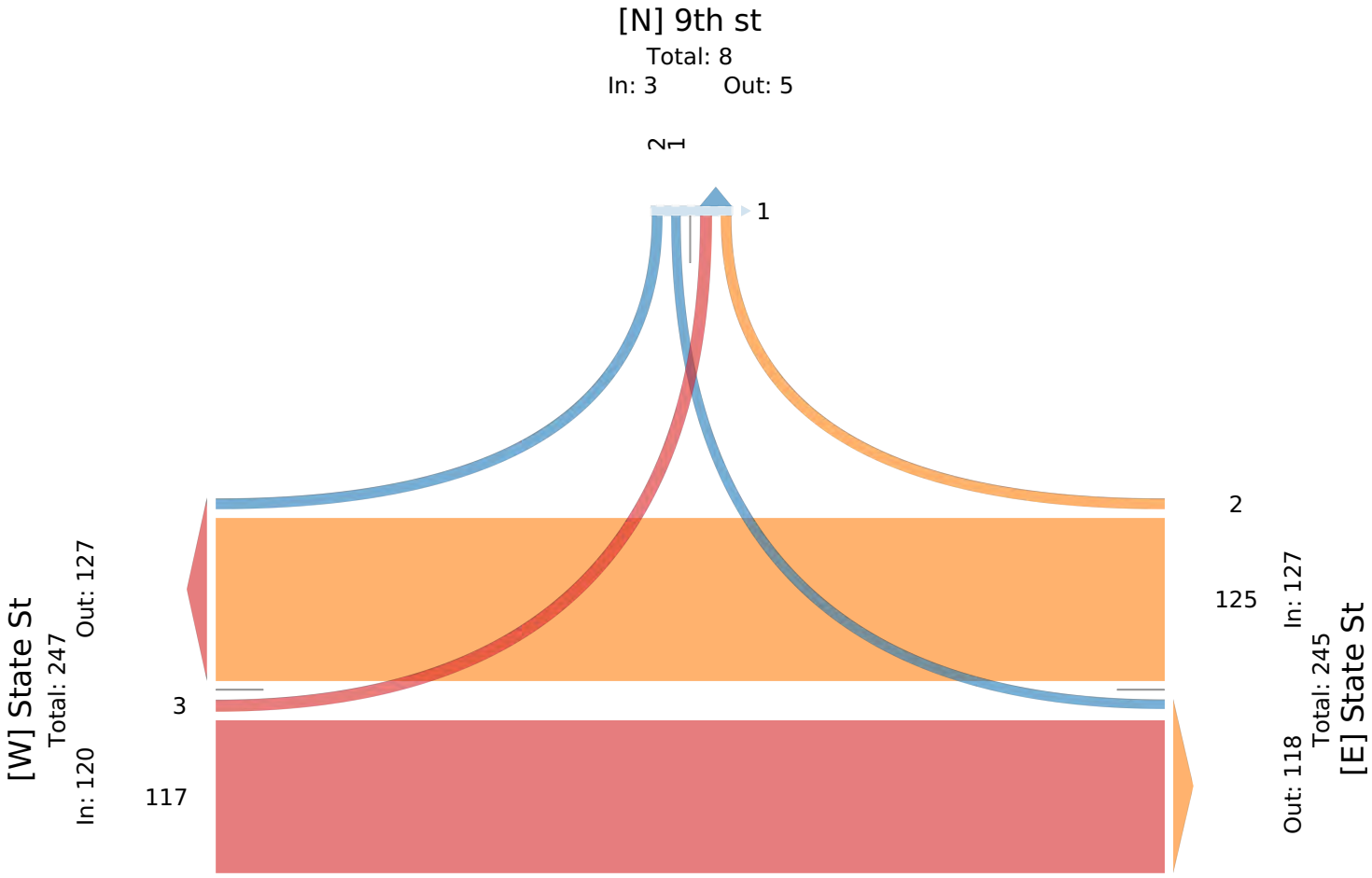
Leg	State St					State St					9th st					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 3:45PM	24	0	0	**24**	0	0	40	0	**40**	0	1	1	0	**2**	0	**66**
4:00PM	33	2	0	**35**	0	1	30	0	**31**	0	0	0	0	**0**	0	**66**
4:15PM	29	1	0	**30**	0	0	22	0	**22**	0	0	0	0	**0**	1	**52**
4:30PM	31	0	0	**31**	0	1	33	0	**34**	0	1	0	0	**1**	0	**66**
Total	117	3	0	**120**	0	2	125	0	**127**	0	2	1	0	**3**	1	**250**
% Approach	97.5%	2.5%	0%	**-**	-	1.6%	98.4%	0%	**-**	-	66.7%	33.3%	0%	**-**	-	-
% Total	46.8%	1.2%	0%	**48.0%**	-	0.8%	50.0%	0%	**50.8%**	-	0.8%	0.4%	0%	**1.2%**	-	-
PHF	0.864	0.375	-	**0.836**	-	0.500	0.781	-	**0.794**	-	0.500	0.250	-	**0.375**	-	0.936
Lights	114	3	0	**117**	-	2	123	0	**125**	-	2	1	0	**3**	-	245
% Lights	97.4%	100%	0%	**97.5%**	-	100%	98.4%	0%	**98.4%**	-	100%	100%	0%	**100%**	-	98.0%
Single-Unit Trucks	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.8%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.4%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Buses	0%	0%	0%	**0%**	-	0%	0.8%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.4%
Bicycles on Road	3	0	0	**3**	-	0	0	0	**0**	-	0	0	0	**0**	-	3
% Bicycles on Road	2.6%	0%	0%	**2.5%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9th st and state st TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400822, Location: 41.913935, -88.324033

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Dean+Street+with+State+Street TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400820, Location: 41.913504, -88.324574

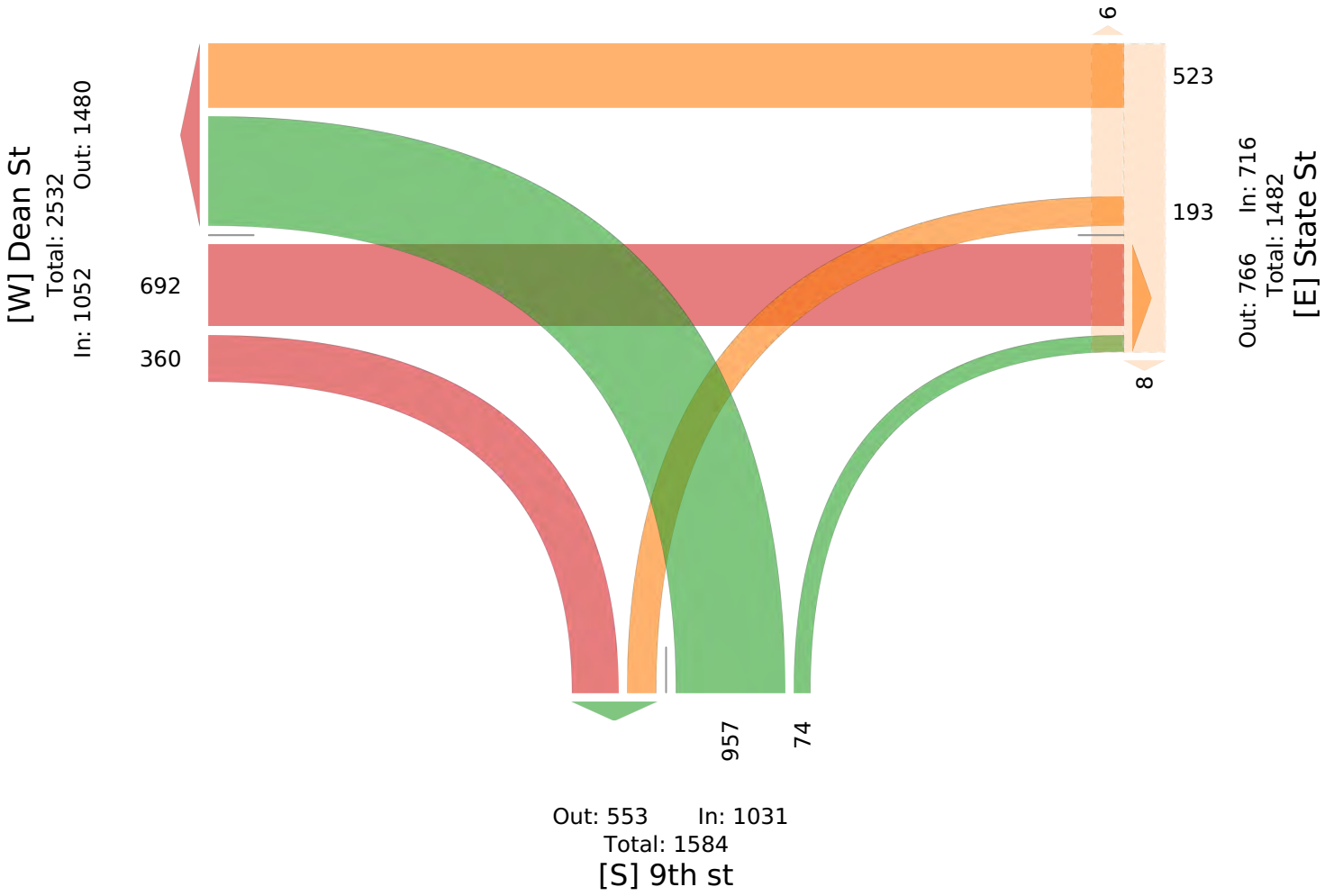
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Dean St					State St					9th st					
Direction	Eastbound					Westbound					Northbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2026-05-12 6:00AM	6	8	0	**14**	0	4	3	0	**7**	0	0	9	0	**9**	0	**30**
6:15AM	8	7	0	**15**	0	1	1	0	**2**	0	1	20	0	**21**	0	**38**
6:30AM	16	17	0	**33**	0	7	5	0	**12**	2	6	16	0	**22**	0	**67**
6:45AM	7	26	0	**33**	0	2	7	0	**9**	0	4	19	0	**23**	0	**65**
Hourly Total	37	58	0	**95**	0	14	16	0	**30**	2	11	64	0	**75**	0	**200**
7:00AM	12	19	0	**31**	0	13	6	0	**19**	0	3	22	0	**25**	0	**75**
7:15AM	13	29	0	**42**	0	17	2	0	**19**	2	5	25	0	**30**	0	**91**
7:30AM	8	49	0	**57**	0	27	8	0	**35**	0	2	32	0	**34**	0	**126**
7:45AM	15	48	0	**63**	0	20	10	0	**30**	3	8	38	0	**46**	0	**139**
Hourly Total	48	145	0	**193**	0	77	26	0	**103**	5	18	117	0	**135**	0	**431**
8:00AM	13	43	0	**56**	0	9	11	0	**20**	0	1	22	0	**23**	0	**99**
8:15AM	19	28	0	**47**	0	26	9	0	**35**	2	1	38	0	**39**	0	**121**
8:30AM	10	14	0	**24**	0	20	7	0	**27**	0	1	38	0	**39**	0	**90**
8:45AM	16	28	0	**44**	0	19	7	0	**26**	0	0	21	0	**21**	0	**91**
Hourly Total	58	113	0	**171**	0	74	34	0	**108**	2	3	119	0	**122**	0	**401**
2:00PM	16	18	0	**34**	0	30	1	0	**31**	0	0	26	0	**26**	0	**91**
2:15PM	10	28	0	**38**	0	17	7	0	**24**	0	2	43	0	**45**	0	**107**
2:30PM	12	19	0	**31**	0	20	10	0	**30**	0	2	41	0	**43**	0	**104**
2:45PM	8	18	0	**26**	0	28	8	0	**36**	3	1	42	0	**43**	0	**105**
Hourly Total	46	83	0	**129**	0	95	26	0	**121**	3	5	152	0	**157**	0	**407**
3:00PM	11	26	0	**37**	0	23	6	0	**29**	1	5	36	0	**41**	0	**107**
3:15PM	4	21	0	**25**	0	13	6	0	**19**	0	4	31	0	**35**	0	**79**
3:30PM	13	23	0	**36**	0	17	8	0	**25**	0	3	45	0	**48**	0	**109**
3:45PM	17	20	0	**37**	0	31	10	0	**41**	1	3	57	0	**60**	0	**138**
Hourly Total	45	90	0	**135**	0	84	30	0	**114**	2	15	169	0	**184**	0	**433**
4:00PM	8	31	0	**39**	0	21	7	0	**28**	0	5	45	0	**50**	0	**117**
4:15PM	15	25	0	**40**	0	18	3	0	**21**	0	4	41	0	**45**	0	**106**
4:30PM	21	31	0	**52**	0	23	15	0	**38**	0	2	32	0	**34**	0	**124**
4:45PM	16	22	0	**38**	0	21	6	0	**27**	0	1	56	0	**57**	0	**122**
Hourly Total	60	109	0	**169**	0	83	31	0	**114**	0	12	174	0	**186**	0	**469**
5:00PM	23	33	0	**56**	0	27	7	0	**34**	0	3	49	0	**52**	0	**142**
5:15PM	14	16	0	**30**	0	25	7	0	**32**	0	5	38	0	**43**	0	**105**
5:30PM	21	22	0	**43**	0	19	8	0	**27**	0	1	39	0	**40**	0	**110**
5:45PM	8	23	0	**31**	0	25	8	0	**33**	0	1	36	0	**37**	0	**101**
Hourly Total	66	94	0	**160**	0	96	30	0	**126**	0	10	162	0	**172**	0	**458**
Total	360	692	0	**1052**	0	523	193	0	**716**	14	74	957	0	**1031**	0	**2799**
% Approach	34.2%	65.8%	0%	**-**	-	73.0%	27.0%	0%	**-**	-	7.2%	92.8%	0%	**-**	-	-
% Total	12.9%	24.7%	0%	**37.6%**	-	18.7%	6.9%	0%	**25.6%**	-	2.6%	34.2%	0%	**36.8%**	-	-
Lights	350	677	0	**1027**	-	508	192	0	**700**	-	73	911	0	**984**	-	2711
% Lights	97.2%	97.8%	0%	**97.6%**	-	97.1%	99.5%	0%	**97.8%**	-	98.6%	95.2%	0%	**95.4%**	-	96.9%
Single-Unit Trucks	6	8	0	**14**	-	5	1	0	**6**	-	1	16	0	**17**	-	37
% Single-Unit Trucks	1.7%	1.2%	0%	**1.3%**	-	1.0%	0.5%	0%	**0.8%**	-	1.4%	1.7%	0%	**1.6%**	-	1.3%
Articulated Trucks	0	0	0	**0**	-	1	0	0	**1**	-	0	2	0	**2**	-	3
% Articulated Trucks	0%	0%	0%	**0%**	-	0.2%	0%	0%	**0.1%**	-	0%	0.2%	0%	**0.2%**	-	0.1%
Buses	4	5	0	**9**	-	7	0	0	**7**	-	0	28	0	**28**	-	44
% Buses	1.1%	0.7%	0%	**0.9%**	-	1.3%	0%	0%	**1.0%**	-	0%	2.9%	0%	**2.7%**	-	1.6%
Bicycles on Road	0	2	0	**2**	-	2	0	0	**2**	-	0	0	0	**0**	-	4
% Bicycles on Road	0%	0.3%	0%	**0.2%**	-	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	14	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Dean+Street+with+State+Street TMC - TMC
Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400820, Location: 41.913504, -88.324574

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Dean+Street+with+State+Street TMC - TMC

Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400820, Location: 41.913504, -88.324574

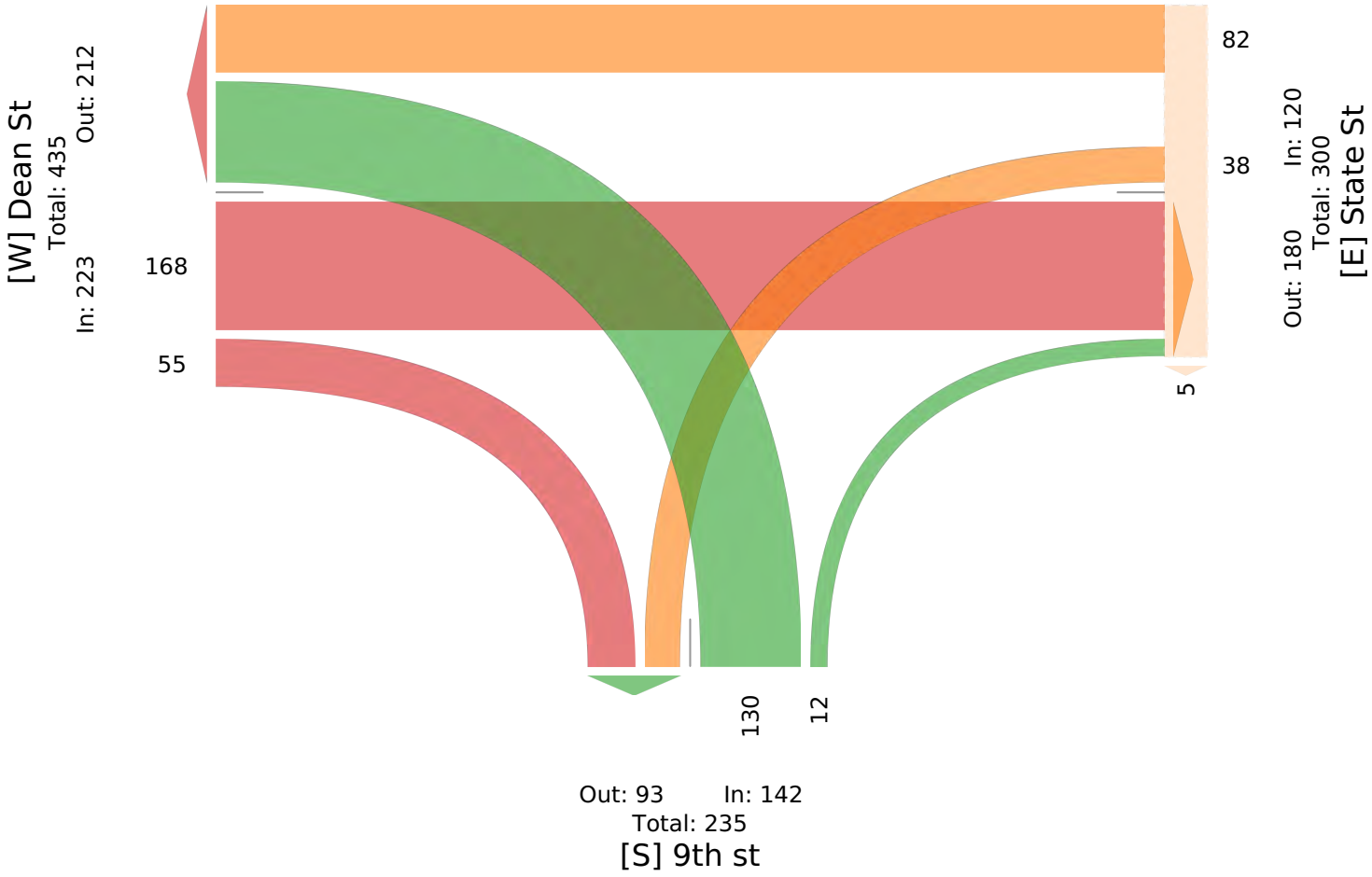
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Dean St					State St					9th st					
Direction	Eastbound					Westbound					Northbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 7:30AM	8	49	0	**57**	0	27	8	0	**35**	0	2	32	0	**34**	0	**126**
7:45AM	15	48	0	**63**	0	20	10	0	**30**	3	8	38	0	**46**	0	**139**
8:00AM	13	43	0	**56**	0	9	11	0	**20**	0	1	22	0	**23**	0	**99**
8:15AM	19	28	0	**47**	0	26	9	0	**35**	2	1	38	0	**39**	0	**121**
Total	55	168	0	**223**	0	82	38	0	**120**	5	12	130	0	**142**	0	**485**
% Approach	24.7%	75.3%	0%	**-**	-	68.3%	31.7%	0%	**-**	-	8.5%	91.5%	0%	**-**	-	-
% Total	11.3%	34.6%	0%	**46.0%**	-	16.9%	7.8%	0%	**24.7%**	-	2.5%	26.8%	0%	**29.3%**	-	-
PHF	0.724	0.852	-	**0.881**	-	0.759	0.864	-	**0.857**	-	0.375	0.855	-	**0.772**	-	0.871
Lights	55	162	0	**217**	-	79	38	0	**117**	-	12	125	0	**137**	-	471
% Lights	100%	96.4%	0%	**97.3%**	-	96.3%	100%	0%	**97.5%**	-	100%	96.2%	0%	**96.5%**	-	97.1%
Single-Unit Trucks	0	1	0	**1**	-	0	0	0	**0**	-	0	1	0	**1**	-	2
% Single-Unit Trucks	0%	0.6%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0%	0.8%	0%	**0.7%**	-	0.4%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	4	0	**4**	-	3	0	0	**3**	-	0	4	0	**4**	-	11
% Buses	0%	2.4%	0%	**1.8%**	-	3.7%	0%	0%	**2.5%**	-	0%	3.1%	0%	**2.8%**	-	2.3%
Bicycles on Road	0	1	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0.6%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Dean+Street+with+State+Street TMC - TMC
Tue May 12, 2026
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400820, Location: 41.913504, -88.324574

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Dean+Street+with+State+Street TMC - TMC

Tue May 12, 2026
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400820, Location: 41.913504, -88.324574

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Dean St Eastbound					State St Westbound					9th st Northbound					
Time	R	T	U	**App**	Ped*	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 4:15PM	15	25	0	**40**	0	18	3	0	**21**	0	4	41	0	**45**	0	**106**
4:30PM	21	31	0	**52**	0	23	15	0	**38**	0	2	32	0	**34**	0	**124**
4:45PM	16	22	0	**38**	0	21	6	0	**27**	0	1	56	0	**57**	0	**122**
5:00PM	23	33	0	**56**	0	27	7	0	**34**	0	3	49	0	**52**	0	**142**
Total	75	111	0	**186**	0	89	31	0	**120**	0	10	178	0	**188**	0	**494**
% Approach	40.3%	59.7%	0%	**-**	-	74.2%	25.8%	0%	**-**	-	5.3%	94.7%	0%	**-**	-	-
% Total	15.2%	22.5%	0%	**37.7%**	-	18.0%	6.3%	0%	**24.3%**	-	2.0%	36.0%	0%	**38.1%**	-	-
PHF	0.815	0.841	-	**0.830**	-	0.824	0.517	-	**0.789**	-	0.625	0.795	-	**0.825**	-	0.870
Lights	74	111	0	**185**	-	89	31	0	**120**	-	10	172	0	**182**	-	487
% Lights	98.7%	100%	0%	**99.5%**	-	100%	100%	0%	**100%**	-	100%	96.6%	0%	**96.8%**	-	98.6%
Single-Unit Trucks	1	0	0	**1**	-	0	0	0	**0**	-	0	3	0	**3**	-	4
% Single-Unit Trucks	1.3%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0%	1.7%	0%	**1.6%**	-	0.8%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	3	0	**3**	-	3
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	1.7%	0%	**1.6%**	-	0.6%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Dean+Street+with+State+Street TMC - TMC

Tue May 12, 2026

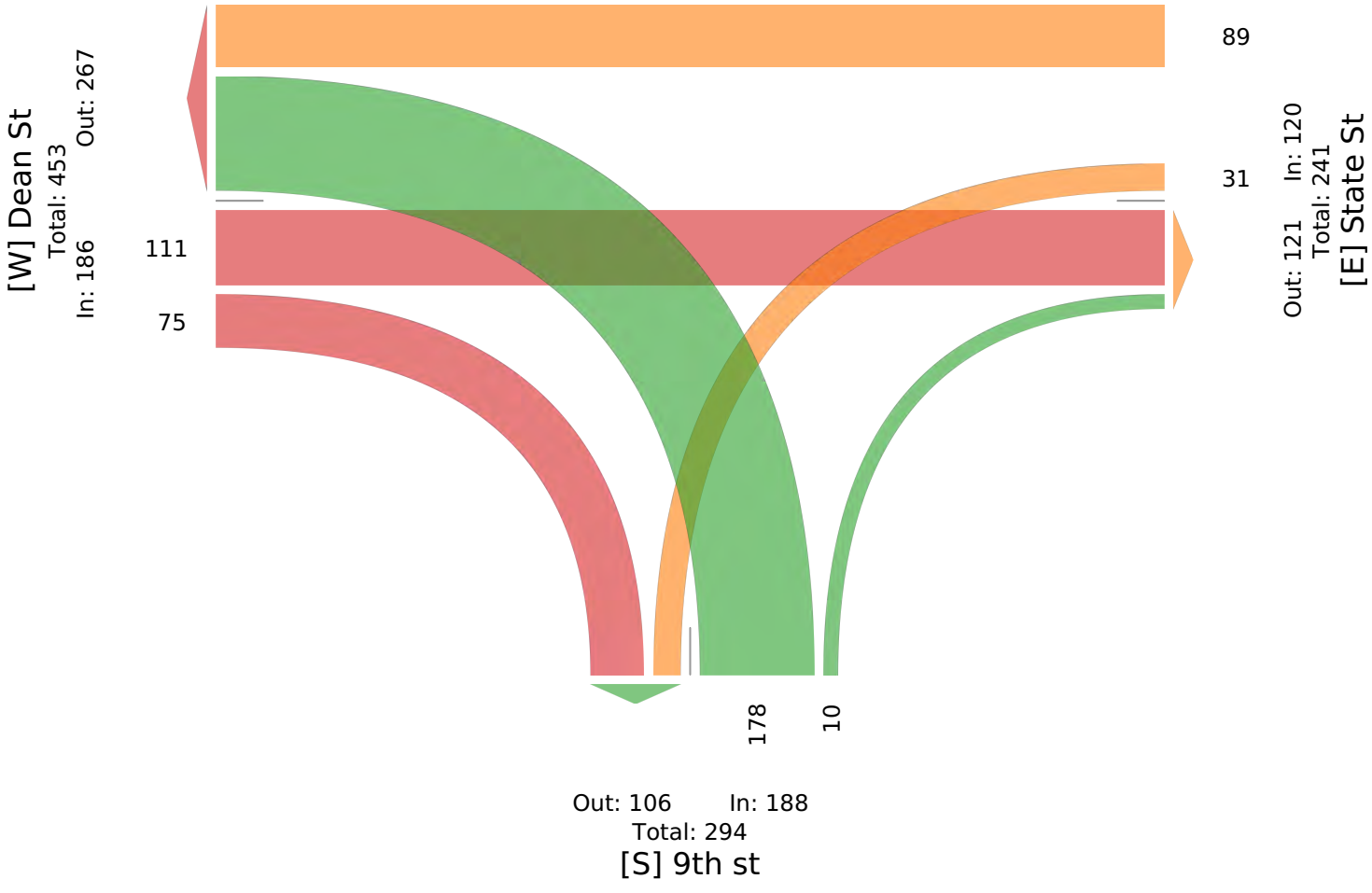
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 1400820, Location: 41.913504, -88.324574

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Main+Street+and+7th+Street TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400824, Location: 41.912658, -88.321439

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

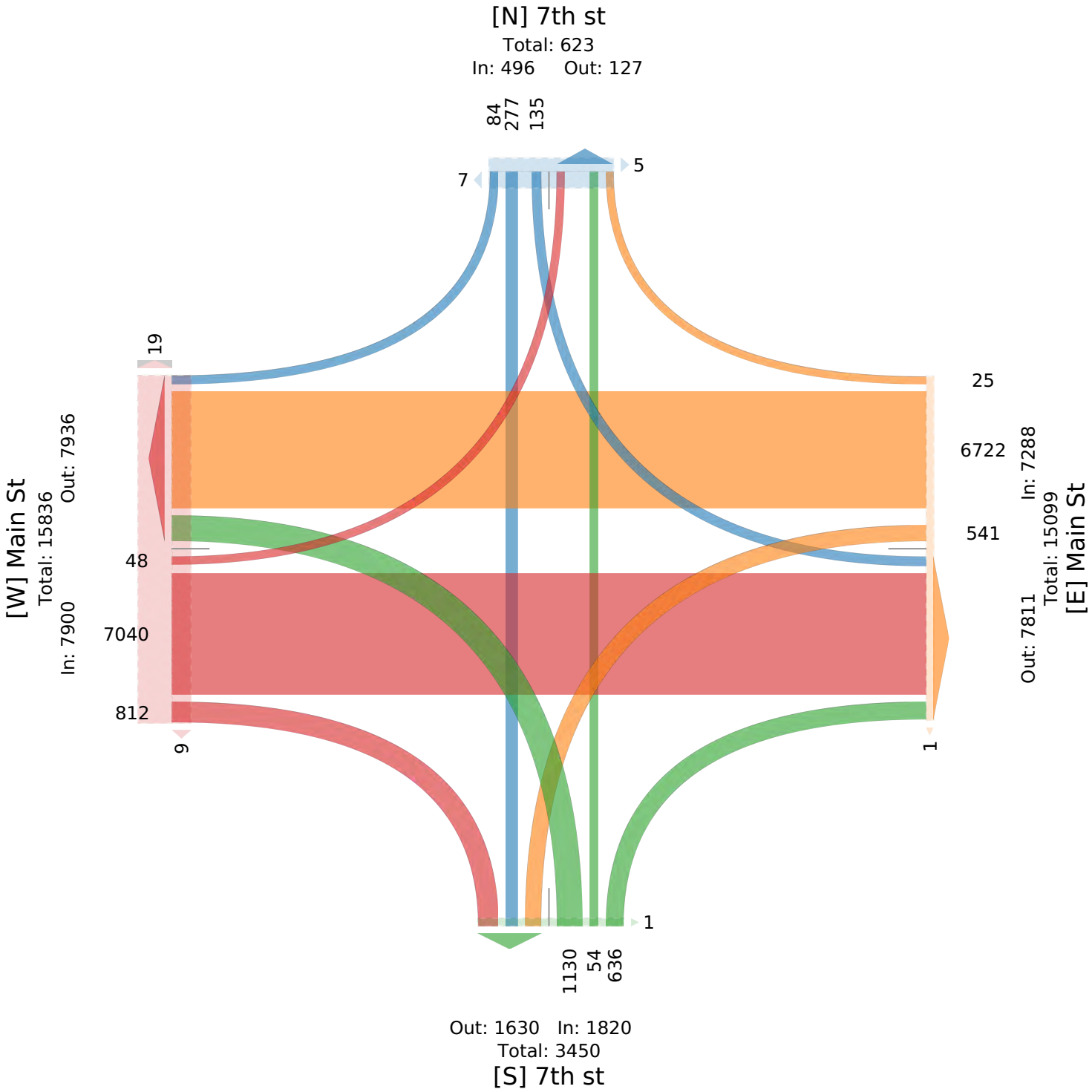
Leg	Main St						Main St						7th st						7th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-12 6:00AM	5	148	0	0	**153**	0	0	64	1	0	**65**	0	13	0	2	0	**15**	0	0	0	0	0	**0**	0	**233**
6:15AM	6	196	0	0	**202**	0	0	94	7	0	**101**	0	23	0	7	0	**30**	0	1	1	1	0	**3**	1	**336**
6:30AM	7	310	0	0	**317**	0	1	107	3	0	**111**	0	30	0	8	0	**38**	0	0	2	4	0	**6**	0	**472**
6:45AM	38	364	1	0	**403**	0	1	134	10	0	**145**	0	40	0	24	0	**64**	0	1	10	5	0	**16**	1	**628**
Hourly Total	56	1018	1	0	**1075**	0	2	399	21	0	**422**	0	106	0	41	0	**147**	0	2	13	10	0	**25**	2	**1669**
7:00AM	28	326	3	0	**357**	0	2	161	19	0	**182**	0	21	4	16	0	**41**	0	3	2	3	0	**8**	1	**588**
7:15AM	34	306	0	0	**340**	1	0	222	34	0	**256**	0	22	4	23	0	**49**	0	3	7	1	0	**11**	1	**656**
7:30AM	80	220	5	0	**305**	3	1	170	11	0	**182**	0	8	5	33	0	**46**	0	8	30	9	0	**47**	1	**580**
7:45AM	61	338	3	0	**402**	2	0	210	12	0	**222**	0	13	6	59	0	**78**	0	5	20	7	0	**32**	0	**734**
Hourly Total	203	1190	11	0	**1404**	6	3	763	76	0	**842**	0	64	19	131	0	**214**	0	19	59	20	0	**98**	3	**2558**
8:00AM	31	249	0	0	**280**	0	2	174	22	0	**198**	0	15	1	29	0	**45**	0	0	11	2	0	**13**	0	**536**
8:15AM	32	227	0	0	**259**	1	0	193	24	0	**217**	0	44	1	38	0	**83**	0	4	9	5	0	**18**	0	**577**
8:30AM	18	218	0	0	**236**	0	0	200	9	0	**209**	1	13	0	20	0	**33**	0	2	6	3	0	**11**	2	**489**
8:45AM	32	289	2	0	**323**	0	1	186	15	0	**202**	0	14	1	30	0	**45**	0	2	11	7	0	**20**	0	**590**
Hourly Total	113	983	2	0	**1098**	1	3	753	70	0	**826**	1	86	3	117	0	**206**	0	8	37	17	0	**62**	2	**2192**
2:00PM	41	224	1	0	**266**	0	1	248	31	0	**280**	0	12	0	37	0	**49**	0	2	8	0	0	**10**	0	**605**
2:15PM	23	201	1	0	**225**	0	0	278	25	0	**303**	0	40	2	58	0	**100**	0	1	12	6	0	**19**	0	**647**
2:30PM	23	230	1	0	**254**	0	1	314	23	0	**338**	0	17	1	29	0	**47**	0	4	10	1	0	**15**	0	**654**
2:45PM	18	194	2	0	**214**	17	1	255	24	0	**280**	0	9	6	33	0	**48**	0	4	9	5	0	**18**	0	**560**
Hourly Total	105	849	5	0	**959**	17	3	1095	103	0	**1201**	0	78	9	157	0	**244**	0	11	39	12	0	**62**	0	**2466**
3:00PM	28	260	2	0	**290**	0	1	329	17	0	**347**	0	24	2	63	0	**89**	1	2	7	8	0	**17**	0	**743**
3:15PM	33	220	1	0	**254**	0	2	283	27	0	**312**	0	24	0	42	0	**66**	0	4	7	5	0	**16**	0	**648**
3:30PM	31	253	3	0	**287**	0	2	297	17	0	**316**	0	36	1	58	0	**95**	0	5	10	8	0	**23**	0	**721**
3:45PM	27	256	6	0	**289**	4	0	300	24	0	**324**	0	29	5	62	0	**96**	0	4	10	5	0	**19**	0	**728**
Hourly Total	119	989	12	0	**1120**	4	5	1209	85	0	**1299**	0	113	8	225	0	**346**	1	15	34	26	0	**75**	0	**2840**
4:00PM	24	223	1	0	**248**	0	0	295	17	0	**312**	0	20	1	62	0	**83**	0	5	12	12	0	**29**	1	**672**
4:15PM	27	289	0	0	**316**	0	0	321	22	0	**343**	0	31	0	66	0	**97**	0	2	20	7	0	**29**	1	**785**
4:30PM	42	228	1	0	**271**	0	1	321	25	0	**347**	0	25	0	50	0	**75**	0	3	12	5	0	**20**	0	**713**
4:45PM	36	251	2	0	**289**	0	3	316	22	0	**341**	0	34	3	77	0	**114**	0	2	11	6	0	**19**	0	**763**
Hourly Total	129	991	4	0	**1124**	0	4	1253	86	0	**1343**	0	110	4	255	0	**369**	0	12	55	30	0	**97**	2	**2933**
5:00PM	24	249	4	0	**277**	0	3	321	28	0	**352**	0	30	7	66	0	**103**	0	6	14	6	0	**26**	0	**758**
5:15PM	23	246	5	0	**274**	0	1	335	20	0	**356**	0	17	3	65	0	**85**	0	4	10	5	0	**19**	1	**734**
5:30PM	20	277	1	0	**298**	0	1	322	32	0	**355**	0	19	0	37	0	**56**	0	6	10	5	0	**21**	0	**730**
5:45PM	20	248	3	0	**271**	0	0	272	20	0	**292**	0	13	1	36	0	**50**	0	1	6	4	0	**11**	2	**624**
Hourly Total	87	1020	13	0	**1120**	0	5	1250	100	0	**1355**	0	79	11	204	0	**294**	0	17	40	20	0	**77**	3	**2846**
Total	812	7040	48	0	**7900**	28	25	6722	541	0	**7288**	1	636	54	1130	0	**1820**	1	84	277	135	0	**496**	12	**17504**
% Approach	10.3%	89.1%	0.6%	0%	**-**	-	0.3%	92.2%	7.4%	0%	**-**	-	34.9%	3.0%	62.1%	0%	**-**	-	16.9%	55.8%	27.2%	0%	**-**	-	-
% Total	4.6%	40.2%	0.3%	0%	**45.1%**	-	0.1%	38.4%	3.1%	0%	**41.6%**	-	3.6%	0.3%	6.5%	0%	**10.4%**	-	0.5%	1.6%	0.8%	0%	**2.8%**	-	-
Lights	795	6725	46	0	**7566**	-	23	6429	531	0	**6983**	-	618	54	1107	0	**1779**	-	77	267	134	0	**478**	-	16806
% Lights	97.9%	95.5%	95.8%	0%	**95.8%**	-	92.0%	95.6%	98.2%	0%	**95.8%**	-	97.2%	100%	98.0%	0%	**97.7%**	-	91.7%	96.4%	99.3%	0%	**96.4%**	-	96.0%
Single-Unit Trucks	3	126	0	0	**129**	-	2	121	3	0	**126**	-	2	0	5	0	**7**	-	3	0	1	0	**4**	-	266
% Single-Unit Trucks	0.4%	1.8%	0%	0%	**1.6%**	-	8.0%	1.8%	0.6%	0%	**1.7%**	-	0.3%	0%	0.4%	0%	**0.4%**	-	3.6%	0%	0.7%	0%	**0.8%**	-	1.5%
Articulated Trucks	0	140	0	0	**140**	-	0	118	0	0	**118**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	258
% Articulated Trucks	0%	2.0%	0%	0%	**1.8%**	-	0%	1.8%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Buses	14	48	2	0	**64**	-	0	54	7	0	**61**	-	16	0	18	0	**34**	-	1	10	0	0	**11**	-	170
% Buses	1.7%	0.7%	4.2%	0%	**0.8%**	-	0%	0.8%	1.3%	0%	**0.8%**	-	2.5%	0%	1.6%	0%	**1.9%**	-	1.2%	3.6%	0%	0%	**2.2%**	-	1.0%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	3.6%	0%	0%	0%	**0.6%**	-	0%

Leg	Main St						Main St						7th st						7th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	28	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main+Street+and+7th+Street TMC - TMC
Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400824, Location: 41.912658, -88.321439

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Main+Street+and+7th+Street TMC - TMC

Tue May 12, 2026
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400824, Location: 41.912658, -88.321439

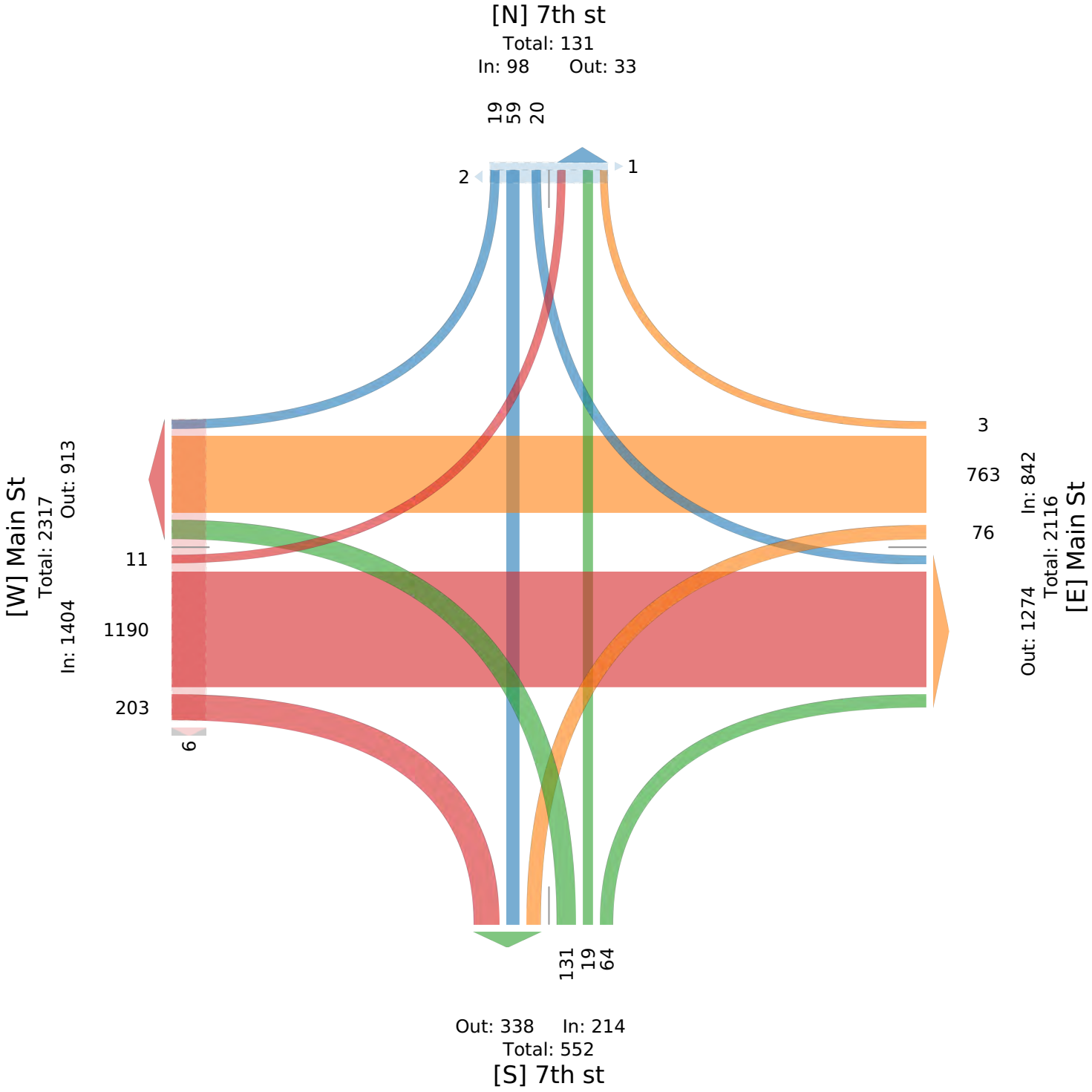
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Main St						Main St						7th st						7th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 7:00AM	28	326	3	0	**357**	0	2	161	19	0	**182**	0	21	4	16	0	**41**	0	3	2	3	0	**8**	1	**588**
7:15AM	34	306	0	0	**340**	1	0	222	34	0	**256**	0	22	4	23	0	**49**	0	3	7	1	0	**11**	1	**656**
7:30AM	80	220	5	0	**305**	3	1	170	11	0	**182**	0	8	5	33	0	**46**	0	8	30	9	0	**47**	1	**580**
7:45AM	61	338	3	0	**402**	2	0	210	12	0	**222**	0	13	6	59	0	**78**	0	5	20	7	0	**32**	0	**734**
Total	203	1190	11	0	**1404**	6	3	763	76	0	**842**	0	64	19	131	0	**214**	0	19	59	20	0	**98**	3	**2558**
% Approach	14.5%	84.8%	0.8%	0%	**-**	-	0.4%	90.6%	9.0%	0%	**-**	-	29.9%	8.9%	61.2%	0%	**-**	-	19.4%	60.2%	20.4%	0%	**-**	-	-
% Total	7.9%	46.5%	0.4%	0%	**54.9%**	-	0.1%	29.8%	3.0%	0%	**32.9%**	-	2.5%	0.7%	5.1%	0%	**8.4%**	-	0.7%	2.3%	0.8%	0%	**3.8%**	-	-
PHF	0.634	0.879	0.550	-	**0.873**	-	0.375	0.859	0.559	-	**0.822**	-	0.727	0.792	0.555	-	**0.686**	-	0.594	0.492	0.556	-	**0.521**	-	0.871
Lights	199	1141	9	0	**1349**	-	2	721	76	0	**799**	-	61	19	129	0	**209**	-	17	58	20	0	**95**	-	2452
% Lights	98.0%	95.9%	81.8%	0%	**96.1%**	-	66.7%	94.5%	100%	0%	**94.9%**	-	95.3%	100%	98.5%	0%	**97.7%**	-	89.5%	98.3%	100%	0%	**96.9%**	-	95.9%
Single-Unit Trucks	1	13	0	0	**14**	-	1	11	0	0	**12**	-	1	0	2	0	**3**	-	2	0	0	0	**2**	-	31
% Single-Unit Trucks	0.5%	1.1%	0%	0%	**1.0%**	-	33.3%	1.4%	0%	0%	**1.4%**	-	1.6%	0%	1.5%	0%	**1.4%**	-	10.5%	0%	0%	0%	**2.0%**	-	1.2%
Articulated Trucks	0	24	0	0	**24**	-	0	19	0	0	**19**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	43
% Articulated Trucks	0%	2.0%	0%	0%	**1.7%**	-	0%	2.5%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.7%
Buses	3	11	2	0	**16**	-	0	12	0	0	**12**	-	2	0	0	0	**2**	-	0	1	0	0	**1**	-	31
% Buses	1.5%	0.9%	18.2%	0%	**1.1%**	-	0%	1.6%	0%	0%	**1.4%**	-	3.1%	0%	0%	0%	**0.9%**	-	0%	1.7%	0%	0%	**1.0%**	-	1.2%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main+Street+and+7th+Street TMC - TMC
Tue May 12, 2026
AM Peak (7 AM - 8 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400824, Location: 41.912658, -88.321439

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Main+Street+and+7th+Street TMC - TMC

Tue May 12, 2026
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400824, Location: 41.912658, -88.321439

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

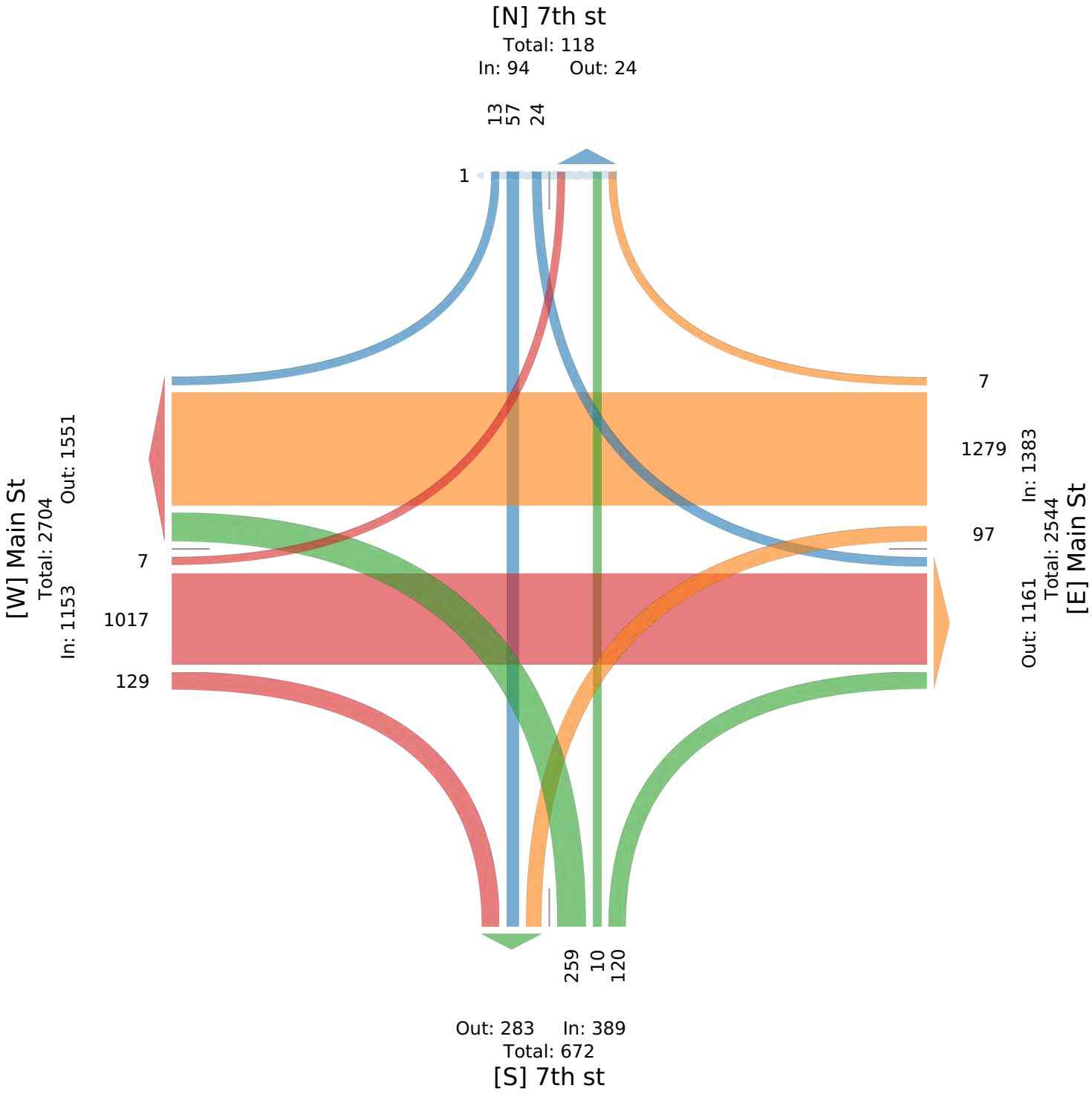
Leg	Main St						Main St						7th st						7th st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 4:15PM	27	289	0	0	**316**	0	0	321	22	0	**343**	0	31	0	66	0	**97**	0	2	20	7	0	**29**	1	**785**
4:30PM	42	228	1	0	**271**	0	1	321	25	0	**347**	0	25	0	50	0	**75**	0	3	12	5	0	**20**	0	**713**
4:45PM	36	251	2	0	**289**	0	3	316	22	0	**341**	0	34	3	77	0	**114**	0	2	11	6	0	**19**	0	**763**
5:00PM	24	249	4	0	**277**	0	3	321	28	0	**352**	0	30	7	66	0	**103**	0	6	14	6	0	**26**	0	**758**
Total	129	1017	7	0	**1153**	0	7	1279	97	0	**1383**	0	120	10	259	0	**389**	0	13	57	24	0	**94**	1	**3019**
% Approach	11.2%	88.2%	0.6%	0%	**-**	-	0.5%	92.5%	7.0%	0%	**-**	-	30.8%	2.6%	66.6%	0%	**-**	-	13.8%	60.6%	25.5%	0%	**-**	-	-
% Total	4.3%	33.7%	0.2%	0%	**38.2%**	-	0.2%	42.4%	3.2%	0%	**45.8%**	-	4.0%	0.3%	8.6%	0%	**12.9%**	-	0.4%	1.9%	0.8%	0%	**3.1%**	-	-
PHF	0.768	0.880	0.438	-	**0.912**	-	0.583	0.996	0.866	-	**0.982**	-	0.882	0.357	0.841	-	**0.853**	-	0.542	0.713	0.857	-	**0.810**	-	0.961
Lights	129	983	7	0	**1119**	-	7	1264	94	0	**1365**	-	120	10	259	0	**389**	-	11	56	24	0	**91**	-	2964
% Lights	100%	96.7%	100%	0%	**97.1%**	-	100%	98.8%	96.9%	0%	**98.7%**	-	100%	100%	100%	0%	**100%**	-	84.6%	98.2%	100%	0%	**96.8%**	-	98.2%
Single-Unit Trucks	0	20	0	0	**20**	-	0	7	2	0	**9**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	30
% Single-Unit Trucks	0%	2.0%	0%	0%	**1.7%**	-	0%	0.5%	2.1%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	7.7%	0%	0%	0%	**1.1%**	-	1.0%
Articulated Trucks	0	13	0	0	**13**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	18
% Articulated Trucks	0%	1.3%	0%	0%	**1.1%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses	0	1	0	0	**1**	-	0	3	1	0	**4**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	7
% Buses	0%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	1.0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	7.7%	1.8%	0%	0%	**2.1%**	-	0.2%
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%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main+Street+and+7th+Street TMC - TMC

Tue May 12, 2026
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400824, Location: 41.912658, -88.321439

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Main+Street+and+9th+Street TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400819, Location: 41.912644, -88.324357

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

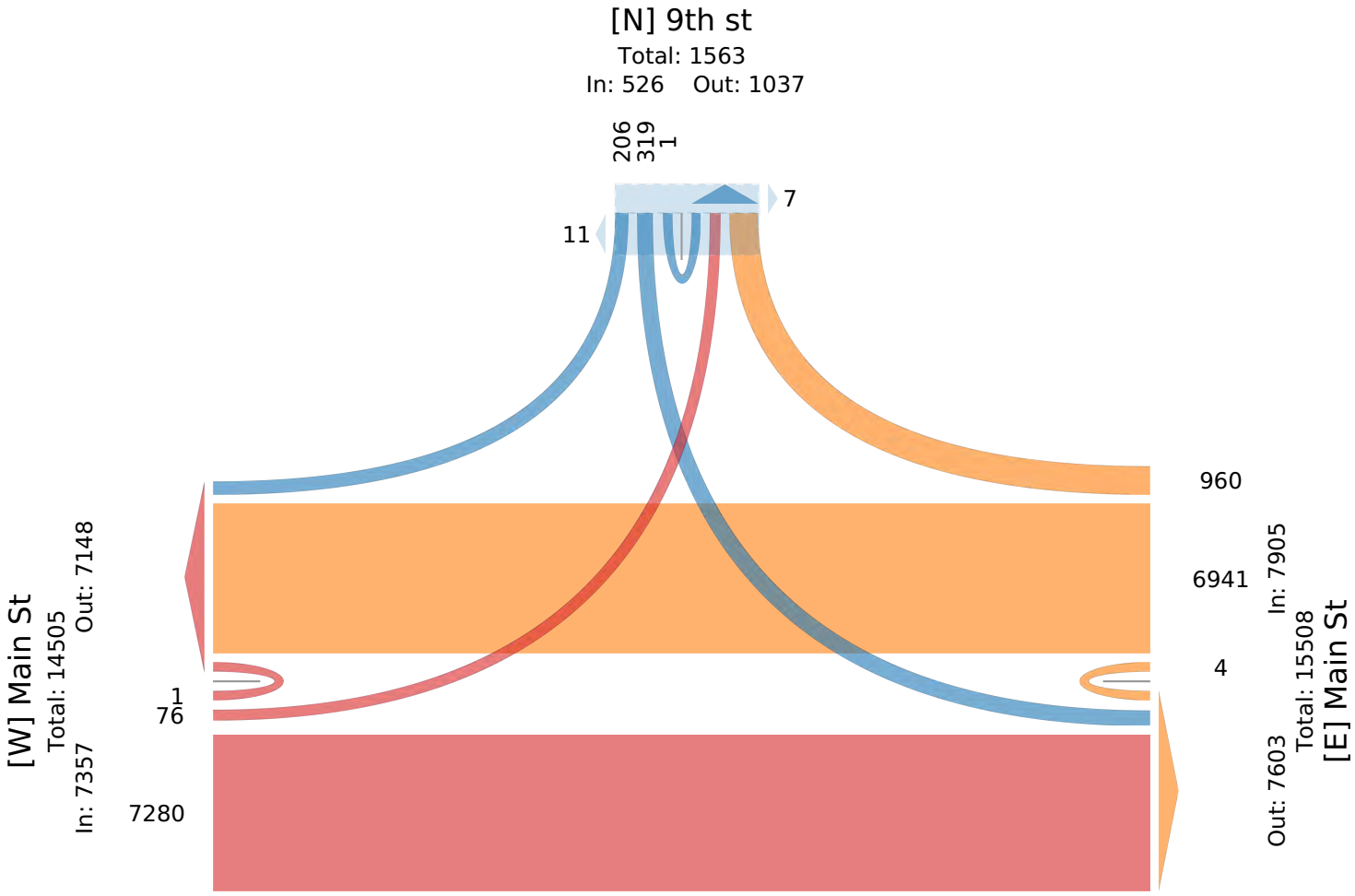
Leg	Main St					Main St					9th st					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 6:00AM	140	0	0	**140**	0	10	59	0	**69**	0	3	7	0	**10**	0	**219**
6:15AM	186	0	0	**186**	0	21	81	0	**102**	0	1	7	0	**8**	1	**296**
6:30AM	332	1	0	**333**	0	16	86	0	**102**	0	4	15	0	**19**	0	**454**
6:45AM	389	6	0	**395**	0	18	137	0	**155**	0	7	9	0	**16**	0	**566**
Hourly Total	1047	7	0	**1054**	0	65	363	0	**428**	0	15	38	0	**53**	1	**1535**
7:00AM	326	3	0	**329**	0	22	152	0	**174**	0	6	9	0	**15**	1	**518**
7:15AM	332	4	0	**336**	0	26	197	0	**223**	0	4	13	0	**17**	2	**576**
7:30AM	280	1	0	**281**	0	33	202	0	**235**	0	9	5	0	**14**	0	**530**
7:45AM	272	10	0	**282**	0	36	209	0	**245**	0	12	9	0	**21**	0	**548**
Hourly Total	1210	18	0	**1228**	0	117	760	0	**877**	0	31	36	0	**67**	3	**2172**
8:00AM	234	2	1	**237**	0	23	186	0	**209**	0	13	12	0	**25**	0	**471**
8:15AM	250	1	0	**251**	0	36	187	0	**223**	0	9	18	0	**27**	0	**501**
8:30AM	233	2	0	**235**	0	38	201	0	**239**	0	6	10	0	**16**	0	**490**
8:45AM	292	2	0	**294**	0	20	200	0	**220**	0	9	12	0	**21**	1	**535**
Hourly Total	1009	7	1	**1017**	0	117	774	0	**891**	0	37	52	0	**89**	1	**1997**
2:00PM	237	1	0	**238**	0	27	247	0	**274**	0	4	16	0	**20**	0	**532**
2:15PM	214	2	0	**216**	0	41	300	0	**341**	0	8	9	0	**17**	0	**574**
2:30PM	224	2	0	**226**	0	44	302	0	**346**	0	11	11	0	**22**	0	**594**
2:45PM	238	2	0	**240**	0	42	291	0	**333**	0	6	6	0	**12**	8	**585**
Hourly Total	913	7	0	**920**	0	154	1140	0	**1294**	0	29	42	0	**71**	8	**2285**
3:00PM	242	5	0	**247**	0	39	341	0	**380**	0	7	9	1	**17**	0	**644**
3:15PM	247	3	0	**250**	0	33	304	0	**337**	0	5	3	0	**8**	1	**595**
3:30PM	272	5	0	**277**	0	42	318	1	**361**	0	8	12	0	**20**	0	**658**
3:45PM	274	3	0	**277**	0	55	314	1	**370**	0	9	11	0	**20**	2	**667**
Hourly Total	1035	16	0	**1051**	0	169	1277	2	**1448**	0	29	35	1	**65**	3	**2564**
4:00PM	262	5	0	**267**	0	41	321	0	**362**	0	5	8	0	**13**	0	**642**
4:15PM	303	2	0	**305**	0	42	334	0	**376**	0	10	11	0	**21**	0	**702**
4:30PM	254	1	0	**255**	0	34	340	1	**375**	0	13	20	0	**33**	0	**663**
4:45PM	269	5	0	**274**	0	58	337	1	**396**	0	7	15	0	**22**	0	**692**
Hourly Total	1088	13	0	**1101**	0	175	1332	2	**1509**	0	35	54	0	**89**	0	**2699**
5:00PM	250	2	0	**252**	0	50	342	0	**392**	0	8	21	0	**29**	1	**673**
5:15PM	263	4	0	**267**	0	35	366	0	**401**	0	7	12	0	**19**	0	**687**
5:30PM	239	2	0	**241**	0	41	317	0	**358**	0	7	20	0	**27**	1	**626**
5:45PM	226	0	0	**226**	0	37	270	0	**307**	0	8	9	0	**17**	0	**550**
Hourly Total	978	8	0	**986**	0	163	1295	0	**1458**	0	30	62	0	**92**	2	**2536**
Total	7280	76	1	**7357**	0	960	6941	4	**7905**	0	206	319	1	**526**	18	**15788**
% Approach	99.0%	1.0%	0%	**-**	-	12.1%	87.8%	0.1%	**-**	-	39.2%	60.6%	0.2%	**-**	-	-
% Total	46.1%	0.5%	0%	**46.6%**	-	6.1%	44.0%	0%	**50.1%**	-	1.3%	2.0%	0%	**3.3%**	-	-
Lights	6938	75	1	**7014**	-	919	6639	3	**7561**	-	203	309	1	**513**	-	15088
% Lights	95.3%	98.7%	100%	**95.3%**	-	95.7%	95.6%	75.0%	**95.6%**	-	98.5%	96.9%	100%	**97.5%**	-	95.6%
Single-Unit Trucks	175	1	0	**176**	-	15	143	1	**159**	-	1	6	0	**7**	-	342
% Single-Unit Trucks	2.4%	1.3%	0%	**2.4%**	-	1.6%	2.1%	25.0%	**2.0%**	-	0.5%	1.9%	0%	**1.3%**	-	2.2%
Articulated Trucks	96	0	0	**96**	-	1	88	0	**89**	-	0	0	0	**0**	-	185
% Articulated Trucks	1.3%	0%	0%	**1.3%**	-	0.1%	1.3%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	1.2%
Buses	71	0	0	**71**	-	25	70	0	**95**	-	2	4	0	**6**	-	172
% Buses	1.0%	0%	0%	**1.0%**	-	2.6%	1.0%	0%	**1.2%**	-	1.0%	1.3%	0%	**1.1%**	-	1.1%
Bicycles on Road	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main+Street+and+9th+Street TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400819, Location: 41.912644, -88.324357

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Main+Street+and+9th+Street TMC - TMC

Tue May 12, 2026
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400819, Location: 41.912644, -88.324357

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

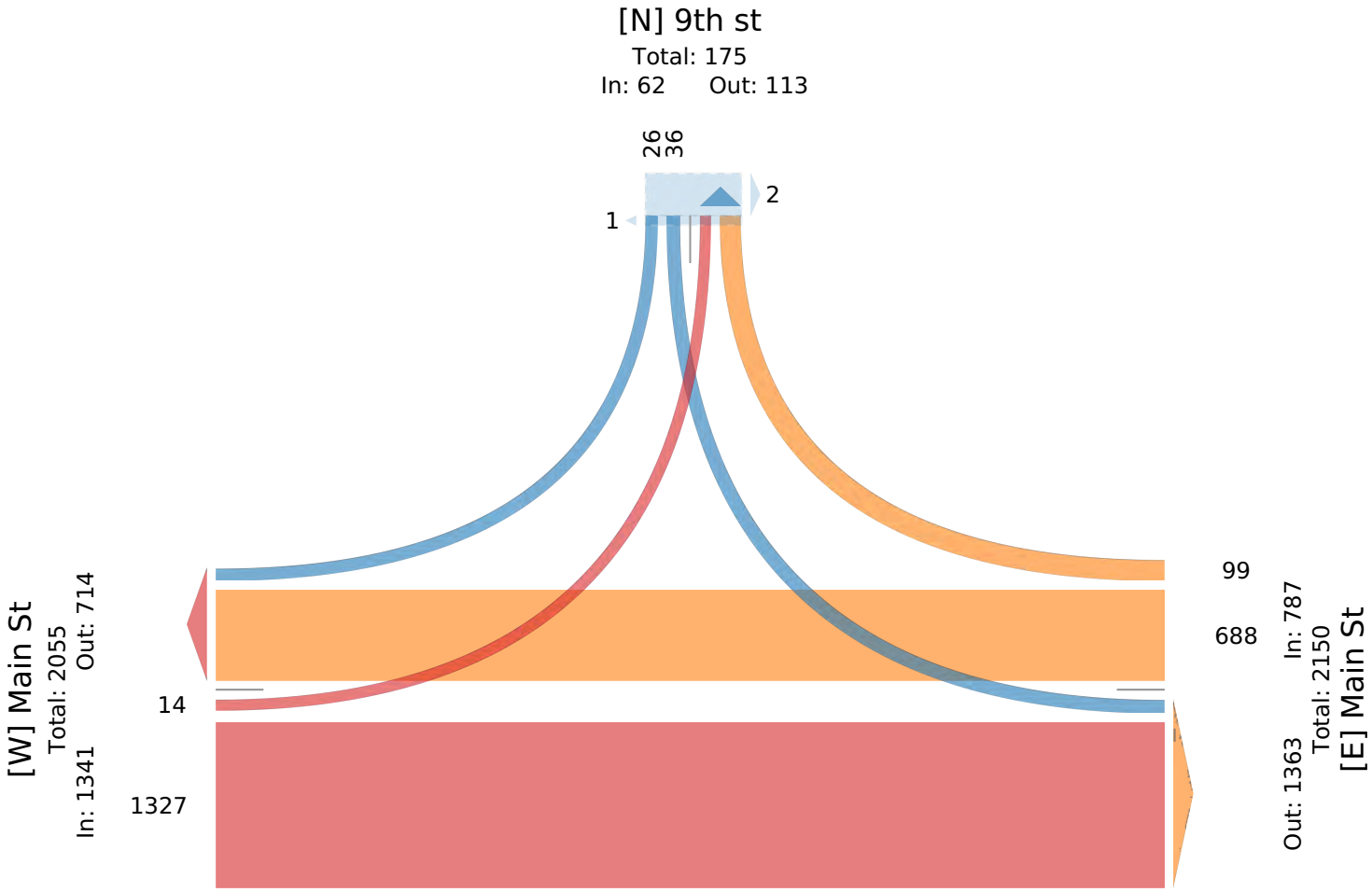
Leg	Main St					Main St					9th st					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 6:45AM	389	6	0	**395**	0	18	137	0	**155**	0	7	9	0	**16**	0	**566**
7:00AM	326	3	0	**329**	0	22	152	0	**174**	0	6	9	0	**15**	1	**518**
7:15AM	332	4	0	**336**	0	26	197	0	**223**	0	4	13	0	**17**	2	**576**
7:30AM	280	1	0	**281**	0	33	202	0	**235**	0	9	5	0	**14**	0	**530**
Total	1327	14	0	**1341**	0	99	688	0	**787**	0	26	36	0	**62**	3	**2190**
% Approach	99.0%	1.0%	0%	**-**	-	12.6%	87.4%	0%	**-**	-	41.9%	58.1%	0%	**-**	-	-
% Total	60.6%	0.6%	0%	**61.2%**	-	4.5%	31.4%	0%	**35.9%**	-	1.2%	1.6%	0%	**2.8%**	-	-
PHF	0.853	0.583	-	**0.849**	-	0.750	0.851	-	**0.837**	-	0.722	0.692	-	**0.912**	-	0.951
Lights	1260	13	0	**1273**	-	92	647	0	**739**	-	25	36	0	**61**	-	2073
% Lights	95.0%	92.9%	0%	**94.9%**	-	92.9%	94.0%	0%	**93.9%**	-	96.2%	100%	0%	**98.4%**	-	94.7%
Single-Unit Trucks	20	1	0	**21**	-	0	18	0	**18**	-	0	0	0	**0**	-	39
% Single-Unit Trucks	1.5%	7.1%	0%	**1.6%**	-	0%	2.6%	0%	**2.3%**	-	0%	0%	0%	**0%**	-	1.8%
Articulated Trucks	19	0	0	**19**	-	1	16	0	**17**	-	0	0	0	**0**	-	36
% Articulated Trucks	1.4%	0%	0%	**1.4%**	-	1.0%	2.3%	0%	**2.2%**	-	0%	0%	0%	**0%**	-	1.6%
Buses	28	0	0	**28**	-	6	7	0	**13**	-	1	0	0	**1**	-	42
% Buses	2.1%	0%	0%	**2.1%**	-	6.1%	1.0%	0%	**1.7%**	-	3.8%	0%	0%	**1.6%**	-	1.9%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main+Street+and+9th+Street TMC - TMC

Tue May 12, 2026
AM Peak (6:45 AM - 7:45 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400819, Location: 41.912644, -88.324357

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Main+Street+and+9th+Street TMC - TMC

Tue May 12, 2026
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400819, Location: 41.912644, -88.324357

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

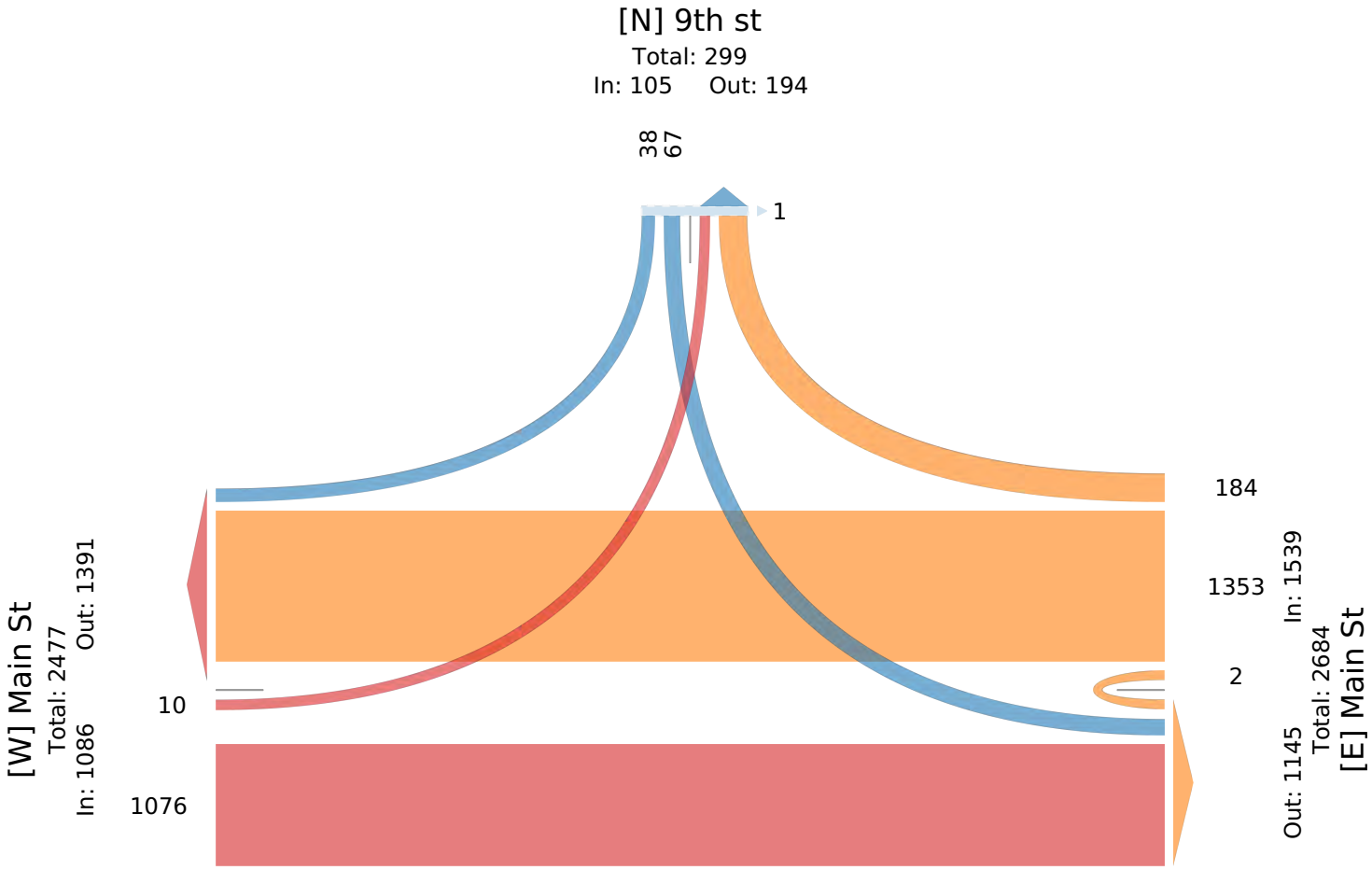
Leg Direction	Main St Eastbound					Main St Westbound					9th st Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-05-12 4:15PM	303	2	0	**305**	0	42	334	0	**376**	0	10	11	0	**21**	0	**702**
4:30PM	254	1	0	**255**	0	34	340	1	**375**	0	13	20	0	**33**	0	**663**
4:45PM	269	5	0	**274**	0	58	337	1	**396**	0	7	15	0	**22**	0	**692**
5:00PM	250	2	0	**252**	0	50	342	0	**392**	0	8	21	0	**29**	1	**673**
Total	1076	10	0	**1086**	0	184	1353	2	**1539**	0	38	67	0	**105**	1	**2730**
% Approach	99.1%	0.9%	0%	**-**	-	12.0%	87.9%	0.1%	**-**	-	36.2%	63.8%	0%	**-**	-	-
% Total	39.4%	0.4%	0%	**39.8%**	-	6.7%	49.6%	0.1%	**56.4%**	-	1.4%	2.5%	0%	**3.8%**	-	-
PHF	0.888	0.500	-	**0.890**	-	0.793	0.988	0.500	**0.973**	-	0.731	0.798	-	**0.795**	-	0.972
Lights	1043	10	0	**1053**	-	183	1344	2	**1529**	-	38	64	0	**102**	-	2684
% Lights	96.9%	100%	0%	**97.0%**	-	99.5%	99.3%	100%	**99.4%**	-	100%	95.5%	0%	**97.1%**	-	98.3%
Single-Unit Trucks	22	0	0	**22**	-	1	5	0	**6**	-	0	0	0	**0**	-	28
% Single-Unit Trucks	2.0%	0%	0%	**2.0%**	-	0.5%	0.4%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	1.0%
Articulated Trucks	10	0	0	**10**	-	0	2	0	**2**	-	0	0	0	**0**	-	12
% Articulated Trucks	0.9%	0%	0%	**0.9%**	-	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.4%
Buses	1	0	0	**1**	-	0	1	0	**1**	-	0	3	0	**3**	-	5
% Buses	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	**0.1%**	-	0%	4.5%	0%	**2.9%**	-	0.2%
Bicycles on Road	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main+Street+and+9th+Street TMC - TMC

Tue May 12, 2026
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400819, Location: 41.912644, -88.324357

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



state st and 2nd st TMC - TMC

Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400840, Location: 41.915144, -88.316087

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

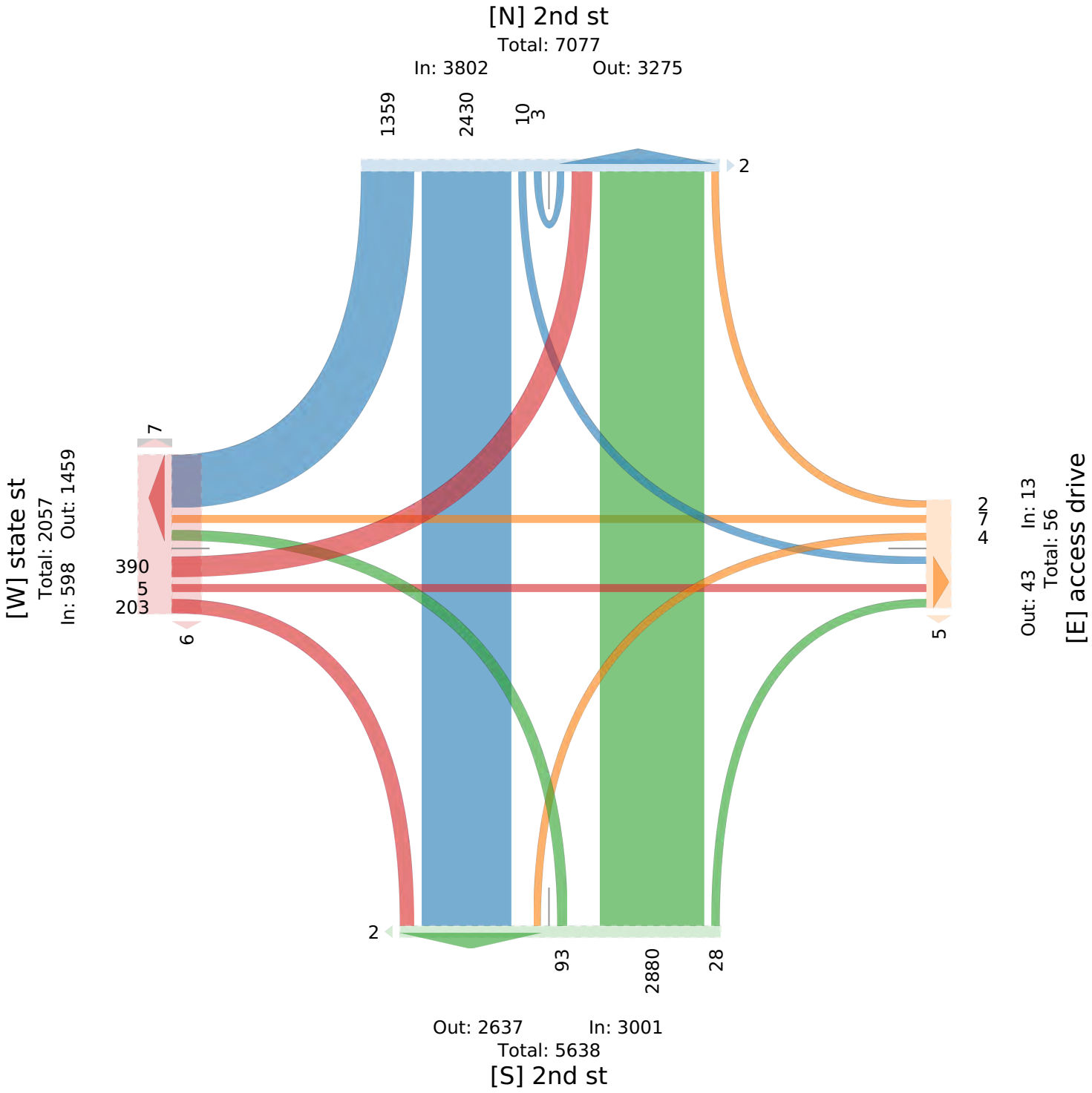
Leg	state st						access drive						2nd st						2nd st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2026-05-12 6:00AM	6	0	5	0	**11**	2	0	0	0	0	**0**	0	0	41	0	0	**41**	0	4	69	0	0	**73**	0	**125**
6:15AM	2	0	3	0	**5**	0	0	0	0	0	**0**	0	0	56	0	0	**56**	0	5	97	0	0	**102**	0	**163**
6:30AM	9	0	18	0	**27**	1	0	1	0	0	**1**	0	0	64	2	0	**66**	0	14	103	0	0	**117**	0	**211**
6:45AM	8	0	16	0	**24**	0	0	0	0	0	**0**	0	1	68	3	0	**72**	0	39	120	0	0	**159**	0	**255**
Hourly Total	25	0	42	0	**67**	3	0	1	0	0	**1**	0	1	229	5	0	**235**	0	62	389	0	0	**451**	0	**754**
7:00AM	12	0	22	0	**34**	0	0	0	1	0	**1**	0	0	75	3	0	**78**	0	39	100	0	0	**139**	0	**252**
7:15AM	8	0	17	0	**25**	1	0	0	1	0	**1**	0	1	78	0	0	**79**	0	44	130	2	0	**176**	0	**281**
7:30AM	10	1	8	0	**19**	1	0	0	0	0	**0**	0	1	94	3	0	**98**	0	69	108	0	0	**177**	0	**294**
7:45AM	9	0	12	0	**21**	0	0	0	0	0	**0**	0	0	107	5	0	**112**	0	63	101	0	0	**164**	0	**297**
Hourly Total	39	1	59	0	**99**	2	0	0	2	0	**2**	0	2	354	11	0	**367**	0	215	439	2	0	**656**	0	**1124**
8:00AM	10	0	9	0	**19**	0	0	0	0	0	**0**	0	0	69	2	0	**71**	0	72	93	1	0	**166**	0	**256**
8:15AM	15	0	18	0	**33**	1	0	1	0	0	**1**	0	0	83	6	0	**89**	0	50	78	0	0	**128**	1	**251**
8:30AM	18	0	8	0	**26**	0	0	3	0	0	**3**	0	1	78	3	0	**82**	0	73	76	1	0	**150**	0	**261**
8:45AM	6	1	6	0	**13**	2	1	0	0	0	**1**	1	3	58	5	0	**66**	1	58	98	1	0	**157**	0	**237**
Hourly Total	49	1	41	0	**91**	3	1	4	0	0	**5**	1	4	288	16	0	**308**	1	253	345	3	0	**601**	1	**1005**
2:00PM	2	0	16	0	**18**	0	0	0	0	0	**0**	0	1	102	3	0	**106**	0	17	84	0	0	**101**	0	**225**
2:15PM	6	1	11	0	**18**	0	0	0	0	0	**0**	1	3	104	4	0	**111**	0	43	65	0	0	**108**	0	**237**
2:30PM	4	0	13	0	**17**	0	0	0	0	0	**0**	1	1	120	3	0	**124**	0	68	75	1	1	**145**	0	**286**
2:45PM	3	1	20	0	**24**	0	1	0	0	0	**1**	0	0	121	3	0	**124**	0	43	80	1	0	**124**	0	**273**
Hourly Total	15	2	60	0	**77**	0	1	0	0	0	**1**	2	5	447	13	0	**465**	0	171	304	2	1	**478**	0	**1021**
3:00PM	11	0	18	0	**29**	0	0	0	0	0	**0**	0	2	130	7	0	**139**	0	46	71	0	0	**117**	0	**285**
3:15PM	5	0	19	0	**24**	1	0	0	0	0	**0**	0	3	116	5	0	**124**	0	65	71	1	0	**137**	0	**285**
3:30PM	7	0	14	0	**21**	0	0	0	0	0	**0**	0	4	123	2	0	**129**	0	48	81	0	1	**130**	0	**280**
3:45PM	7	0	15	0	**22**	0	0	2	0	0	**2**	0	1	126	8	0	**135**	0	70	81	1	1	**153**	0	**312**
Hourly Total	30	0	66	0	**96**	1	0	2	0	0	**2**	0	10	495	22	0	**527**	0	229	304	2	2	**537**	0	**1162**
4:00PM	4	0	15	0	**19**	0	0	0	0	0	**0**	1	1	124	2	0	**127**	0	72	79	1	0	**152**	0	**298**
4:15PM	2	0	7	0	**9**	0	0	0	0	0	**0**	1	2	150	3	0	**155**	0	65	86	0	0	**151**	1	**315**
4:30PM	6	0	15	0	**21**	0	0	0	1	0	**1**	0	0	125	3	0	**128**	0	60	72	0	0	**132**	0	**282**
4:45PM	9	1	13	0	**23**	0	0	0	0	0	**0**	0	2	142	4	0	**148**	1	50	89	0	0	**139**	0	**310**
Hourly Total	21	1	50	0	**72**	0	0	0	1	0	**1**	2	5	541	12	0	**558**	1	247	326	1	0	**574**	1	**1205**
5:00PM	6	0	27	0	**33**	0	0	0	0	0	**0**	0	0	134	2	0	**136**	0	44	87	0	0	**131**	0	**300**
5:15PM	4	0	15	0	**19**	2	0	0	0	0	**0**	0	1	124	1	0	**126**	0	45	83	0	0	**128**	0	**273**
5:30PM	10	0	19	0	**29**	2	0	0	1	0	**1**	0	0	142	0	0	**142**	0	27	84	0	0	**111**	0	**283**
5:45PM	4	0	11	0	**15**	0	0	0	0	0	**0**	0	0	126	11	0	**137**	0	66	69	0	0	**135**	0	**287**
Hourly Total	24	0	72	0	**96**	4	0	0	1	0	**1**	0	1	526	14	0	**541**	0	182	323	0	0	**505**	0	**1143**
Total	203	5	390	0	**598**	13	2	7	4	0	**13**	5	28	2880	93	0	**3001**	2	1359	2430	10	3	**3802**	2	**7414**
% Approach	33.9%	0.8%	65.2%	0%	**-**	-	15.4%	53.8%	30.8%	0%	**-**	-	0.9%	96.0%	3.1%	0%	**-**	-	35.7%	63.9%	0.3%	0.1%	**-**	-	-
% Total	2.7%	0.1%	5.3%	0%	**8.1%**	-	0%	0.1%	0.1%	0%	**0.2%**	-	0.4%	38.8%	1.3%	0%	**40.5%**	-	18.3%	32.8%	0.1%	0%	**51.3%**	-	-
Lights	200	5	383	0	**588**	-	2	7	4	0	**13**	-	28	2758	87	0	**2873**	-	1334	2306	10	3	**3653**	-	7127
% Lights	98.5%	100%	98.2%	0%	**98.3%**	-	100%	100%	100%	0%	**100%**	-	100%	95.8%	93.5%	0%	**95.7%**	-	98.2%	94.9%	100%	100%	**96.1%**	-	96.1%
Single-Unit Trucks	1	0	2	0	**3**	-	0	0	0	0	**0**	-	0	47	3	0	**50**	-	10	47	0	0	**57**	-	110
% Single-Unit Trucks	0.5%	0%	0.5%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	1.6%	3.2%	0%	**1.7%**	-	0.7%	1.9%	0%	0%	**1.5%**	-	1.5%
Articulated Trucks	0	0	2	0	**2**	-	0	0	0	0	**0**	-	0	48	0	0	**48**	-	1	60	0	0	**61**	-	111
% Articulated Trucks	0%	0%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.6%**	-	0.1%	2.5%	0%	0%	**1.6%**	-	1.5%
Buses	2	0	3	0	**5**	-	0	0	0	0	**0**	-	0	27	3	0	**30**	-	14	17	0	0	**31**	-	66
% Buses	1.0%	0%	0.8%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	3.2%	0%	**1.0%**	-	1.0%	0.7%	0%	0%	**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%

Leg	state st						access drive						2nd st						2nd st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

state st and 2nd st TMC - TMC
Tue May 12, 2026
Full Length (6 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400840, Location: 41.915144, -88.316087

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



state st and 2nd st TMC - TMC

Tue May 12, 2026
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400840, Location: 41.915144, -88.316087

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

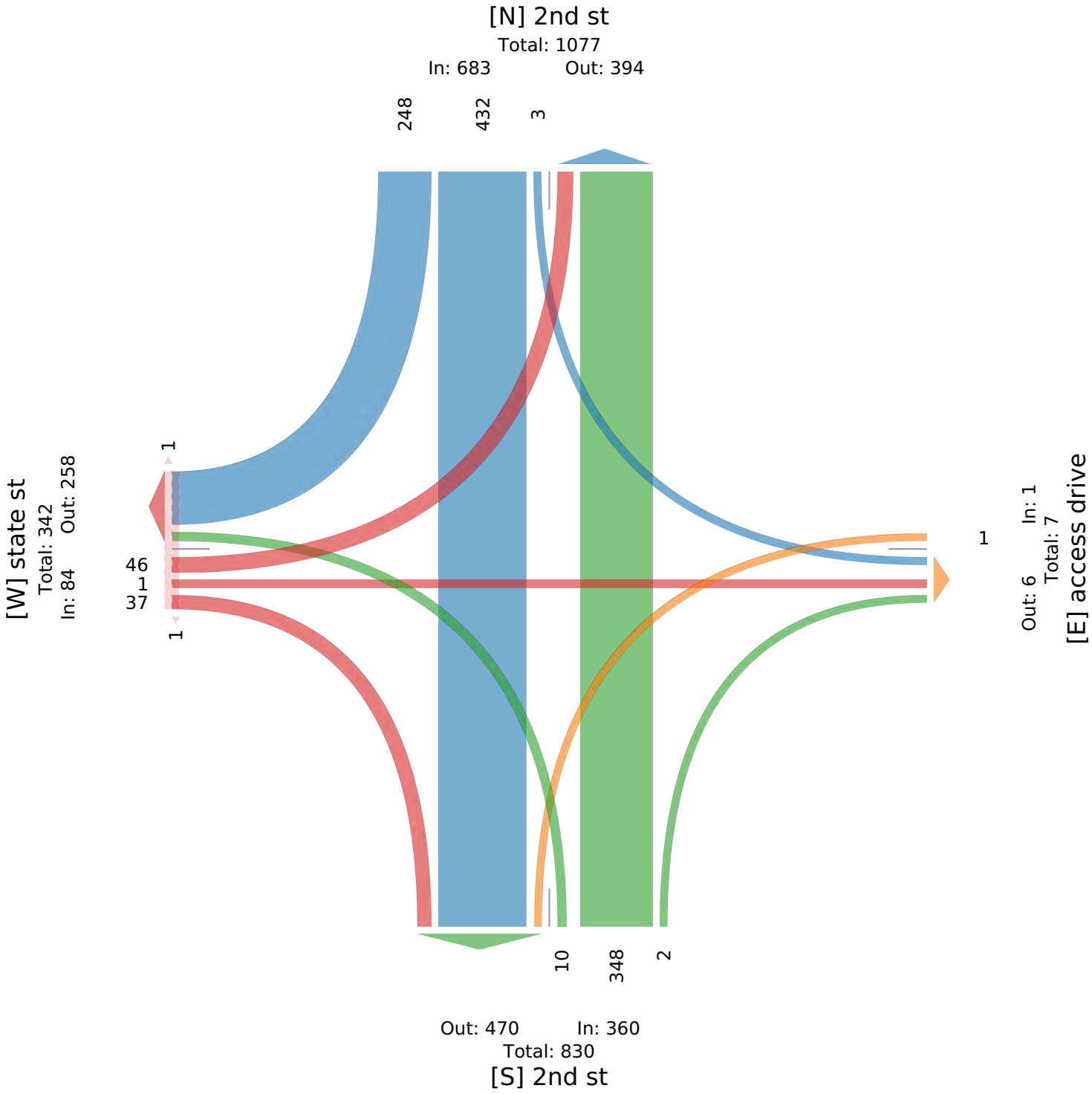
Leg / Direction	state st Eastbound						access drive Westbound						2nd st Northbound						2nd st Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 7:15AM	8	0	17	0	**25**	1	0	0	1	0	**1**	0	1	78	0	0	**79**	0	44	130	2	0	**176**	0	**281**
7:30AM	10	1	8	0	**19**	1	0	0	0	0	**0**	0	1	94	3	0	**98**	0	69	108	0	0	**177**	0	**294**
7:45AM	9	0	12	0	**21**	0	0	0	0	0	**0**	0	0	107	5	0	**112**	0	63	101	0	0	**164**	0	**297**
8:00AM	10	0	9	0	**19**	0	0	0	0	0	**0**	0	0	69	2	0	**71**	0	72	93	1	0	**166**	0	**256**
Total	37	1	46	0	**84**	2	0	0	1	0	**1**	0	2	348	10	0	**360**	0	248	432	3	0	**683**	0	**1128**
% Approach	44.0%	1.2%	54.8%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0.6%	96.7%	2.8%	0%	**-**	-	36.3%	63.3%	0.4%	0%	**-**	-	-
% Total	3.3%	0.1%	4.1%	0%	**7.4%**	-	0%	0%	0.1%	0%	**0.1%**	-	0.2%	30.9%	0.9%	0%	**31.9%**	-	22.0%	38.3%	0.3%	0%	**60.5%**	-	-
PHF	0.925	0.250	0.676	-	**0.840**	-	-	-	0.250	-	**0.250**	-	0.500	0.813	0.500	-	**0.804**	-	0.861	0.831	0.375	-	**0.965**	-	0.949
Lights	36	1	45	0	**82**	-	0	0	1	0	**1**	-	2	318	9	0	**329**	-	245	411	3	0	**659**	-	1071
% Lights	97.3%	100%	97.8%	0%	**97.6%**	-	0%	0%	100%	0%	**100%**	-	100%	91.4%	90.0%	0%	**91.4%**	-	98.8%	95.1%	100%	0%	**96.5%**	-	94.9%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	1	6	0	0	**7**	-	19
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	3.4%	0%	0%	**3.3%**	-	0.4%	1.4%	0%	0%	**1.0%**	-	1.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	14	0	0	**14**	-	0	8	0	0	**8**	-	22
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	4.0%	0%	0%	**3.9%**	-	0%	1.9%	0%	0%	**1.2%**	-	2.0%
Buses	1	0	1	0	**2**	-	0	0	0	0	**0**	-	0	4	1	0	**5**	-	2	7	0	0	**9**	-	16
% Buses	2.7%	0%	2.2%	0%	**2.4%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	10.0%	0%	**1.4%**	-	0.8%	1.6%	0%	0%	**1.3%**	-	1.4%
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%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

state st and 2nd st TMC - TMC

Tue May 12, 2026
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400840, Location: 41.915144, -88.316087

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



state st and 2nd st TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400840, Location: 41.915144, -88.316087

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

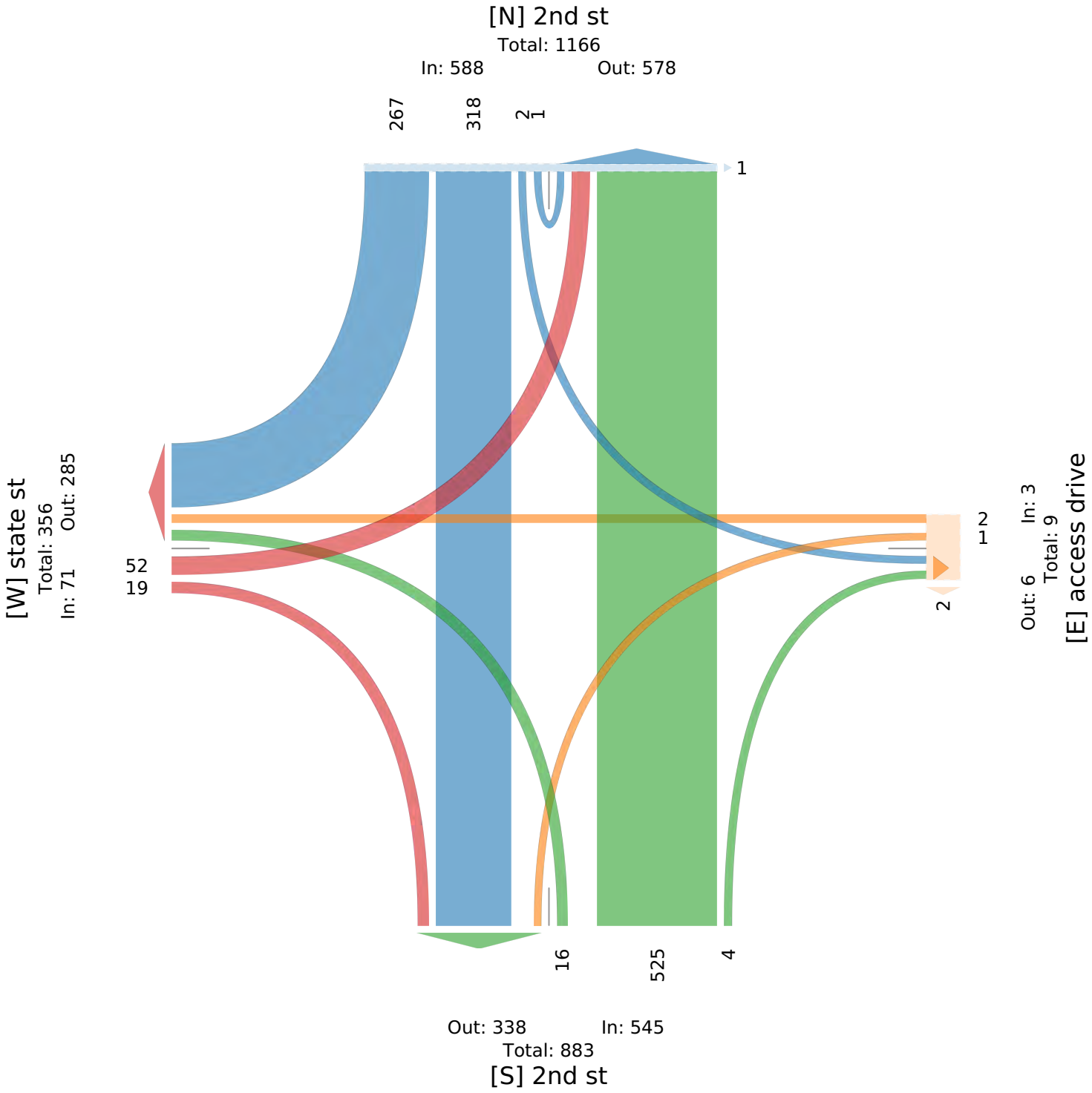
Leg	state st						access drive						2nd st						2nd st						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-05-12 3:45PM	7	0	15	0	**22**	0	0	2	0	0	**2**	0	1	126	8	0	**135**	0	70	81	1	1	**153**	0	**312**
4:00PM	4	0	15	0	**19**	0	0	0	0	0	**0**	1	1	124	2	0	**127**	0	72	79	1	0	**152**	0	**298**
4:15PM	2	0	7	0	**9**	0	0	0	0	0	**0**	1	2	150	3	0	**155**	0	65	86	0	0	**151**	1	**315**
4:30PM	6	0	15	0	**21**	0	0	0	1	0	**1**	0	0	125	3	0	**128**	0	60	72	0	0	**132**	0	**282**
Total	19	0	52	0	**71**	0	0	2	1	0	**3**	2	4	525	16	0	**545**	0	267	318	2	1	**588**	1	**1207**
% Approach	26.8%	0%	73.2%	0%	**-**	-	0%	66.7%	33.3%	0%	**-**	-	0.7%	96.3%	2.9%	0%	**-**	-	45.4%	54.1%	0.3%	0.2%	**-**	-	-
% Total	1.6%	0%	4.3%	0%	**5.9%**	-	0%	0.2%	0.1%	0%	**0.2%**	-	0.3%	43.5%	1.3%	0%	**45.2%**	-	22.1%	26.3%	0.2%	0.1%	**48.7%**	-	-
PHF	0.679	-	0.867	-	**0.807**	-	-	0.250	0.250	-	**0.375**	-	0.500	0.875	0.500	-	**0.879**	-	0.927	0.924	0.500	0.250	**0.961**	-	0.958
Lights	19	0	52	0	**71**	-	0	2	1	0	**3**	-	4	515	15	0	**534**	-	260	304	2	1	**567**	-	1175
% Lights	100%	0%	100%	0%	**100%**	-	0%	100%	100%	0%	**100%**	-	100%	98.1%	93.8%	0%	**98.0%**	-	97.4%	95.6%	100%	100%	**96.4%**	-	97.3%
Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	3	5	0	0	**8**	-	14
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**1.1%**	-	1.1%	1.6%	0%	0%	**1.4%**	-	1.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	1	5	0	0	**6**	-	9
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.4%	1.6%	0%	0%	**1.0%**	-	0.7%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	3	4	0	0	**7**	-	9
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	6.3%	0%	**0.4%**	-	1.1%	1.3%	0%	0%	**1.2%**	-	0.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

state st and 2nd st TMC - TMC

Tue May 12, 2026
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1400840, Location: 41.915144, -88.316087

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
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Preliminary Site Plan

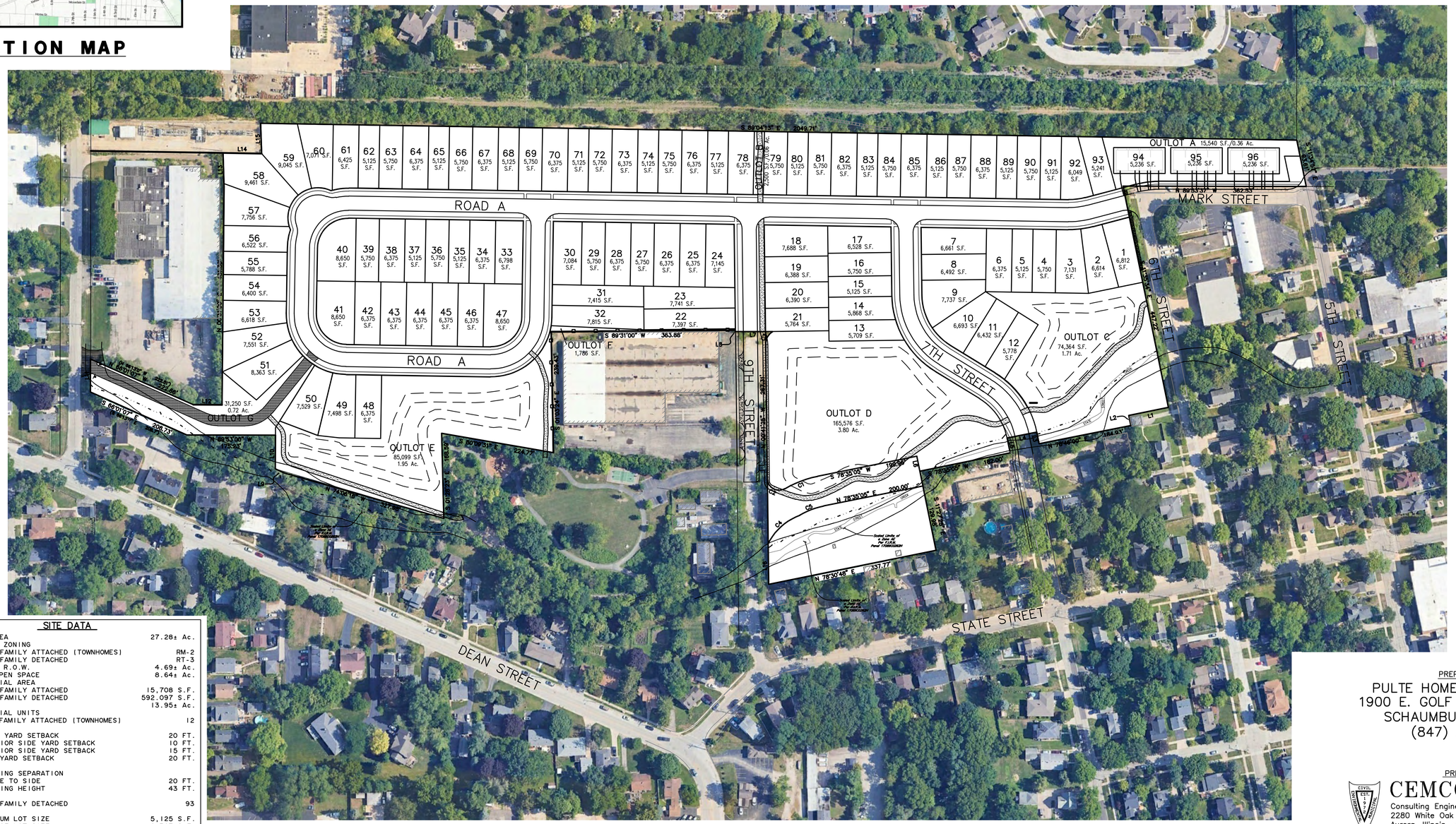
SITE PLAN
FOR
SEVENTH STREET COMMONS

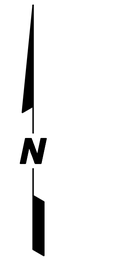
LEGAL DESCRIPTION

PART OF THE SOUTHEAST QUARTER OF SECTION 28 AND THE SOUTHWEST QUARTER OF SECTION 27, BOTH IN TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN ST. CHARLES, KANE COUNTY, ILLINOIS.



LOCATION MAP





100 50 0 100

SCALE: 1 INCH = 100 FEET

SITE DATA

A. TOTAL AREA	27.28± Ac.
B. PROPOSED ZONING	
SINGLE FAMILY ATTACHED (TOWNHOMES)	RM-2
SINGLE FAMILY DETACHED	RT-3
C. INTERNAL R.O.W.	4.69± Ac.
D. COMMON OPEN SPACE	8.64± Ac.
E. RESIDENTIAL AREA	
SINGLE FAMILY ATTACHED	15,708 S.F.
SINGLE FAMILY DETACHED	592,097 S.F.
TOTAL	13.95± Ac.
F. RESIDENTIAL UNITS	
SINGLE FAMILY ATTACHED (TOWNHOMES)	12
FRONT YARD SETBACK	20 FT.
INTERIOR SIDE YARD SETBACK	10 FT.
EXTERIOR SIDE YARD SETBACK	15 FT.
REAR YARD SETBACK	20 FT.
BUILDING SEPARATION	
SIDE TO SIDE	20 FT.
BUILDING HEIGHT	43 FT.
SINGLE FAMILY DETACHED	93
MINIMUM LOT SIZE	5,125 S.F.
AVERAGE LOT SIZE	6,367 S.F.
MAXIMUM LOT SIZE	9,461 S.F.
FRONT YARD SETBACK	20 FT.
CORNER SIDE YARD SETBACK	15 FT.
INTERIOR SIDE YARD SETBACK	5 FT.
REAR YARD SETBACK	30 FT.
MIN. LOT WIDTH	41 FT.
BUILDING LOT COVERAGE	50%
BUILDING HEIGHT	34 FT.
G. TOTAL UNITS	105
H. GROSS DENSITY	3.85 DU/AC.

PREPARED FOR:

PULTE HOME COMPANY, LLC
1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL 60173
(847) 230-5400

PREPARED BY:

CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502-9675
PH: 630.862.2100 FAX: 630.862.2199
E-Mail: info@cemcon.com Website: www.cemcon.com

DISC NO.: 402184 FILE NAME: SITE PLAN C3D
DRAWN BY: LAL FLD. BK. / PG. NO.: ----
COMPLETION DATE: 05-29-26 JOB NO.: 402.184
XREF : TOPO, PREOVR C3D PROJECT MANAGER : CRM
07-24-26/LAL: REVISED PER CITY REVIEW LETTER DATED 7/17/26

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PLOT FILE CREATED 8/17/2026 BY: LESLIE LUNDBERG DRAWING PATH: P:\402184\ENG\DWG\DRAWINGS\PRELIMINARY\SITE PLAN C3D.DWG

ITE Trip Generation Sheets

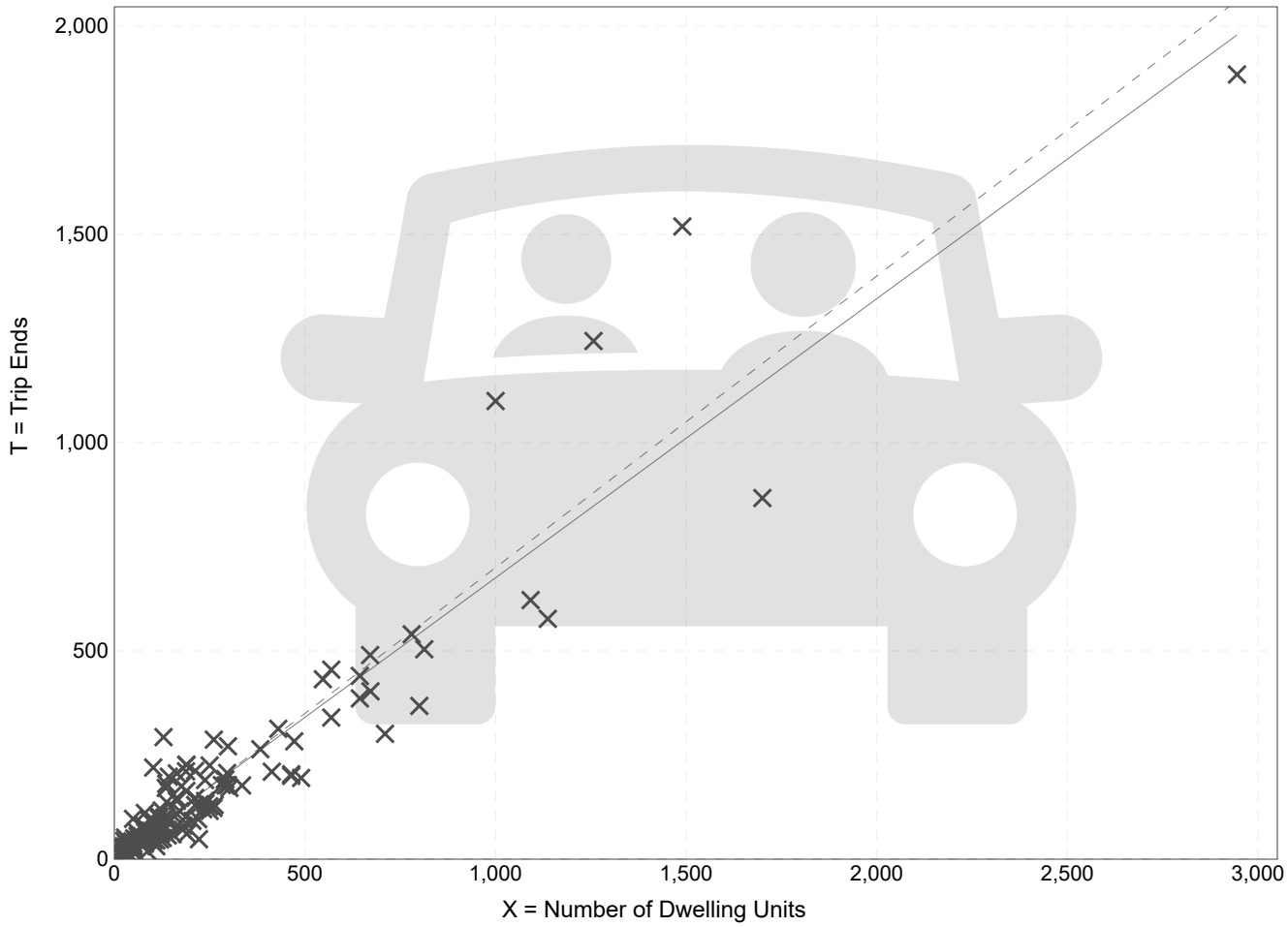
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
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 Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



Fitted Curve Equation: T = 0.67(X) + 5.59

R^2= 0.89

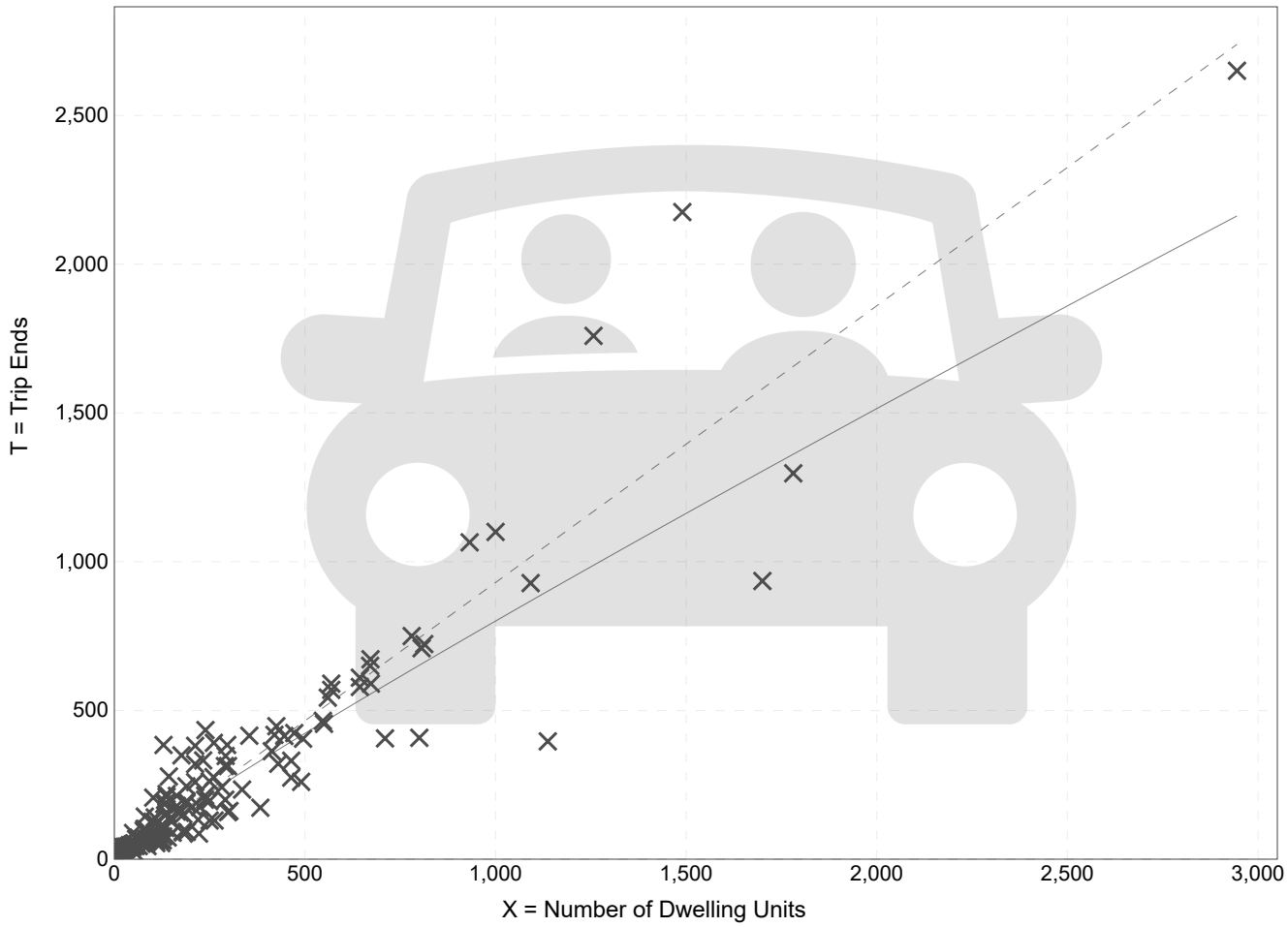
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	166
Avg. Num. of Dwelling Units:	266
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.33

R^2= 0.90

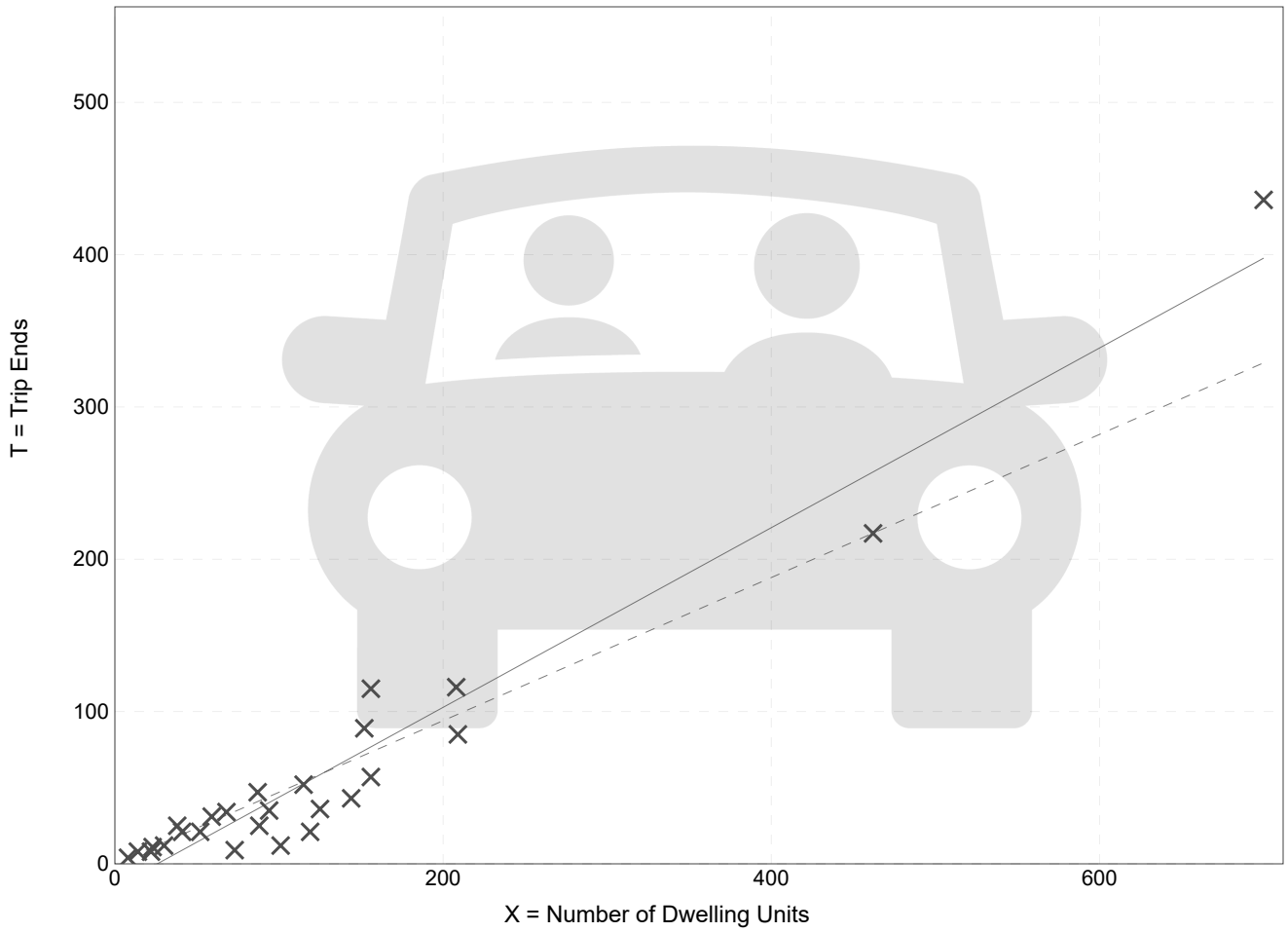
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	26
Avg. Num. of Dwelling Units:	129
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) - 15.25

R^2= 0.94

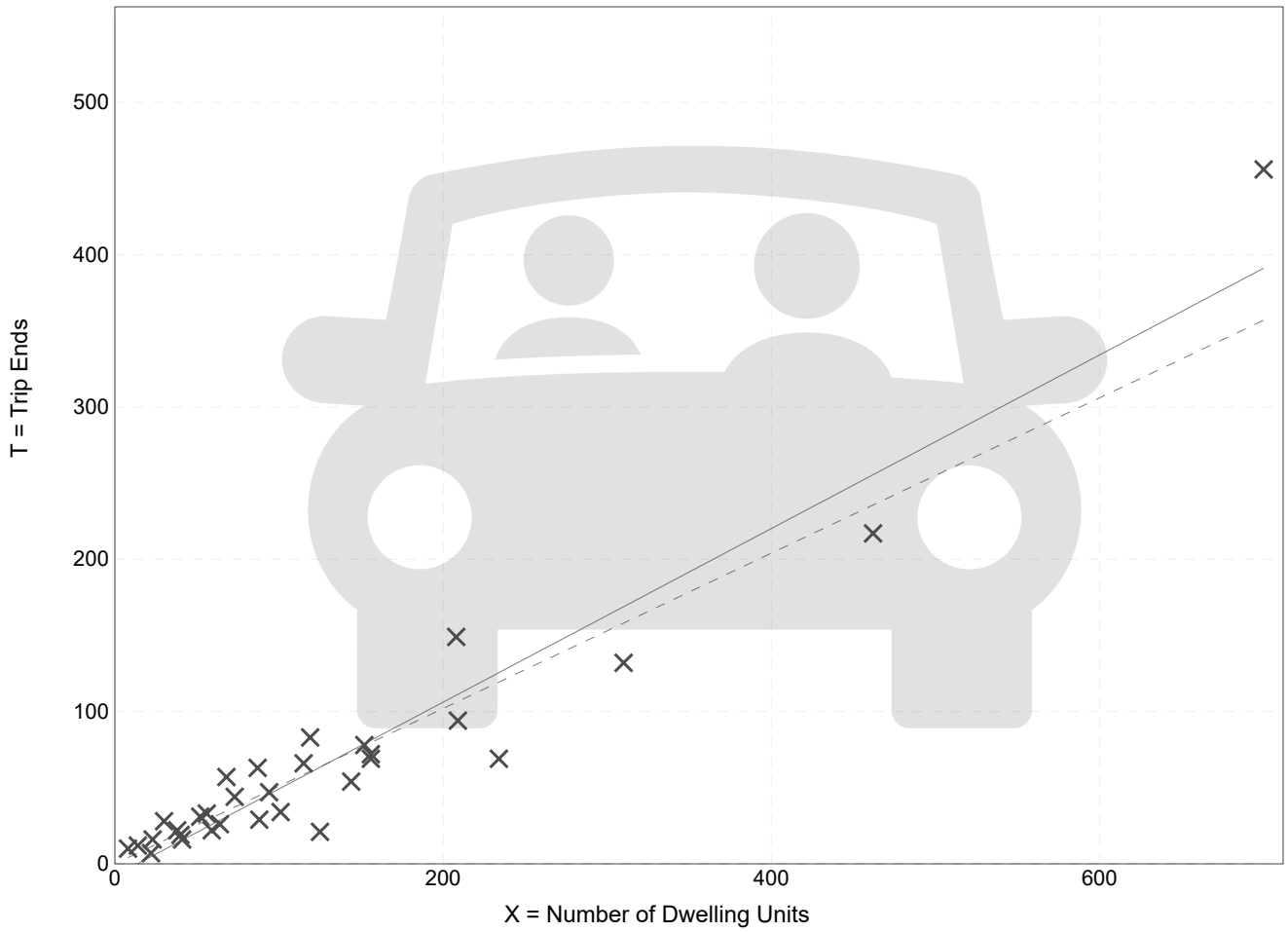
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	31
Avg. Num. of Dwelling Units:	131
Directional Distribution:	57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.57(X) - 7.84

R^2= 0.92

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

May 7, 2026

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

Subject: State Street and Dean Street Area Residential Development
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated May 6, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
State Street, at 9th Street	2,050 (2023)	2,550
9th Street/Dean Street, at State Street	3,350 (2023)	4,150
Main Street, at 7th Street	25,300 (2025)	31,000
7th Street, at Main Street	4,200 (2018)	5,400
Main Street east of 2nd Street	27,000 (2025)	32,300
2nd Street north of Main Street	12,000 (2025)	14,200
2nd Street south of Main Street	10,550 (2025)	12,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 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)
2026_TrafficForecasts\StCharles\ka-19-26\ka-19-26.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

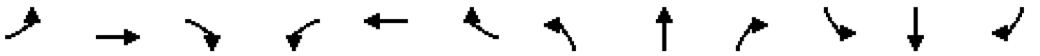
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level 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

Weekday Morning Peak Hour – Existing Conditions

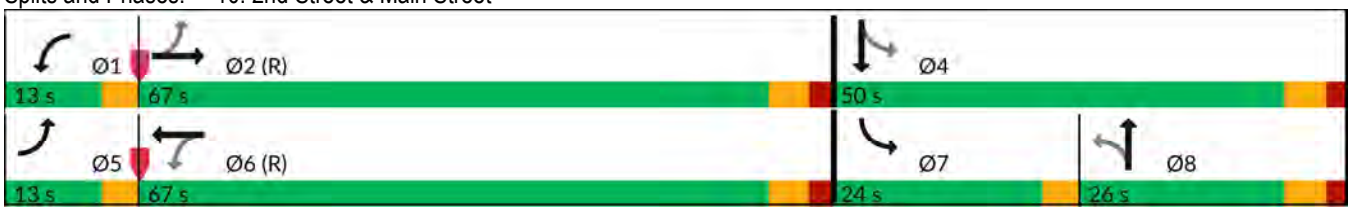


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1279	31	60	725	109	6	186	50	192	174	14
Future Volume (vph)	40	1279	31	60	725	109	6	186	50	192	174	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.996			0.980			0.969			0.994	
Flt Protected	0.950			0.950				0.999			0.975	
Satd. Flow (prot)	1687	3460	0	1687	3325	0	0	3371	0	0	3308	0
Flt Permitted	0.278			0.122				0.943			0.682	
Satd. Flow (perm)	494	3460	0	217	3325	0	0	3182	0	0	2314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17			21			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			472			404			673	
Travel Time (s)		14.5			10.7			9.2			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	0%	7%	6%	9%	7%	4%	2%	4%	7%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1379	0	63	878	0	0	255	0	0	400	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		9.5	24.0	
Total Split (s)	13.0	67.0		13.0	67.0		26.0	26.0		24.0	50.0	
Total Split (%)	10.0%	51.5%		10.0%	51.5%		20.0%	20.0%		18.5%	38.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	87.0	79.0		88.3	79.6			30.1			30.1	
Actuated g/C Ratio	0.67	0.61		0.68	0.61			0.23			0.23	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.11	0.66		0.28	0.43			0.34			0.86dl	
Control Delay (s/veh)	4.2	21.3		10.6	15.2			38.2			54.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	4.2	21.3		10.6	15.2			38.2			54.4	
LOS	A	C		B	B			D			D	
Approach Delay (s/veh)		20.8			14.9			38.2			54.4	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	10	569		16	205			89			174	
Queue Length 95th (ft)	m11	721		40	312			120			217	
Internal Link Dist (ft)		560			392			324			593	
Turn Bay Length (ft)	85			120								
Base Capacity (vph)	425	2102		258	2043			752			785	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.66		0.24	0.43			0.34			0.51	

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: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 24.9		Intersection LOS: C	
Intersection Capacity Utilization 76.6%		ICU Level of Service D	
Analysis Period (min) 15			
m	Volume for 95th percentile queue is metered by upstream signal.		
dl	Defacto Left Lane. Recode with 1 though lane as a left lane.		

Splits and Phases: 10: 2nd Street & Main Street

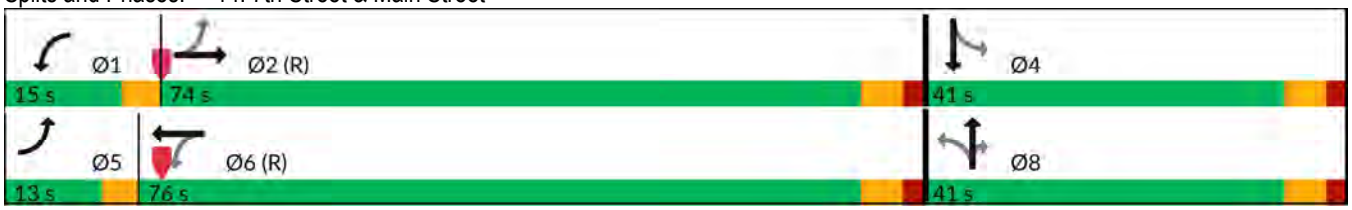


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1190	203	76	680	3	131	19	64	20	59	19
Future Volume (vph)	11	1190	203	76	680	3	131	19	64	20	59	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	135			70			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.978			0.999				0.850		0.974	
Flt Protected	0.950			0.950				0.958			0.990	
Satd. Flow (prot)	1530	3404	0	1805	3431	0	0	1804	1538	0	1776	0
Flt Permitted	0.352			0.086				0.623			0.888	
Satd. Flow (perm)	567	3404	0	163	3431	0	0	1173	1538	0	1593	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22							74		9	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		783			320			383			598	
Travel Time (s)		17.8			7.3			10.4			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	4%	2%	0%	5%	33%	1%	0%	5%	0%	2%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	1601	0	87	785	0	0	173	74	0	113	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	13.0	74.0		15.0	76.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	10.0%	56.9%		11.5%	58.5%		31.5%	31.5%	31.5%	31.5%	31.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	91.4	83.1		97.1	90.8			23.3	23.3		23.3	
Actuated g/C Ratio	0.70	0.64		0.75	0.70			0.18	0.18		0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.73		0.39	0.33			0.82	0.22		0.39	
Control Delay (s/veh)	6.2	20.0		9.3	11.4			79.4	10.2		44.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	6.2	20.0		9.3	11.4			79.4	10.2		44.8	
LOS	A	B		A	B			E	B		D	
Approach Delay (s/veh)		19.9			11.2			58.7			44.8	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)	3	450		22	204			142	0		79	
Queue Length 95th (ft)	11	672		32	329			202	38		122	
Internal Link Dist (ft)		703			240			303			518	
Turn Bay Length (ft)	125			95								
Base Capacity (vph)	484	2184		267	2395			315	468		435	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.73		0.33	0.33			0.55	0.16		0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 61 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 21.6		Intersection LOS: C	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: 7th Street & Main Street



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1245	24	20	755	2	2	1	23	0	0	2
Future Vol, veh/h	5	1245	24	20	755	2	2	1	23	0	0	2
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	80	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	8	0	7	0	0	0	4	0	0	0
Mvmt Flow	5	1339	26	22	812	2	2	1	25	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	814	0	0	1365	0	0	1811	2219	682	-	2231	407
Stage 1	-	-	-	-	-	-	1362	1362	-	-	856	-
Stage 2	-	-	-	-	-	-	449	857	-	-	1375	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.98	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.34	-	4	3.3
Pot Cap-1 Maneuver	1048	-	-	676	-	-	*216	71	*730	0	69	*871
Stage 1	-	-	-	-	-	-	*318	340	-	0	526	-
Stage 2	-	-	-	-	-	-	*822	525	-	0	333	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	1048	-	-	676	-	-	*208	69	*730	-	66	*871
Mov Cap-2 Maneuver	-	-	-	-	-	-	*208	69	-	-	66	-
Stage 1	-	-	-	-	-	-	*317	338	-	-	509	-
Stage 2	-	-	-	-	-	-	*794	509	-	-	332	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.27	13.2	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	467	1048	-	-	676	-	-	871
HCM Lane V/C Ratio	0.06	0.005	-	-	0.032	-	-	0.002
HCM Ctrl Dly (s/v)	13.2	8.5	-	-	10.5	-	-	9.1
HCM Lane LOS	B	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1210	760	117	54	46
Future Vol, veh/h	18	1210	760	117	54	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	107	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	5	6	7	0	4
Mvmt Flow	19	1274	800	123	57	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	923	0	-	0	1536	462
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	675	-
Critical Hdwy	4.24	-	-	-	6.8	6.98
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.27	-	-	-	3.5	3.34
Pot Cap-1 Maneuver	895	-	-	-	*300	*861
Stage 1	-	-	-	-	*569	-
Stage 2	-	-	-	-	*697	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	895	-	-	-	*294	*861
Mov Cap-2 Maneuver	-	-	-	-	*294	-
Stage 1	-	-	-	-	*557	-
Stage 2	-	-	-	-	*697	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	15.23
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	895	-	-	-	294	861
HCM Lane V/C Ratio	0.021	-	-	-	0.194	0.056
HCM Ctrl Dly (s/v)	9.1	-	-	-	20.2	9.4
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.2

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

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	168	55	130	12	45	98
Future Vol, veh/h	168	55	130	12	45	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	4	0	0	4
Mvmt Flow	193	63	149	14	52	113

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	163	0	-	0	606	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	449	-
Critical Hdwy	4.14	-	-	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.336
Pot Cap-1 Maneuver	1403	-	-	-	464	884
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1403	-	-	-	398	884
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	6.01	0	12.59
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1354	-	-	-	638
HCM Lane V/C Ratio	0.138	-	-	-	0.258
HCM Ctrl Dly (s/v)	8	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	177	143	1	0	0
Future Vol, veh/h	3	177	143	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	3	199	161	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	162	0	-	0	367	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1429	-	-	-	637	889
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1429	-	-	-	635	889
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	1	37	1	0	0	10	348	2	3	432	248
Future Vol, veh/h	46	1	37	1	0	0	10	348	2	3	432	248
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	3	0	0	0	10	9	0	0	5	1
Mvmt Flow	48	1	39	1	0	0	11	366	2	3	455	261

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	796	981	358	623	1111	184	716	0	0	368	0	0
Stage 1	592	592	-	388	388	-	-	-	-	-	-	-
Stage 2	204	389	-	234	722	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.96	7.5	6.5	6.9	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.33	3.5	4	3.3	2.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	278	251	636	375	211	833	829	-	-	1201	-	-
Stage 1	460	497	-	612	612	-	-	-	-	-	-	-
Stage 2	779	612	-	754	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	247	636	344	207	833	829	-	-	1201	-	-
Mov Cap-2 Maneuver	273	247	-	344	207	-	-	-	-	-	-	-
Stage 1	458	496	-	604	604	-	-	-	-	-	-	-
Stage 2	768	603	-	703	433	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.03	15.49	0.38	0.05
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	99	-	-	364	344	10	-	-
HCM Lane V/C Ratio	0.013	-	-	0.243	0.003	0.003	-	-
HCM Ctrl Dly (s/v)	9.4	0.1	-	18	15.5	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	117	63	10	126	0	15	5	7	2	3	3
Future Vol, veh/h	1	117	63	10	126	0	15	5	7	2	3	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	3	0	1	0	13	0	0	0	0	33
Mvmt Flow	1	133	72	11	143	0	17	6	8	2	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	205	0	0	339	337	169	304	373	143
Stage 1	-	-	-	-	-	-	171	171	-	166	166	-
Stage 2	-	-	-	-	-	-	168	166	-	138	207	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.23	6.5	6.2	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.617	4	3.3	3.5	4	3.597
Pot Cap-1 Maneuver	1452	-	-	1379	-	-	595	587	880	652	561	828
Stage 1	-	-	-	-	-	-	806	761	-	841	765	-
Stage 2	-	-	-	-	-	-	809	765	-	870	734	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1452	-	-	1379	-	-	583	581	880	634	555	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	581	-	634	555	-
Stage 1	-	-	-	-	-	-	805	760	-	833	758	-
Stage 2	-	-	-	-	-	-	795	758	-	855	734	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.56	10.92	10.56
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	639	9	-	-	132	-	-	657
HCM Lane V/C Ratio	0.048	0.001	-	-	0.008	-	-	0.014
HCM Ctrl Dly (s/v)	10.9	7.5	0	-	7.6	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	108	15	7	123	3	5	1	4	2	3	8
Future Vol, veh/h	3	108	15	7	123	3	5	1	4	2	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	7	0	3	0	0	0	25	0	0	0
Mvmt Flow	3	114	16	7	129	3	5	1	4	2	3	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	88	27	7	78	29	3	12	0	0	5	0	0
Stage 1	12	12	-	14	14	-	-	-	-	-	-	-
Stage 2	76	16	-	64	16	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.27	7.1	6.53	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.363	3.5	4.027	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	902	864	1060	916	861	1087	1621	-	-	1629	-	-
Stage 1	1014	884	-	1012	882	-	-	-	-	-	-	-
Stage 2	938	880	-	952	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	761	860	1060	780	858	1087	1621	-	-	1629	-	-
Mov Cap-2 Maneuver	761	860	-	780	858	-	-	-	-	-	-	-
Stage 1	1013	883	-	1008	879	-	-	-	-	-	-	-
Stage 2	795	877	-	816	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.84	10.02	3.61	1.11
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	877	857	242	-	-
HCM Lane V/C Ratio	0.003	-	-	0.151	0.163	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.8	10	7.2	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1250	12	7	751	8	1	0	10	3	1	25
Future Vol, veh/h	6	1250	12	7	751	8	1	0	10	3	1	25
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	50	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	5	14	0	0	0	0	0	4
Mvmt Flow	7	1374	13	8	825	9	1	0	11	3	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	834	0	0	1387	0	0	1822	2243	693	1545	2245	417
Stage 1	-	-	-	-	-	-	1393	1393	-	845	845	-
Stage 2	-	-	-	-	-	-	429	849	-	700	1400	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.98
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	3.34
Pot Cap-1 Maneuver	1002	-	-	658	-	-	*190	64	*739	*474	64	*877
Stage 1	-	-	-	-	-	-	*299	324	-	*523	517	-
Stage 2	-	-	-	-	-	-	*837	514	-	*697	321	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	1002	-	-	658	-	-	*178	63	*739	*458	63	*877
Mov Cap-2 Maneuver	-	-	-	-	-	-	*178	63	-	*458	63	-
Stage 1	-	-	-	-	-	-	*297	322	-	*517	511	-
Stage 2	-	-	-	-	-	-	*800	508	-	*682	319	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.1	11.4	11.71
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	1002	-	-	658	-	-	568
HCM Lane V/C Ratio	0.021	0.007	-	-	0.012	-	-	0.056
HCM Ctrl Dly (s/v)	11.4	8.6	-	-	10.5	-	-	11.7
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	105	3	6	115	2	15	6	41	4	0	3
Future Vol, veh/h	6	105	3	6	115	2	15	6	41	4	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	4	0	0	0	2	0	0	0
Mvmt Flow	6	109	3	6	120	2	16	6	43	4	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	113	0	0	256	258	111	258	258	121
Stage 1	-	-	-	-	-	-	123	123	-	133	133	-
Stage 2	-	-	-	-	-	-	132	134	-	125	125	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1478	-	-	1490	-	-	702	650	942	699	649	936
Stage 1	-	-	-	-	-	-	886	798	-	875	790	-
Stage 2	-	-	-	-	-	-	876	789	-	884	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1478	-	-	1490	-	-	693	644	942	655	644	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	644	-	655	644	-
Stage 1	-	-	-	-	-	-	882	794	-	871	786	-
Stage 2	-	-	-	-	-	-	869	785	-	833	793	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	0.36	9.69	9.84
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	833	94	-	-	88	-	-	752
HCM Lane V/C Ratio	0.078	0.004	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	9.7	7.4	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	135	19	39	118	5	4	3	2	7	0	1
Future Vol, veh/h	4	135	19	39	118	5	4	3	2	7	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	5	0	2	0	0	0	0	0	0	0
Mvmt Flow	4	141	20	41	123	5	4	3	2	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	160	0	0	363	368	151	357	376	126
Stage 1	-	-	-	-	-	-	159	159	-	207	207	-
Stage 2	-	-	-	-	-	-	204	209	-	151	169	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1470	-	-	1431	-	-	597	564	901	602	559	930
Stage 1	-	-	-	-	-	-	848	770	-	800	734	-
Stage 2	-	-	-	-	-	-	802	733	-	857	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1470	-	-	1431	-	-	576	545	901	577	540	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	545	-	577	540	-
Stage 1	-	-	-	-	-	-	845	768	-	775	712	-
Stage 2	-	-	-	-	-	-	777	710	-	849	760	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	1.83	10.96	11.03
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	614	44	-	-	430	-	-	606
HCM Lane V/C Ratio	0.015	0.003	-	-	0.028	-	-	0.014
HCM Ctrl Dly (s/v)	11	7.5	0	-	7.6	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1239	13	8	734	12	1	1	5	0	5	31
Future Vol, veh/h	11	1239	13	8	734	12	1	1	5	0	5	31
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	102	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	4	8	12	6	0	0	0	0	0	0	0
Mvmt Flow	12	1332	14	9	789	13	1	1	5	0	5	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	802	0	0	1346	0	0	1777	2182	673	-	2183	401
Stage 1	-	-	-	-	-	-	1363	1363	-	-	813	-
Stage 2	-	-	-	-	-	-	415	819	-	-	1370	-
Critical Hdwy	4.28	-	-	4.34	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.29	-	-	2.32	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	984	-	-	638	-	-	*220	76	*739	0	76	*888
Stage 1	-	-	-	-	-	-	*318	340	-	0	538	-
Stage 2	-	-	-	-	-	-	*837	533	-	0	336	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	984	-	-	638	-	-	*192	74	*739	-	74	*888
Mov Cap-2 Maneuver	-	-	-	-	-	-	*192	74	-	-	74	-
Stage 1	-	-	-	-	-	-	*314	336	-	-	530	-
Stage 2	-	-	-	-	-	-	*787	526	-	-	332	-

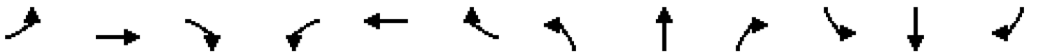
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.11	18.46	16.51
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	275	984	-	-	638	-	-	351
HCM Lane V/C Ratio	0.027	0.012	-	-	0.013	-	-	0.11
HCM Ctrl Dly (s/v)	18.5	8.7	-	-	10.7	-	-	16.5
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

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

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions

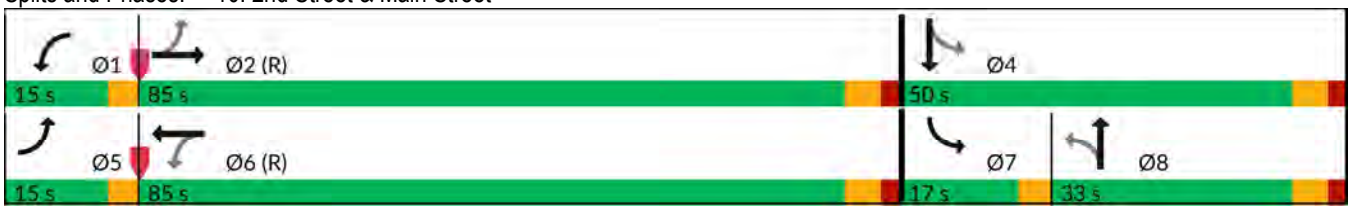


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1020	80	110	1282	240	19	207	39	89	209	16
Future Volume (vph)	110	1020	80	110	1282	240	19	207	39	89	209	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.989			0.976			0.978			0.993	
Flt Protected	0.950			0.950				0.996			0.986	
Satd. Flow (prot)	1787	3440	0	1787	3488	0	0	3452	0	0	3459	0
Flt Permitted	0.099			0.208				0.885			0.702	
Satd. Flow (perm)	186	3440	0	391	3488	0	0	3067	0	0	2463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			22			11			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			472			404			673	
Travel Time (s)		14.5			10.7			9.2			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	1%	1%	1%	5%	1%	5%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1134	0	113	1569	0	0	273	0	0	323	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		9.5	24.0	
Total Split (s)	15.0	85.0		15.0	85.0		33.0	33.0		17.0	50.0	
Total Split (%)	10.0%	56.7%		10.0%	56.7%		22.0%	22.0%		11.3%	33.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	112.6	100.6		109.3	98.8			25.9			25.9	
Actuated g/C Ratio	0.75	0.67		0.73	0.66			0.17			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.46	0.49		0.31	0.68			0.51			0.75	
Control Delay (s/veh)	11.4	10.7		7.6	18.9			56.5			69.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	11.4	10.7		7.6	18.9			56.5			69.4	
LOS	B	B		A	B			E			E	
Approach Delay (s/veh)		10.8			18.1			56.5			69.4	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	11	384		25	460			124			161	
Queue Length 95th (ft)	19	506		51	694			164			206	
Internal Link Dist (ft)		560			392			324			593	
Turn Bay Length (ft)	85			120								
Base Capacity (vph)	272	2310		399	2305			593			725	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.42	0.49		0.28	0.68			0.46			0.45	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 23.2		Intersection LOS: C	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: 2nd Street & Main Street



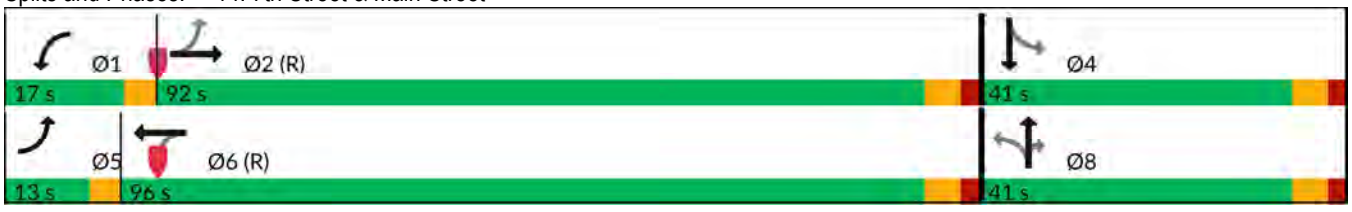
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1017	129	97	1300	7	259	10	120	24	57	13
Future Volume (vph)	7	1017	129	97	1300	7	259	10	120	24	57	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	135			70			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.999				0.850		0.981	
Flt Protected	0.950			0.950				0.954			0.987	
Satd. Flow (prot)	1805	3457	0	1752	3571	0	0	1813	1615	0	1783	0
Flt Permitted	0.153			0.164				0.641			0.708	
Satd. Flow (perm)	291	3457	0	303	3571	0	0	1218	1615	0	1279	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			1				125		5	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		783			320			383			598	
Travel Time (s)		17.8			7.3			10.4			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	3%	1%	0%	0%	0%	0%	0%	2%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1193	0	101	1361	0	0	280	125	0	98	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	13.0	92.0		17.0	96.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	8.7%	61.3%		11.3%	64.0%		27.3%	27.3%	27.3%	27.3%	27.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	99.5	91.3		105.5	101.1			35.0	35.0		35.0	
Actuated g/C Ratio	0.66	0.61		0.70	0.67			0.23	0.23		0.23	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.57		0.35	0.57			0.99	0.26		0.32	
Control Delay (s/veh)	7.0	18.7		14.8	29.3			106.4	8.6		48.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.0	18.7		14.8	29.3			106.4	8.6		48.3	
LOS	A	B		B	C			F	A		D	
Approach Delay (s/veh)		18.6			28.3			76.2			48.3	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	2	354		59	656			275	0		77	
Queue Length 95th (ft)	7	432		m67	786			#470	55		135	
Internal Link Dist (ft)		703			240			303			518	
Turn Bay Length (ft)	125			95								
Base Capacity (vph)	296	2110		343	2407			284	472		302	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.02	0.57		0.29	0.57			0.99	0.26		0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 82 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 31.4		Intersection LOS: C	
Intersection Capacity Utilization 74.4%		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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th Street & Main Street



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	4	1157	0	3	1397	8	1	0	3	0	0	6
Future Vol, veh/h	4	1157	0	3	1397	8	1	0	3	0	0	6
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	80	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	4	1205	0	3	1455	8	1	0	3	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1464	0	0	1205	0	0	1947	2683	603	-	2679	732
Stage 1	-	-	-	-	-	-	1214	1214	-	-	1466	-
Stage 2	-	-	-	-	-	-	734	1470	-	-	1214	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	644	-	-	802	-	-	*332	19	*758	0	19	*686
Stage 1	-	-	-	-	-	-	*403	409	-	0	323	-
Stage 2	-	-	-	-	-	-	*647	321	-	0	409	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	644	-	-	802	-	-	*326	19	*758	-	19	*686
Mov Cap-2 Maneuver	-	-	-	-	-	-	*326	19	-	-	19	-
Stage 1	-	-	-	-	-	-	*401	406	-	-	322	-
Stage 2	-	-	-	-	-	-	*638	320	-	-	406	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.02	11.37	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	644	-	-	802	-	-	686
HCM Lane V/C Ratio	0.007	0.006	-	-	0.004	-	-	0.009
HCM Ctrl Dly (s/v)	11.4	10.6	-	-	9.5	-	-	10.3
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1076	1353	184	67	38
Future Vol, veh/h	10	1076	1353	184	67	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	107	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	1	4	0
Mvmt Flow	10	1109	1395	190	69	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1585	0	-	0	2065	792
Stage 1	-	-	-	-	1490	-
Stage 2	-	-	-	-	575	-
Critical Hdwy	4.1	-	-	-	6.88	6.9
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	2.2	-	-	-	3.54	3.3
Pot Cap-1 Maneuver	536	-	-	-	*201	*700
Stage 1	-	-	-	-	*307	-
Stage 2	-	-	-	-	*733	-
Platoon blocked, %	0	-	-	-	1	0
Mov Cap-1 Maneuver	536	-	-	-	*197	*700
Mov Cap-2 Maneuver	-	-	-	-	*197	-
Stage 1	-	-	-	-	*301	-
Stage 2	-	-	-	-	*733	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	24.67
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	536	-	-	-	197	700
HCM Lane V/C Ratio	0.019	-	-	-	0.35	0.056
HCM Ctrl Dly (s/v)	11.8	-	-	-	32.7	10.4
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5	0.2

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

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	111	75	178	10	39	112
Future Vol, veh/h	111	75	178	10	39	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	4	10	0	1
Mvmt Flow	128	86	205	11	45	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	552	210
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.11	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1360	-	-	-	498	832
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1360	-	-	-	449	832
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	4.73	0	12.07
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1074	-	-	-	682
HCM Lane V/C Ratio	0.094	-	-	-	0.254
HCM Ctrl Dly (s/v)	7.9	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	117	149	2	1	2
Future Vol, veh/h	3	117	149	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	124	159	2	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	161	0	-	0	290	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1431	-	-	-	704	891
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	703	891
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	9.42
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	45	-	-	-	818
HCM Lane V/C Ratio	0.002	-	-	-	0.004
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	0	19	1	2	0	16	525	4	2	318	267
Future Vol, veh/h	52	0	19	1	2	0	16	525	4	2	318	267
Conflicting Peds, #/hr	52	0	0	19	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	6	2	0	0	4	3
Mvmt Flow	54	0	20	1	2	0	17	547	4	2	331	278

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	834	1059	324	771	1196	328	609	0	0	551	0	0
Stage 1	474	474	-	582	582	-	-	-	-	-	-	-
Stage 2	360	584	-	189	614	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.22	-	-	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	3.3	2.26	-	-	2.2	-	-
Pot Cap-1 Maneuver	264	226	678	293	188	674	938	-	-	1029	-	-
Stage 1	545	561	-	471	502	-	-	-	-	-	-	-
Stage 2	637	501	-	801	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	242	221	666	273	183	641	938	-	-	1029	-	-
Mov Cap-2 Maneuver	242	221	-	273	183	-	-	-	-	-	-	-
Stage 1	544	560	-	461	492	-	-	-	-	-	-	-
Stage 2	590	491	-	761	485	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.45	22.76	0.43	0.04
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	105	-	-	292	206	7	-	-
HCM Lane V/C Ratio	0.018	-	-	0.253	0.015	0.002	-	-
HCM Ctrl Dly (s/v)	8.9	0.2	-	21.5	22.8	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0	0	-	-

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	1	75	42	14	139	2	11	2	4	1	2	1
Future Vol, veh/h	1	75	42	14	139	2	11	2	4	1	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	7	0	0	0	9	50	0	0	0	0
Mvmt Flow	1	89	50	17	165	2	13	2	5	1	2	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	139	0	0	317	318	114	293	342	167
Stage 1	-	-	-	-	-	-	117	117	-	200	200	-
Stage 2	-	-	-	-	-	-	200	201	-	93	142	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.19	7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.581	4.45	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1422	-	-	1457	-	-	623	527	944	663	584	883
Stage 1	-	-	-	-	-	-	871	715	-	806	739	-
Stage 2	-	-	-	-	-	-	786	653	-	919	783	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1457	-	-	611	520	944	648	576	883
Mov Cap-2 Maneuver	-	-	-	-	-	-	611	520	-	648	576	-
Stage 1	-	-	-	-	-	-	870	715	-	796	730	-
Stage 2	-	-	-	-	-	-	773	645	-	911	783	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.06	0.68	10.7	10.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	14	-	-	162	-	-	650
HCM Lane V/C Ratio	0.031	0.001	-	-	0.011	-	-	0.007
HCM Ctrl Dly (s/v)	10.7	7.5	0	-	7.5	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	76	3	13	147	2	4	1	2	0	1	4
Future Vol, veh/h	1	76	3	13	147	2	4	1	2	0	1	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	8	2	50	25	0	0	0	0	0
Mvmt Flow	1	81	3	14	156	2	4	1	2	0	1	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	15	3	52	16	2	5	0	0	3	0	0
Stage 1	3	3	-	11	11	-	-	-	-	-	-	-
Stage 2	88	12	-	41	5	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.18	6.52	6.7	4.35	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.18	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.18	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.572	4.018	3.75	2.425	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	879	1087	932	878	957	1478	-	-	1632	-	-
Stage 1	1025	893	-	995	887	-	-	-	-	-	-	-
Stage 2	925	886	-	958	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	734	877	1087	841	876	957	1478	-	-	1632	-	-
Mov Cap-2 Maneuver	734	877	-	841	876	-	-	-	-	-	-	-
Stage 1	1025	893	-	992	884	-	-	-	-	-	-	-
Stage 2	757	883	-	869	891	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.52	10.13	4.25	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	908	-	-	881	874	1632	-	-
HCM Lane V/C Ratio	0.003	-	-	0.097	0.197	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	10.1	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1129	7	9	1375	5	9	0	10	3	0	24
Future Vol, veh/h	3	1129	7	9	1375	5	9	0	10	3	0	24
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	50	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	3	1164	7	9	1418	5	9	0	10	3	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1423	0	0	1171	0	0	1901	2615	586	2027	2616	711
Stage 1	-	-	-	-	-	-	1174	1174	-	1439	1439	-
Stage 2	-	-	-	-	-	-	727	1441	-	588	1177	-
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	681	-	-	836	-	-	*332	26	*758	*332	26	*686
Stage 1	-	-	-	-	-	-	*436	433	-	*324	338	-
Stage 2	-	-	-	-	-	-	*647	336	-	*714	431	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	681	-	-	836	-	-	*315	25	*758	*323	25	*686
Mov Cap-2 Maneuver	-	-	-	-	-	-	*315	25	-	*323	25	-
Stage 1	-	-	-	-	-	-	*434	431	-	*320	334	-
Stage 2	-	-	-	-	-	-	*617	333	-	*701	429	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.06	13.26	11.19
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	681	-	-	836	-	-	610
HCM Lane V/C Ratio	0.043	0.005	-	-	0.011	-	-	0.046
HCM Ctrl Dly (s/v)	13.3	10.3	-	-	9.4	-	-	11.2
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	74	0	17	152	4	4	6	10	5	3	6
Future Vol, veh/h	4	74	0	17	152	4	4	6	10	5	3	6
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	10	0	0	0
Mvmt Flow	4	80	0	18	165	4	4	7	11	5	3	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	80	0	0	293	296	80	297	293	167
Stage 1	-	-	-	-	-	-	89	89	-	204	204	-
Stage 2	-	-	-	-	-	-	204	207	-	92	89	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1420	-	-	1530	-	-	663	619	958	659	621	882
Stage 1	-	-	-	-	-	-	923	825	-	802	736	-
Stage 2	-	-	-	-	-	-	803	735	-	920	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1530	-	-	644	609	958	634	611	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	644	609	-	634	611	-
Stage 1	-	-	-	-	-	-	920	822	-	792	726	-
Stage 2	-	-	-	-	-	-	783	725	-	899	822	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	0.73	9.91	10.15
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	92	-	-	176	-	-	714
HCM Lane V/C Ratio	0.029	0.003	-	-	0.012	-	-	0.021
HCM Ctrl Dly (s/v)	9.9	7.5	0	-	7.4	0	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	86	3	27	170	3	0	4	11	7	0	3
Future Vol, veh/h	0	86	3	27	170	3	0	4	11	7	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	92	3	29	183	3	0	4	12	8	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	96	0	0	335	338	94	337	338	184
Stage 1	-	-	-	-	-	-	94	94	-	242	242	-
Stage 2	-	-	-	-	-	-	241	244	-	95	96	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1401	-	-	1511	-	-	623	586	968	620	586	863
Stage 1	-	-	-	-	-	-	918	821	-	766	709	-
Stage 2	-	-	-	-	-	-	767	708	-	917	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1511	-	-	607	574	968	595	574	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	607	574	-	595	574	-
Stage 1	-	-	-	-	-	-	918	821	-	749	694	-
Stage 2	-	-	-	-	-	-	748	693	-	901	820	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1	9.49	10.58
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	818	1401	-	-	242	-	-	656
HCM Lane V/C Ratio	0.02	-	-	-	0.019	-	-	0.016
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.4	0	-	10.6
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1109	20	11	1363	9	0	2	17	0	2	26
Future Vol, veh/h	13	1109	20	11	1363	9	0	2	17	0	2	26
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	102	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	1120	20	11	1377	9	0	2	17	0	2	26

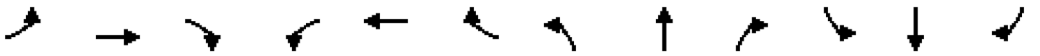
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1386	0	0	1140	0	0	1868	2565	570	-	2570	693
Stage 1	-	-	-	-	-	-	1157	1157	-	-	1404	-
Stage 2	-	-	-	-	-	-	712	1408	-	-	1167	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	501	-	-	620	-	-	46	27	470	0	26	391
Stage 1	-	-	-	-	-	-	212	273	-	0	208	-
Stage 2	-	-	-	-	-	-	394	207	-	0	270	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	501	-	-	620	-	-	37	25	470	-	25	391
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	25	-	-	25	-
Stage 1	-	-	-	-	-	-	207	266	-	-	204	-
Stage 2	-	-	-	-	-	-	358	203	-	-	263	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	0.09	29.63	27
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	165	501	-	-	620	-	-	192
HCM Lane V/C Ratio	0.116	0.026	-	-	0.018	-	-	0.148
HCM Ctrl Dly (s/v)	29.6	12.4	-	-	10.9	-	-	27
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.5

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – No-Build Conditions

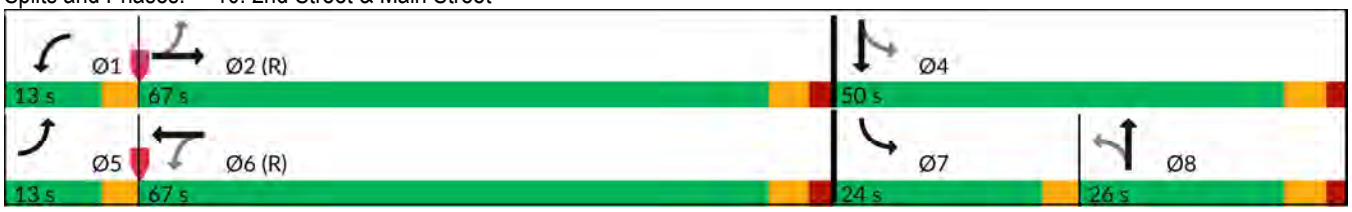


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1339	32	63	759	114	6	195	52	201	182	15
Future Volume (vph)	42	1339	32	63	759	114	6	195	52	201	182	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.996			0.980			0.969			0.994	
Flt Protected	0.950			0.950				0.999			0.975	
Satd. Flow (prot)	1687	3460	0	1687	3325	0	0	3371	0	0	3308	0
Flt Permitted	0.259			0.103				0.943			0.676	
Satd. Flow (perm)	460	3460	0	183	3325	0	0	3182	0	0	2294	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17			21			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			472			404			673	
Travel Time (s)		14.5			10.7			9.2			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	0%	7%	6%	9%	7%	4%	2%	4%	7%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1443	0	66	919	0	0	266	0	0	420	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		9.5	24.0	
Total Split (s)	13.0	67.0		13.0	67.0		26.0	26.0		24.0	50.0	
Total Split (%)	10.0%	51.5%		10.0%	51.5%		20.0%	20.0%		18.5%	38.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	85.2	77.1		86.7	77.9			31.7			31.7	
Actuated g/C Ratio	0.66	0.59		0.67	0.60			0.24			0.24	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.70		0.32	0.46			0.34			0.87dl	
Control Delay (s/veh)	4.7	23.2		12.2	16.6			37.1			53.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	4.7	23.2		12.2	16.6			37.1			53.1	
LOS	A	C		B	B			D			D	
Approach Delay (s/veh)		22.7			16.3			37.1			53.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	10	623		18	227			92			182	
Queue Length 95th (ft)	m12	764		42	341			122			224	
Internal Link Dist (ft)		560			392			324			593	
Turn Bay Length (ft)	85			120								
Base Capacity (vph)	398	2053		235	1998			792			778	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.11	0.70		0.28	0.46			0.34			0.54	

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: 0.75			
Intersection Signal Delay (s/veh): 26.0		Intersection LOS: C	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			
m	Volume for 95th percentile queue is metered by upstream signal.		
dl	Defacto Left Lane. Recode with 1 though lane as a left lane.		

Splits and Phases: 10: 2nd Street & Main Street

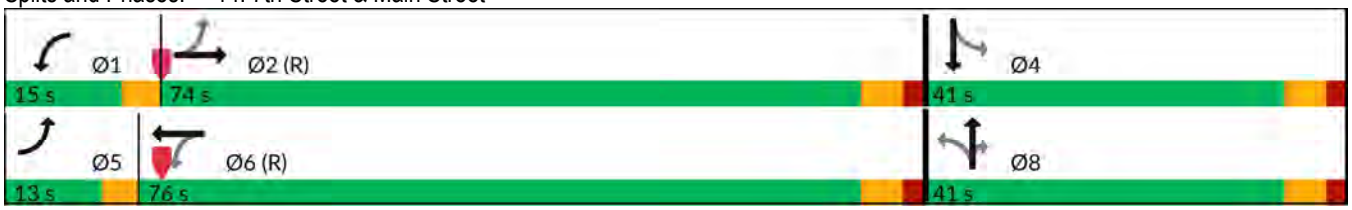


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1246	213	80	712	3	137	20	67	21	62	20
Future Volume (vph)	12	1246	213	80	712	3	137	20	67	21	62	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	135			70			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.978			0.999				0.850		0.974	
Flt Protected	0.950			0.950				0.958			0.990	
Satd. Flow (prot)	1530	3404	0	1805	3431	0	0	1804	1538	0	1776	0
Flt Permitted	0.336			0.071				0.617			0.882	
Satd. Flow (perm)	541	3404	0	135	3431	0	0	1162	1538	0	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22							77		9	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		783			320			383			598	
Travel Time (s)		17.8			7.3			10.4			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	4%	2%	0%	5%	33%	1%	0%	5%	0%	2%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1677	0	92	821	0	0	180	77	0	118	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	13.0	74.0		15.0	76.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	10.0%	56.9%		11.5%	58.5%		31.5%	31.5%	31.5%	31.5%	31.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	90.3	81.9		96.2	89.8			24.3	24.3		24.3	
Actuated g/C Ratio	0.69	0.63		0.74	0.69			0.19	0.19		0.19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.78		0.45	0.35			0.83	0.22		0.39	
Control Delay (s/veh)	6.5	22.3		12.3	11.4			79.0	9.7		44.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	6.5	22.3		12.3	11.4			79.0	9.7		44.3	
LOS	A	C		B	B			E	A		D	
Approach Delay (s/veh)		22.2			11.5			58.3			44.3	
Approach LOS		C			B			E			D	
Queue Length 50th (ft)	3	510		21	221			147	0		82	
Queue Length 95th (ft)	12	756		31	354			208	38		125	
Internal Link Dist (ft)		703			240			303			518	
Turn Bay Length (ft)	125			95								
Base Capacity (vph)	462	2152		249	2368			312	470		432	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.78		0.37	0.35			0.58	0.16		0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 61 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 22.9		Intersection LOS: C	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: 7th Street & Main Street



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1303	24	21	790	2	2	1	24	0	0	2
Future Vol, veh/h	5	1303	24	21	790	2	2	1	24	0	0	2
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	80	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	8	0	7	0	0	0	4	0	0	0
Mvmt Flow	5	1401	26	23	849	2	2	1	26	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	852	0	0	1427	0	0	1895	2322	713	-	2333	426
Stage 1	-	-	-	-	-	-	1425	1425	-	-	896	-
Stage 2	-	-	-	-	-	-	470	897	-	-	1438	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.98	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.34	-	4	3.3
Pot Cap-1 Maneuver	1008	-	-	640	-	-	*178	55	*714	0	53	*871
Stage 1	-	-	-	-	-	-	*295	319	-	0	500	-
Stage 2	-	-	-	-	-	-	*822	500	-	0	313	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	1008	-	-	640	-	-	*171	52	*714	-	51	*871
Mov Cap-2 Maneuver	-	-	-	-	-	-	*171	52	-	-	51	-
Stage 1	-	-	-	-	-	-	*294	317	-	-	483	-
Stage 2	-	-	-	-	-	-	*791	482	-	-	311	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.28	14.23	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	1008	-	-	640	-	-	871
HCM Lane V/C Ratio	0.069	0.005	-	-	0.035	-	-	0.002
HCM Ctrl Dly (s/v)	14.2	8.6	-	-	10.8	-	-	9.1
HCM Lane LOS	B	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	1267	796	122	57	48
Future Vol, veh/h	19	1267	796	122	57	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	107	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	5	6	7	0	4
Mvmt Flow	20	1334	838	128	60	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	966	0	-	0	1609	483
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	707	-
Critical Hdwy	4.24	-	-	-	6.8	6.98
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.27	-	-	-	3.5	3.34
Pot Cap-1 Maneuver	853	-	-	-	*251	*861
Stage 1	-	-	-	-	*537	-
Stage 2	-	-	-	-	*681	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	853	-	-	-	*245	*861
Mov Cap-2 Maneuver	-	-	-	-	*245	-
Stage 1	-	-	-	-	*524	-
Stage 2	-	-	-	-	*681	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	17.57
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	853	-	-	-	245	861
HCM Lane V/C Ratio	0.023	-	-	-	0.245	0.059
HCM Ctrl Dly (s/v)	9.3	-	-	-	24.4	9.4
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.2

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

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	176	58	136	13	47	103
Future Vol, veh/h	176	58	136	13	47	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	4	0	0	4
Mvmt Flow	202	67	156	15	54	118

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	635	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	4.14	-	-	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.336
Pot Cap-1 Maneuver	1394	-	-	-	446	876
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1394	-	-	-	379	876
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	6.03	0	13.02
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1342	-	-	-	620
HCM Lane V/C Ratio	0.145	-	-	-	0.278
HCM Ctrl Dly (s/v)	8	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	185	150	1	0	0
Future Vol, veh/h	3	185	150	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	3	208	169	1	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	170	0	-	0	384	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1420	-	-	-	623	880
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	621	880
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	1	39	1	0	0	10	364	2	3	452	260
Future Vol, veh/h	48	1	39	1	0	0	10	364	2	3	452	260
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	3	0	0	0	10	9	0	0	5	1
Mvmt Flow	51	1	41	1	0	0	11	383	2	3	476	274

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	832	1025	375	650	1161	193	749	0	0	385	0	0
Stage 1	619	619	-	405	405	-	-	-	-	-	-	-
Stage 2	213	406	-	245	756	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.96	7.5	6.5	6.9	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.33	3.5	4	3.3	2.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	262	237	620	358	197	823	805	-	-	1184	-	-
Stage 1	443	483	-	599	602	-	-	-	-	-	-	-
Stage 2	770	601	-	743	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	257	233	620	327	193	823	805	-	-	1184	-	-
Mov Cap-2 Maneuver	257	233	-	327	193	-	-	-	-	-	-	-
Stage 1	441	482	-	590	593	-	-	-	-	-	-	-
Stage 2	758	592	-	690	418	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.13	16.04	0.38	0.05
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	95	-	-	347	327	10	-	-
HCM Lane V/C Ratio	0.013	-	-	0.267	0.003	0.003	-	-
HCM Ctrl Dly (s/v)	9.5	0.1	-	19.1	16	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	122	66	10	132	0	16	5	7	2	3	3
Future Vol, veh/h	1	122	66	10	132	0	16	5	7	2	3	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	3	0	1	0	13	0	0	0	0	33
Mvmt Flow	1	139	75	11	150	0	18	6	8	2	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	150	0	0	214	0	0	353	351	176	316	389	150
Stage 1	-	-	-	-	-	-	178	178	-	173	173	-
Stage 2	-	-	-	-	-	-	174	173	-	144	216	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.23	6.5	6.2	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.617	4	3.3	3.5	4	3.597
Pot Cap-1 Maneuver	1444	-	-	1369	-	-	582	577	872	640	549	821
Stage 1	-	-	-	-	-	-	798	755	-	834	760	-
Stage 2	-	-	-	-	-	-	802	760	-	864	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1444	-	-	1369	-	-	570	571	872	622	544	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	570	571	-	622	544	-
Stage 1	-	-	-	-	-	-	798	755	-	826	753	-
Stage 2	-	-	-	-	-	-	788	753	-	849	727	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.54	11.07	10.65
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	624	9	-	-	127	-	-	646
HCM Lane V/C Ratio	0.051	0.001	-	-	0.008	-	-	0.014
HCM Ctrl Dly (s/v)	11.1	7.5	0	-	7.7	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	113	16	7	129	3	5	1	4	2	3	8
Future Vol, veh/h	3	113	16	7	129	3	5	1	4	2	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	7	0	3	0	0	0	25	0	0	0
Mvmt Flow	3	119	17	7	136	3	5	1	4	2	3	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	27	7	81	29	3	12	0	0	5	0	0
Stage 1	12	12	-	14	14	-	-	-	-	-	-	-
Stage 2	79	16	-	67	16	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.27	7.1	6.53	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.363	3.5	4.027	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	864	1060	912	861	1087	1621	-	-	1629	-	-
Stage 1	1014	884	-	1012	882	-	-	-	-	-	-	-
Stage 2	934	880	-	949	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	751	860	1060	771	858	1087	1621	-	-	1629	-	-
Mov Cap-2 Maneuver	751	860	-	771	858	-	-	-	-	-	-	-
Stage 1	1013	883	-	1008	879	-	-	-	-	-	-	-
Stage 2	785	877	-	807	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.88	10.07	3.61	1.11
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	776	-	-	877	857	242	-	-
HCM Lane V/C Ratio	0.003	-	-	0.158	0.171	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.9	10.1	7.2	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1204	12	7	786	8	1	0	10	3	1	26
Future Vol, veh/h	6	1204	12	7	786	8	1	0	10	3	1	26
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	50	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	5	14	0	0	0	0	0	4
Mvmt Flow	7	1323	13	8	864	9	1	0	11	3	1	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	873	0	0	1336	0	0	1791	2231	668	1558	2233	436
Stage 1	-	-	-	-	-	-	1343	1343	-	884	884	-
Stage 2	-	-	-	-	-	-	448	888	-	675	1349	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.98
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	3.34
Pot Cap-1 Maneuver	986	-	-	701	-	-	*232	69	*739	*490	68	*861
Stage 1	-	-	-	-	-	-	*331	350	-	*515	508	-
Stage 2	-	-	-	-	-	-	*822	505	-	*697	347	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	986	-	-	701	-	-	*217	68	*739	*474	67	*861
Mov Cap-2 Maneuver	-	-	-	-	-	-	*217	68	-	*474	67	-
Stage 1	-	-	-	-	-	-	*329	348	-	*509	503	-
Stage 2	-	-	-	-	-	-	*784	500	-	*682	344	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.09	11.05	11.54
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	607	986	-	-	701	-	-	584
HCM Lane V/C Ratio	0.02	0.007	-	-	0.011	-	-	0.056
HCM Ctrl Dly (s/v)	11.1	8.7	-	-	10.2	-	-	11.5
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	110	3	6	120	2	16	6	43	4	0	3
Future Vol, veh/h	6	110	3	6	120	2	16	6	43	4	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	4	0	0	0	2	0	0	0
Mvmt Flow	6	115	3	6	125	2	17	6	45	4	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	118	0	0	266	268	116	269	269	126
Stage 1	-	-	-	-	-	-	129	129	-	139	139	-
Stage 2	-	-	-	-	-	-	138	140	-	130	130	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1472	-	-	1483	-	-	691	641	936	688	641	930
Stage 1	-	-	-	-	-	-	880	794	-	869	786	-
Stage 2	-	-	-	-	-	-	870	785	-	878	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1472	-	-	1483	-	-	682	635	936	643	635	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	635	-	643	635	-
Stage 1	-	-	-	-	-	-	876	790	-	865	782	-
Stage 2	-	-	-	-	-	-	864	781	-	826	789	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0.35	9.76	9.91
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	824	90	-	-	84	-	-	741
HCM Lane V/C Ratio	0.082	0.004	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	9.8	7.5	0	-	7.4	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	141	20	41	124	5	4	3	2	7	0	1
Future Vol, veh/h	4	141	20	41	124	5	4	3	2	7	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	5	0	2	0	0	0	0	0	0	0
Mvmt Flow	4	147	21	43	129	5	4	3	2	7	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	134	0	0	168	0	0	380	385	157	374	393	132
Stage 1	-	-	-	-	-	-	166	166	-	217	217	-
Stage 2	-	-	-	-	-	-	215	220	-	157	176	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1463	-	-	1422	-	-	581	552	893	587	546	923
Stage 1	-	-	-	-	-	-	841	765	-	790	727	-
Stage 2	-	-	-	-	-	-	792	725	-	850	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1463	-	-	1422	-	-	560	532	893	561	527	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	560	532	-	561	527	-
Stage 1	-	-	-	-	-	-	838	763	-	764	703	-
Stage 2	-	-	-	-	-	-	766	701	-	842	755	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	1.84	11.1	11.19
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	599	43	-	-	431	-	-	590
HCM Lane V/C Ratio	0.016	0.003	-	-	0.03	-	-	0.014
HCM Ctrl Dly (s/v)	11.1	7.5	0	-	7.6	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1297	14	8	768	13	1	1	5	0	5	32
Future Vol, veh/h	11	1297	14	8	768	13	1	1	5	0	5	32
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	102	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	4	8	12	6	0	0	0	0	0	0	0
Mvmt Flow	12	1395	15	9	826	14	1	1	5	0	5	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	840	0	0	1410	0	0	1859	2283	705	-	2283	420
Stage 1	-	-	-	-	-	-	1426	1426	-	-	850	-
Stage 2	-	-	-	-	-	-	433	857	-	-	1433	-
Critical Hdwy	4.28	-	-	4.34	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.29	-	-	2.32	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	969	-	-	602	-	-	*203	61	*723	0	61	*871
Stage 1	-	-	-	-	-	-	*295	319	-	0	530	-
Stage 2	-	-	-	-	-	-	*822	525	-	0	315	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	969	-	-	602	-	-	*173	60	*723	-	60	*871
Mov Cap-2 Maneuver	-	-	-	-	-	-	*173	60	-	-	60	-
Stage 1	-	-	-	-	-	-	*291	315	-	-	522	-
Stage 2	-	-	-	-	-	-	*770	518	-	-	311	-

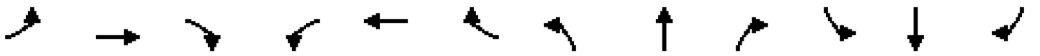
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.11	20.64	18.47
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	969	-	-	602	-	-	307
HCM Lane V/C Ratio	0.032	0.012	-	-	0.014	-	-	0.13
HCM Ctrl Dly (s/v)	20.6	8.8	-	-	11.1	-	-	18.5
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

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

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – No-Build Conditions

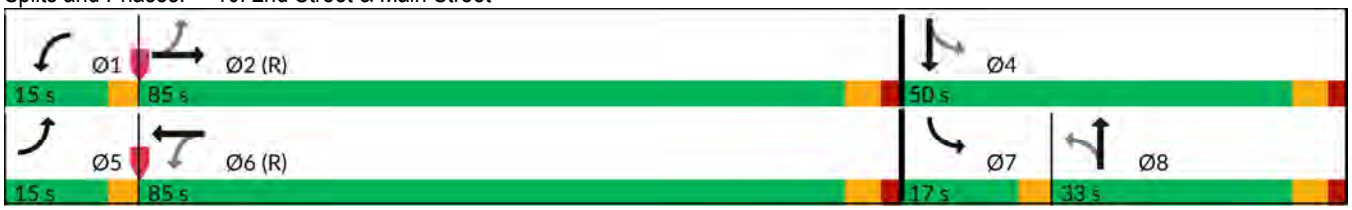


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1068	84	115	1342	251	20	217	41	93	219	17
Future Volume (vph)	115	1068	84	115	1342	251	20	217	41	93	219	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.989			0.976			0.978			0.992	
Flt Protected	0.950			0.950				0.996			0.986	
Satd. Flow (prot)	1787	3440	0	1787	3488	0	0	3452	0	0	3456	0
Flt Permitted	0.082			0.190				0.879			0.696	
Satd. Flow (perm)	154	3440	0	357	3488	0	0	3046	0	0	2439	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			22			11			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			472			404			673	
Travel Time (s)		14.5			10.7			9.2			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	1%	1%	1%	5%	1%	5%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	1188	0	119	1643	0	0	287	0	0	340	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		9.5	24.0	
Total Split (s)	15.0	85.0		15.0	85.0		33.0	33.0		17.0	50.0	
Total Split (%)	10.0%	56.7%		10.0%	56.7%		22.0%	22.0%		11.3%	33.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	111.3	98.9		107.7	96.9			27.3			27.3	
Actuated g/C Ratio	0.74	0.66		0.72	0.65			0.18			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.53	0.52		0.36	0.73			0.51			0.76	
Control Delay (s/veh)	19.5	12.2		8.8	21.5			55.5			68.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	19.5	12.2		8.8	21.5			55.5			68.5	
LOS	B	B		A	C			E			E	
Approach Delay (s/veh)		12.8			20.6			55.5			68.5	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	14	424		28	525			130			168	
Queue Length 95th (ft)	51	556		56	789			170			215	
Internal Link Dist (ft)		560			392			324			593	
Turn Bay Length (ft)	85			120								
Base Capacity (vph)	252	2270		372	2261			604			718	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.47	0.52		0.32	0.73			0.48			0.47	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 25.0		Intersection LOS: C	
Intersection Capacity Utilization 87.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: 2nd Street & Main Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1065	135	102	1361	7	271	10	126	25	60	14
Future Volume (vph)	7	1065	135	102	1361	7	271	10	126	25	60	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	135			70			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.999				0.850		0.981	
Flt Protected	0.950			0.950				0.954			0.988	
Satd. Flow (prot)	1805	3457	0	1752	3571	0	0	1813	1615	0	1784	0
Flt Permitted	0.138			0.149				0.630			0.673	
Satd. Flow (perm)	262	3457	0	275	3571	0	0	1197	1615	0	1215	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			1				131		5	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		783			320			383			598	
Travel Time (s)		17.8			7.3			10.4			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	3%	1%	0%	0%	0%	0%	0%	2%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1250	0	106	1425	0	0	292	131	0	104	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	13.0	92.0		17.0	96.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	8.7%	61.3%		11.3%	64.0%		27.3%	27.3%	27.3%	27.3%	27.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	99.3	91.1		105.5	101.1			35.0	35.0		35.0	
Actuated g/C Ratio	0.66	0.61		0.70	0.67			0.23	0.23		0.23	

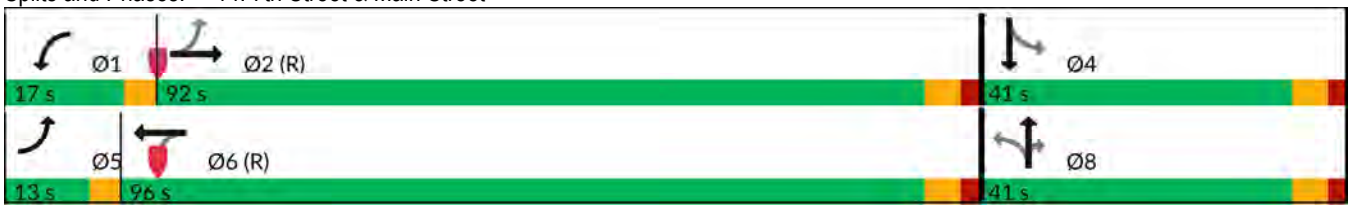
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.59		0.39	0.59			1.05	0.27		0.36	
Control Delay (s/veh)	7.1	19.4		14.7	29.7			120.9	8.5		49.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.1	19.4		14.7	29.7			120.9	8.5		49.7	
LOS	A	B		B	C			F	A		D	
Approach Delay (s/veh)		19.4			28.6			86.1			49.7	
Approach LOS		B			C			F			D	
Queue Length 50th (ft)	2	382		64	730			~309	0		83	
Queue Length 95th (ft)	7	466		m58	825			#502	55		144	
Internal Link Dist (ft)		703			240			303			518	
Turn Bay Length (ft)	125			95								
Base Capacity (vph)	277	2106		326	2407			279	477		287	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.59		0.33	0.59			1.05	0.27		0.36	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 82 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay (s/veh): 33.1 Intersection LOS: C
Intersection Capacity Utilization 76.7% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th Street & Main Street



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	4	1211	0	3	1463	8	1	0	3	0	0	6
Future Vol, veh/h	4	1211	0	3	1463	8	1	0	3	0	0	6
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	80	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	4	1261	0	3	1524	8	1	0	3	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1532	0	0	1261	0	0	2038	2808	631	-	2804	766
Stage 1	-	-	-	-	-	-	1270	1270	-	-	1534	-
Stage 2	-	-	-	-	-	-	768	1539	-	-	1270	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	613	-	-	765	-	-	*318	11	*743	0	11	*657
Stage 1	-	-	-	-	-	-	*379	388	-	0	307	-
Stage 2	-	-	-	-	-	-	*620	305	-	0	388	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	613	-	-	765	-	-	*312	11	*743	-	11	*657
Mov Cap-2 Maneuver	-	-	-	-	-	-	*312	11	-	-	11	-
Stage 1	-	-	-	-	-	-	*376	385	-	-	306	-
Stage 2	-	-	-	-	-	-	*611	304	-	-	385	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.02	11.57	10.53
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	613	-	-	765	-	-	657
HCM Lane V/C Ratio	0.008	0.007	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	11.6	10.9	-	-	9.7	-	-	10.5
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1127	1417	193	70	40
Future Vol, veh/h	10	1127	1417	193	70	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	107	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	1	4	0
Mvmt Flow	10	1162	1461	199	72	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1660	0	-	0	2162	830
Stage 1	-	-	-	-	1560	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	4.1	-	-	-	6.88	6.9
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	2.2	-	-	-	3.54	3.3
Pot Cap-1 Maneuver	502	-	-	-	*206	*672
Stage 1	-	-	-	-	*289	-
Stage 2	-	-	-	-	*706	-
Platoon blocked, %	0	-	-	-	1	0
Mov Cap-1 Maneuver	502	-	-	-	*202	*672
Mov Cap-2 Maneuver	-	-	-	-	*202	-
Stage 1	-	-	-	-	*283	-
Stage 2	-	-	-	-	*706	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	24.54
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	502	-	-	-	202	672
HCM Lane V/C Ratio	0.021	-	-	-	0.358	0.061
HCM Ctrl Dly (s/v)	12.3	-	-	-	32.4	10.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5	0.2

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

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	116	79	186	10	41	117
Future Vol, veh/h	116	79	186	10	41	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	4	10	0	1
Mvmt Flow	133	91	214	11	47	134

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	577	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	4.11	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1349	-	-	-	482	823
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1349	-	-	-	432	823
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	4.74	0	12.42
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1071	-	-	-	666
HCM Lane V/C Ratio	0.099	-	-	-	0.273
HCM Ctrl Dly (s/v)	8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	122	156	2	1	2
Future Vol, veh/h	3	122	156	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	3	130	166	2	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	168	0	-	0	303	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1422	-	-	-	693	882
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	691	882
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	9.47
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	43	-	-	-	808
HCM Lane V/C Ratio	0.002	-	-	-	0.004
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	0	20	1	2	0	17	550	4	2	333	280
Future Vol, veh/h	54	0	20	1	2	0	17	550	4	2	333	280
Conflicting Peds, #/hr	52	0	0	19	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	6	2	0	0	4	3
Mvmt Flow	56	0	21	1	2	0	18	573	4	2	347	292

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	872	1109	338	807	1253	341	639	0	0	577	0	0
Stage 1	497	497	-	610	610	-	-	-	-	-	-	-
Stage 2	375	613	-	197	643	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.22	-	-	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	3.3	2.26	-	-	2.2	-	-
Pot Cap-1 Maneuver	248	211	663	276	174	661	915	-	-	1006	-	-
Stage 1	529	548	-	453	488	-	-	-	-	-	-	-
Stage 2	624	487	-	792	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	227	206	651	256	169	628	915	-	-	1006	-	-
Mov Cap-2 Maneuver	227	206	-	256	169	-	-	-	-	-	-	-
Stage 1	527	547	-	443	477	-	-	-	-	-	-	-
Stage 2	577	475	-	751	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.07	24.2	0.46	0.04
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	106	-	-	276	191	7	-	-
HCM Lane V/C Ratio	0.019	-	-	0.28	0.016	0.002	-	-
HCM Ctrl Dly (s/v)	9	0.2	-	23.1	24.2	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0	0	-	-

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	1	78	44	15	146	2	11	2	4	1	2	1
Future Vol, veh/h	1	78	44	15	146	2	11	2	4	1	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	7	0	0	0	9	50	0	0	0	0
Mvmt Flow	1	93	52	18	174	2	13	2	5	1	2	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	145	0	0	332	333	119	307	358	175
Stage 1	-	-	-	-	-	-	121	121	-	211	211	-
Stage 2	-	-	-	-	-	-	211	212	-	96	148	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.19	7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.581	4.45	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1412	-	-	1449	-	-	608	516	938	649	571	874
Stage 1	-	-	-	-	-	-	866	712	-	796	732	-
Stage 2	-	-	-	-	-	-	776	646	-	915	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1412	-	-	1449	-	-	596	509	938	634	563	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	596	509	-	634	563	-
Stage 1	-	-	-	-	-	-	865	711	-	785	722	-
Stage 2	-	-	-	-	-	-	761	637	-	907	778	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.06	0.69	10.83	10.69
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	14	-	-	165	-	-	637
HCM Lane V/C Ratio	0.032	0.001	-	-	0.012	-	-	0.007
HCM Ctrl Dly (s/v)	10.8	7.6	0	-	7.5	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	80	3	14	154	2	4	1	2	0	1	4
Future Vol, veh/h	1	80	3	14	154	2	4	1	2	0	1	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	8	2	50	25	0	0	0	0	0
Mvmt Flow	1	85	3	15	164	2	4	1	2	0	1	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	95	15	3	54	16	2	5	0	0	3	0	0
Stage 1	3	3	-	11	11	-	-	-	-	-	-	-
Stage 2	91	12	-	44	5	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.18	6.52	6.7	4.35	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.18	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.18	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.572	4.018	3.75	2.425	-	-	2.2	-	-
Pot Cap-1 Maneuver	893	879	1087	929	878	957	1478	-	-	1632	-	-
Stage 1	1025	893	-	995	887	-	-	-	-	-	-	-
Stage 2	921	886	-	956	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	723	877	1087	834	876	957	1478	-	-	1632	-	-
Mov Cap-2 Maneuver	723	877	-	834	876	-	-	-	-	-	-	-
Stage 1	1025	893	-	992	884	-	-	-	-	-	-	-
Stage 2	746	883	-	862	891	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	10.2	4.25	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	908	-	-	881	873	1632	-	-
HCM Lane V/C Ratio	0.003	-	-	0.101	0.207	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	10.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1182	7	9	1440	5	9	0	10	3	0	25
Future Vol, veh/h	3	1182	7	9	1440	5	9	0	10	3	0	25
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	50	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	3	1219	7	9	1485	5	9	0	10	3	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1490	0	0	1226	0	0	1989	2737	613	2121	2738	745
Stage 1	-	-	-	-	-	-	1228	1228	-	1506	1506	-
Stage 2	-	-	-	-	-	-	761	1508	-	615	1232	-
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	636	-	-	800	-	-	*305	15	*743	*286	15	*672
Stage 1	-	-	-	-	-	-	*411	412	-	*294	312	-
Stage 2	-	-	-	-	-	-	*633	311	-	*701	410	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	636	-	-	800	-	-	*289	15	*743	*278	15	*672
Mov Cap-2 Maneuver	-	-	-	-	-	-	*289	15	-	*278	15	-
Stage 1	-	-	-	-	-	-	*409	410	-	*290	309	-
Stage 2	-	-	-	-	-	-	*602	307	-	*688	408	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.06	13.86	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	636	-	-	800	-	-	583
HCM Lane V/C Ratio	0.046	0.005	-	-	0.012	-	-	0.05
HCM Ctrl Dly (s/v)	13.9	10.7	-	-	9.6	-	-	11.5
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	77	0	18	159	4	4	6	10	5	3	6
Future Vol, veh/h	4	77	0	18	159	4	4	6	10	5	3	6
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	10	0	0	0
Mvmt Flow	4	84	0	20	173	4	4	7	11	5	3	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	84	0	0	306	309	84	310	307	175
Stage 1	-	-	-	-	-	-	92	92	-	214	214	-
Stage 2	-	-	-	-	-	-	214	216	-	96	92	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1411	-	-	1526	-	-	650	609	954	647	611	874
Stage 1	-	-	-	-	-	-	920	822	-	793	729	-
Stage 2	-	-	-	-	-	-	793	728	-	916	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1526	-	-	631	598	954	621	600	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	631	598	-	621	600	-
Stage 1	-	-	-	-	-	-	917	820	-	781	719	-
Stage 2	-	-	-	-	-	-	773	717	-	895	820	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.37	0.73	9.98	10.23
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	745	89	-	-	178	-	-	703
HCM Lane V/C Ratio	0.029	0.003	-	-	0.013	-	-	0.022
HCM Ctrl Dly (s/v)	10	7.6	0	-	7.4	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	90	3	28	178	3	0	4	11	7	0	3
Future Vol, veh/h	0	90	3	28	178	3	0	4	11	7	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	97	3	30	191	3	0	4	12	8	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	100	0	0	350	353	98	352	353	193
Stage 1	-	-	-	-	-	-	98	98	-	253	253	-
Stage 2	-	-	-	-	-	-	252	255	-	99	100	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1391	-	-	1505	-	-	608	575	963	607	575	854
Stage 1	-	-	-	-	-	-	913	817	-	756	701	-
Stage 2	-	-	-	-	-	-	757	700	-	912	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1505	-	-	593	562	963	581	562	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	593	562	-	581	562	-
Stage 1	-	-	-	-	-	-	913	817	-	739	686	-
Stage 2	-	-	-	-	-	-	737	684	-	896	816	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1	9.54	10.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	809	1391	-	-	240	-	-	643
HCM Lane V/C Ratio	0.02	-	-	-	0.02	-	-	0.017
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.4	0	-	10.7
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1161	21	11	1427	9	0	2	18	0	2	27
Future Vol, veh/h	14	1161	21	11	1427	9	0	2	18	0	2	27
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	102	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	1173	21	11	1441	9	0	2	18	0	2	27

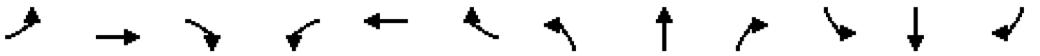
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1451	0	0	1194	0	0	1956	2684	597	-	2690	725
Stage 1	-	-	-	-	-	-	1212	1212	-	-	1468	-
Stage 2	-	-	-	-	-	-	744	1473	-	-	1222	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	473	-	-	592	-	-	39	22	451	0	22	372
Stage 1	-	-	-	-	-	-	196	257	-	0	194	-
Stage 2	-	-	-	-	-	-	377	193	-	0	254	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	473	-	-	592	-	-	31	21	451	-	21	372
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	21	-	-	21	-
Stage 1	-	-	-	-	-	-	191	250	-	-	190	-
Stage 2	-	-	-	-	-	-	339	189	-	-	247	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.09	32.98	30.08
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	473	-	-	592	-	-	173
HCM Lane V/C Ratio	0.136	0.03	-	-	0.019	-	-	0.17
HCM Ctrl Dly (s/v)	33	12.8	-	-	11.2	-	-	30.1
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.6

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Projected Conditions

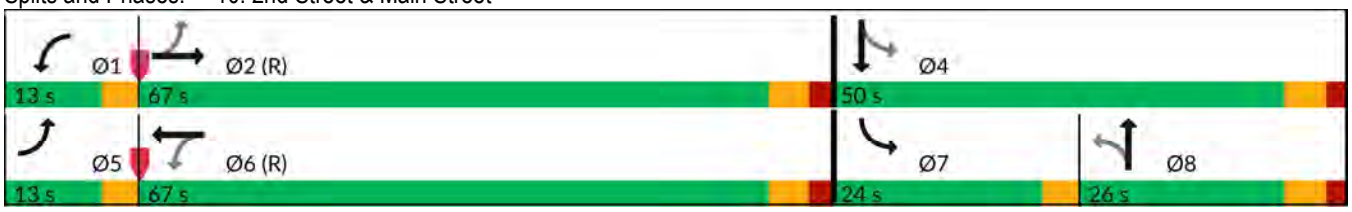


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1350	36	63	765	116	7	197	52	212	186	15
Future Volume (vph)	42	1350	36	63	765	116	7	197	52	212	186	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.996			0.980			0.969			0.994	
Flt Protected	0.950			0.950				0.999			0.975	
Satd. Flow (prot)	1687	3461	0	1687	3325	0	0	3371	0	0	3309	0
Flt Permitted	0.254			0.097				0.940			0.674	
Satd. Flow (perm)	451	3461	0	172	3325	0	0	3172	0	0	2288	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			21			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			472			404			673	
Travel Time (s)		14.5			10.7			9.2			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	0%	7%	6%	9%	7%	4%	2%	4%	7%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1459	0	66	927	0	0	269	0	0	435	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		9.5	24.0	
Total Split (s)	13.0	67.0		13.0	67.0		26.0	26.0		24.0	50.0	
Total Split (%)	10.0%	51.5%		10.0%	51.5%		20.0%	20.0%		18.5%	38.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	84.2	76.1		85.7	76.8			32.7			32.7	
Actuated g/C Ratio	0.65	0.59		0.66	0.59			0.25			0.25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.72		0.33	0.47			0.33			0.88dl	
Control Delay (s/veh)	4.8	23.8		13.0	17.3			36.4			52.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	4.8	23.8		13.0	17.3			36.4			52.6	
LOS	A	C		B	B			D			D	
Approach Delay (s/veh)		23.2			17.0			36.4			52.6	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	10	635		18	234			92			188	
Queue Length 95th (ft)	m12	771		43	353			122			231	
Internal Link Dist (ft)		560			392			324			593	
Turn Bay Length (ft)	85			120								
Base Capacity (vph)	389	2027		227	1972			813			776	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.11	0.72		0.29	0.47			0.33			0.56	

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: 0.75			
Intersection Signal Delay (s/veh): 26.4		Intersection LOS: C	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			
m	Volume for 95th percentile queue is metered by upstream signal.		
dl	Defacto Left Lane. Recode with 1 though lane as a left lane.		

Splits and Phases: 10: 2nd Street & Main Street

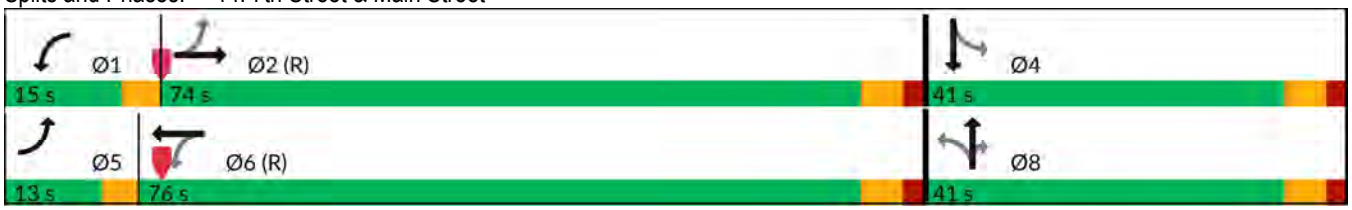


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1246	213	80	712	6	137	20	67	36	65	25
Future Volume (vph)	14	1246	213	80	712	6	137	20	67	36	65	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	135			70			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.978			0.999				0.850		0.973	
Flt Protected	0.950			0.950				0.958			0.986	
Satd. Flow (prot)	1530	3404	0	1805	3427	0	0	1804	1538	0	1769	0
Flt Permitted	0.332			0.068				0.582			0.750	
Satd. Flow (perm)	535	3404	0	129	3427	0	0	1096	1538	0	1346	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			1				77		9	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		783			320			383			598	
Travel Time (s)		17.8			7.3			10.4			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	4%	2%	0%	5%	33%	1%	0%	5%	0%	2%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1677	0	92	825	0	0	180	77	0	145	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	13.0	74.0		15.0	76.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	10.0%	56.9%		11.5%	58.5%		31.5%	31.5%	31.5%	31.5%	31.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	89.5	81.0		95.2	88.8			25.3	25.3		25.3	
Actuated g/C Ratio	0.69	0.62		0.73	0.68			0.19	0.19		0.19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.79		0.46	0.35			0.85	0.21		0.54	
Control Delay (s/veh)	6.9	23.1		14.0	11.7			81.4	9.4		49.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	6.9	23.1		14.0	11.7			81.4	9.4		49.8	
LOS	A	C		B	B			F	A		D	
Approach Delay (s/veh)		23.0			12.0			59.8			49.8	
Approach LOS		C			B			E			D	
Queue Length 50th (ft)	4	522		21	226			147	0		106	
Queue Length 95th (ft)	14	765		32	364			209	37		154	
Internal Link Dist (ft)		703			240			303			518	
Turn Bay Length (ft)	125			95								
Base Capacity (vph)	455	2130		242	2340			295	470		368	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.79		0.38	0.35			0.61	0.16		0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 61 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 24.0		Intersection LOS: C	
Intersection Capacity Utilization 74.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: 7th Street & Main Street



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1318	24	21	793	4	2	1	24	0	0	2
Future Vol, veh/h	5	1318	24	21	793	4	2	1	24	0	0	2
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	80	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	8	0	7	0	0	0	4	0	0	0
Mvmt Flow	5	1417	26	23	853	4	2	1	26	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	857	0	0	1443	0	0	1912	2343	722	-	2354	428
Stage 1	-	-	-	-	-	-	1441	1441	-	-	900	-
Stage 2	-	-	-	-	-	-	472	902	-	-	1454	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.98	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.34	-	4	3.3
Pot Cap-1 Maneuver	1002	-	-	642	-	-	*185	53	*698	0	51	*871
Stage 1	-	-	-	-	-	-	*301	322	-	0	498	-
Stage 2	-	-	-	-	-	-	*822	496	-	0	315	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	1002	-	-	642	-	-	*177	51	*698	-	49	*871
Mov Cap-2 Maneuver	-	-	-	-	-	-	*177	51	-	-	49	-
Stage 1	-	-	-	-	-	-	*299	320	-	-	480	-
Stage 2	-	-	-	-	-	-	*791	479	-	-	314	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.28	14.38	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1002	-	-	642	-	-	871
HCM Lane V/C Ratio	0.07	0.005	-	-	0.035	-	-	0.002
HCM Ctrl Dly (s/v)	14.4	8.6	-	-	10.8	-	-	9.1
HCM Lane LOS	B	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	1269	801	122	57	54
Future Vol, veh/h	21	1269	801	122	57	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	107	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	5	6	7	0	4
Mvmt Flow	22	1336	843	128	60	57

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	972	0	-	0	1619	486
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	712	-
Critical Hdwy	4.24	-	-	-	6.8	6.98
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.27	-	-	-	3.5	3.34
Pot Cap-1 Maneuver	848	-	-	-	*243	*861
Stage 1	-	-	-	-	*533	-
Stage 2	-	-	-	-	*681	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	848	-	-	-	*237	*861
Mov Cap-2 Maneuver	-	-	-	-	*237	-
Stage 1	-	-	-	-	*519	-
Stage 2	-	-	-	-	*681	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	17.58
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	848	-	-	-	237	861
HCM Lane V/C Ratio	0.026	-	-	-	0.253	0.066
HCM Ctrl Dly (s/v)	9.4	-	-	-	25.3	9.5
HCM Lane LOS	A	-	-	-	D	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.2

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

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	177	58	136	15	53	106
Future Vol, veh/h	177	58	136	15	53	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	4	0	0	4
Mvmt Flow	203	67	156	17	61	122

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	174	0	-	0	639	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.14	-	-	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.336
Pot Cap-1 Maneuver	1391	-	-	-	444	874
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	376	874
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SW
HCM Ctrl Dly, s/v	6.05	0	13.47
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1340	-	-	-	607
HCM Lane V/C Ratio	0.146	-	-	-	0.301
HCM Ctrl Dly (s/v)	8	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	187	153	3	8	6
Future Vol, veh/h	4	187	153	3	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	4	210	172	3	9	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	175	0	-	0	393	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1413	-	-	-	616	875
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	613	875
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	10.23
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	38	-	-	-	704
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	1	54	1	0	0	14	364	2	3	452	263
Future Vol, veh/h	56	1	54	1	0	0	14	364	2	3	452	263
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	0	3	0	0	0	10	9	0	0	5	1
Mvmt Flow	59	1	57	1	0	0	15	383	2	3	476	277

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	842	1035	376	658	1173	193	753	0	0	385	0	0
Stage 1	621	621	-	414	414	-	-	-	-	-	-	-
Stage 2	221	415	-	245	759	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.96	7.5	6.5	6.9	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.33	3.5	4	3.3	2.3	-	-	2.2	-	-
Pot Cap-1 Maneuver	257	234	618	353	194	823	802	-	-	1184	-	-
Stage 1	442	483	-	592	597	-	-	-	-	-	-	-
Stage 2	761	596	-	743	418	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	251	228	618	312	189	823	802	-	-	1184	-	-
Mov Cap-2 Maneuver	251	228	-	312	189	-	-	-	-	-	-	-
Stage 1	440	481	-	580	584	-	-	-	-	-	-	-
Stage 2	745	584	-	671	416	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.17	16.59	0.53	0.05
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	353	312	10	-	-
HCM Lane V/C Ratio	0.018	-	-	0.331	0.003	0.003	-	-
HCM Ctrl Dly (s/v)	9.6	0.2	-	20.2	16.6	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	130	66	10	134	2	16	10	7	10	26	6
Future Vol, veh/h	3	130	66	10	134	2	16	10	7	10	26	6
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	3	0	1	0	13	0	0	0	0	33
Mvmt Flow	3	148	75	11	152	2	18	11	8	11	30	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	223	0	0	382	369	185	336	406	153
Stage 1	-	-	-	-	-	-	192	192	-	176	176	-
Stage 2	-	-	-	-	-	-	190	177	-	160	230	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.23	6.5	6.2	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.617	4	3.3	3.5	4	3.597
Pot Cap-1 Maneuver	1438	-	-	1358	-	-	557	563	862	621	537	817
Stage 1	-	-	-	-	-	-	785	745	-	830	757	-
Stage 2	-	-	-	-	-	-	787	756	-	847	718	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1438	-	-	1358	-	-	515	557	862	596	531	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	515	557	-	596	531	-
Stage 1	-	-	-	-	-	-	783	743	-	823	750	-
Stage 2	-	-	-	-	-	-	743	749	-	824	716	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.53	11.66	11.83
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	578	25	-	-	123	-	-	575
HCM Lane V/C Ratio	0.065	0.002	-	-	0.008	-	-	0.083
HCM Ctrl Dly (s/v)	11.7	7.5	0	-	7.7	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	129	16	7	133	4	5	3	4	5	3	8
Future Vol, veh/h	3	129	16	7	133	4	5	3	4	5	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	7	0	3	0	0	0	25	0	0	0
Mvmt Flow	3	136	17	7	140	4	5	3	4	5	3	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	102	36	7	97	38	5	12	0	0	7	0	0
Stage 1	18	18	-	16	16	-	-	-	-	-	-	-
Stage 2	84	18	-	82	22	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.27	7.1	6.53	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.363	3.5	4.027	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	884	855	1060	890	852	1084	1621	-	-	1626	-	-
Stage 1	1007	878	-	1009	880	-	-	-	-	-	-	-
Stage 2	929	878	-	932	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	731	849	1060	731	847	1084	1621	-	-	1626	-	-
Mov Cap-2 Maneuver	731	849	-	731	847	-	-	-	-	-	-	-
Stage 1	1003	876	-	1006	877	-	-	-	-	-	-	-
Stage 2	776	876	-	772	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.07	10.19	3.01	2.26
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	673	-	-	865	845	491	-	-
HCM Lane V/C Ratio	0.003	-	-	0.18	0.179	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	10.1	10.2	7.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.7	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1219	12	7	791	8	1	0	10	3	1	26
Future Vol, veh/h	6	1219	12	7	791	8	1	0	10	3	1	26
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	50	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	4	0	0	5	14	0	0	0	0	0	4
Mvmt Flow	7	1340	13	8	869	9	1	0	11	3	1	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	878	0	0	1353	0	0	1810	2253	676	1572	2255	439
Stage 1	-	-	-	-	-	-	1359	1359	-	889	889	-
Stage 2	-	-	-	-	-	-	451	893	-	683	1366	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.98
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	3.34
Pot Cap-1 Maneuver	980	-	-	687	-	-	*218	65	*739	*488	64	*861
Stage 1	-	-	-	-	-	-	*320	341	-	*510	505	-
Stage 2	-	-	-	-	-	-	*822	502	-	*697	338	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	980	-	-	687	-	-	*203	63	*739	*472	63	*861
Mov Cap-2 Maneuver	-	-	-	-	-	-	*203	63	-	*472	63	-
Stage 1	-	-	-	-	-	-	*318	339	-	*504	499	-
Stage 2	-	-	-	-	-	-	*784	496	-	*682	336	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.09	11.16	11.67
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	596	980	-	-	687	-	-	572
HCM Lane V/C Ratio	0.02	0.007	-	-	0.011	-	-	0.058
HCM Ctrl Dly (s/v)	11.2	8.7	-	-	10.3	-	-	11.7
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	129	3	6	125	3	16	7	43	6	0	3
Future Vol, veh/h	6	129	3	6	125	3	16	7	43	6	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	0	0	4	0	0	0	2	0	0	0
Mvmt Flow	6	134	3	6	130	3	17	7	45	6	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	138	0	0	291	294	136	295	294	132
Stage 1	-	-	-	-	-	-	148	148	-	144	144	-
Stage 2	-	-	-	-	-	-	143	146	-	151	150	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1464	-	-	1459	-	-	665	620	913	661	620	923
Stage 1	-	-	-	-	-	-	859	778	-	863	781	-
Stage 2	-	-	-	-	-	-	865	780	-	857	777	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1464	-	-	1459	-	-	657	615	913	616	615	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	615	-	616	615	-
Stage 1	-	-	-	-	-	-	855	775	-	859	778	-
Stage 2	-	-	-	-	-	-	858	777	-	803	773	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.33	9.95	10.27
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	796	78	-	-	80	-	-	693
HCM Lane V/C Ratio	0.086	0.004	-	-	0.004	-	-	0.014
HCM Ctrl Dly (s/v)	9.9	7.5	0	-	7.5	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	162	20	41	130	6	4	4	2	9	0	1
Future Vol, veh/h	4	162	20	41	130	6	4	4	2	9	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	4	5	0	2	0	0	0	0	0	0	0
Mvmt Flow	4	169	21	43	135	6	4	4	2	9	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	190	0	0	408	415	179	403	422	139
Stage 1	-	-	-	-	-	-	188	188	-	224	224	-
Stage 2	-	-	-	-	-	-	221	227	-	179	198	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1454	-	-	1396	-	-	557	531	869	561	526	915
Stage 1	-	-	-	-	-	-	819	749	-	783	722	-
Stage 2	-	-	-	-	-	-	786	720	-	827	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1454	-	-	1396	-	-	536	512	869	535	507	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	536	512	-	535	507	-
Stage 1	-	-	-	-	-	-	816	746	-	757	698	-
Stage 2	-	-	-	-	-	-	759	696	-	818	739	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	1.77	11.44	11.57
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	38	-	-	413	-	-	559
HCM Lane V/C Ratio	0.018	0.003	-	-	0.031	-	-	0.019
HCM Ctrl Dly (s/v)	11.4	7.5	0	-	7.7	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1312	14	8	774	14	1	1	5	0	5	32
Future Vol, veh/h	11	1312	14	8	774	14	1	1	5	0	5	32
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	102	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	4	8	12	6	0	0	0	0	0	0	0
Mvmt Flow	12	1411	15	9	832	15	1	1	5	0	5	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	847	0	0	1426	0	0	1878	2306	713	-	2306	424
Stage 1	-	-	-	-	-	-	1442	1442	-	-	857	-
Stage 2	-	-	-	-	-	-	436	865	-	-	1449	-
Critical Hdwy	4.28	-	-	4.34	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.29	-	-	2.32	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	961	-	-	588	-	-	*189	57	*723	0	57	*871
Stage 1	-	-	-	-	-	-	*285	311	-	0	525	-
Stage 2	-	-	-	-	-	-	*822	520	-	0	307	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	961	-	-	588	-	-	*160	56	*723	-	56	*871
Mov Cap-2 Maneuver	-	-	-	-	-	-	*160	56	-	-	56	-
Stage 1	-	-	-	-	-	-	*281	307	-	-	518	-
Stage 2	-	-	-	-	-	-	*770	513	-	-	303	-

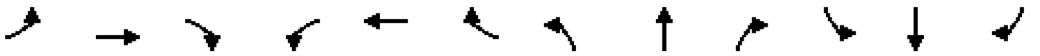
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.11	21.57	19.26
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	225	961	-	-	588	-	-	292
HCM Lane V/C Ratio	0.033	0.012	-	-	0.015	-	-	0.136
HCM Ctrl Dly (s/v)	21.6	8.8	-	-	11.2	-	-	19.3
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

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

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Projected Conditions

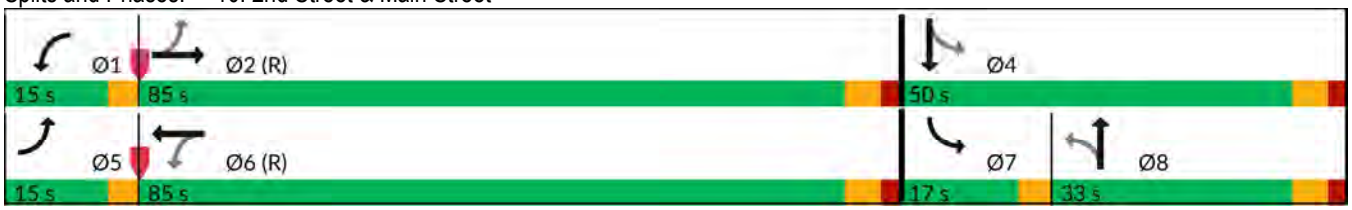


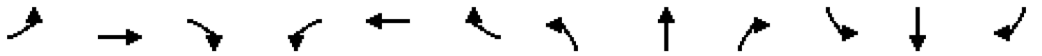
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1076	87	115	1359	257	23	223	41	100	221	17
Future Volume (vph)	115	1076	87	115	1359	257	23	223	41	100	221	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		0	120		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	70			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.989			0.976			0.979			0.992	
Flt Protected	0.950			0.950				0.996			0.985	
Satd. Flow (prot)	1787	3440	0	1787	3488	0	0	3455	0	0	3452	0
Flt Permitted	0.076			0.186				0.857			0.687	
Satd. Flow (perm)	143	3440	0	350	3488	0	0	2973	0	0	2407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			22			11			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			472			404			673	
Travel Time (s)		14.5			10.7			9.2			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	1%	1%	1%	5%	1%	5%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	1199	0	119	1666	0	0	296	0	0	349	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		9.5	24.0	
Total Split (s)	15.0	85.0		15.0	85.0		33.0	33.0		17.0	50.0	
Total Split (%)	10.0%	56.7%		10.0%	56.7%		22.0%	22.0%		11.3%	33.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	110.4	97.9		106.7	95.9			28.2			28.2	
Actuated g/C Ratio	0.74	0.65		0.71	0.64			0.19			0.19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.55	0.53		0.36	0.74			0.52			0.77	
Control Delay (s/veh)	22.1	13.1		9.2	22.7			55.2			68.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	22.1	13.1		9.2	22.7			55.2			68.0	
LOS	C	B		A	C			E			E	
Approach Delay (s/veh)		13.9			21.8			55.2			68.0	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	14	432		28	551			134			173	
Queue Length 95th (ft)	62	574		57	826			174			220	
Internal Link Dist (ft)		560			392			324			593	
Turn Bay Length (ft)	85			120								
Base Capacity (vph)	244	2248		365	2238			601			708	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.49	0.53		0.33	0.74			0.49			0.49	

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: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 26.0		Intersection LOS: C	
Intersection Capacity Utilization 88.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: 2nd Street & Main Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1065	135	102	1361	12	271	12	126	36	62	18
Future Volume (vph)	13	1065	135	102	1361	12	271	12	126	36	62	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	135			70			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.999				0.850		0.979	
Flt Protected	0.950			0.950				0.954			0.985	
Satd. Flow (prot)	1805	3457	0	1752	3571	0	0	1813	1615	0	1775	0
Flt Permitted	0.132			0.149				0.608			0.561	
Satd. Flow (perm)	251	3457	0	275	3571	0	0	1155	1615	0	1011	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			1				131		6	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		783			320			383			598	
Travel Time (s)		17.8			7.3			10.4			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	3%	1%	0%	0%	0%	0%	0%	2%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1250	0	106	1431	0	0	295	131	0	122	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0	24.0	24.0	24.0	
Total Split (s)	13.0	92.0		17.0	96.0		41.0	41.0	41.0	41.0	41.0	
Total Split (%)	8.7%	61.3%		11.3%	64.0%		27.3%	27.3%	27.3%	27.3%	27.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	99.5	91.1		105.4	99.1			35.0	35.0		35.0	
Actuated g/C Ratio	0.66	0.61		0.70	0.66			0.23	0.23		0.23	

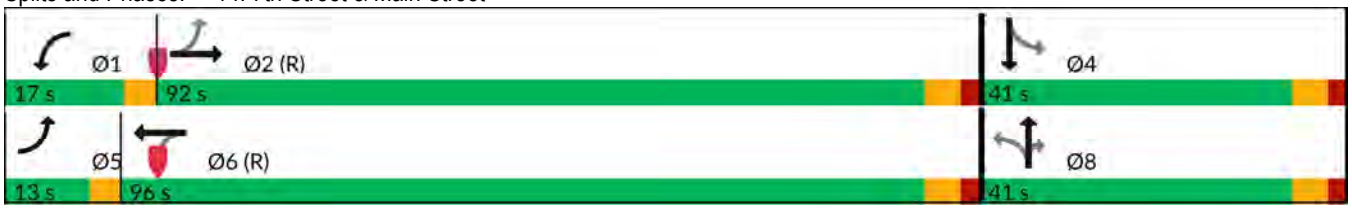
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.06	0.59		0.39	0.61			1.10	0.27		0.51	
Control Delay (s/veh)	7.4	19.4		14.2	31.3			135.2	8.5		55.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	19.4		14.2	31.3			135.2	8.5		55.4	
LOS	A	B		B	C			F	A		E	
Approach Delay (s/veh)		19.3			30.1			96.2			55.4	
Approach LOS		B			C			F			E	
Queue Length 50th (ft)	4	382		63	733			~325	0		101	
Queue Length 95th (ft)	11	466		m54	827			#518	55		173	
Internal Link Dist (ft)		703			240			303			518	
Turn Bay Length (ft)	125			95								
Base Capacity (vph)	271	2106		326	2360			269	477		240	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.59		0.33	0.61			1.10	0.27		0.51	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 82 (55%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay (s/veh): 35.4 Intersection LOS: D
Intersection Capacity Utilization 77.0% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: 7th Street & Main Street



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	4	1222	0	3	1468	13	1	0	3	0	0	6
Future Vol, veh/h	4	1222	0	3	1468	13	1	0	3	0	0	6
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	80	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	4	1273	0	3	1529	14	1	0	3	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1543	0	0	1273	0	0	2052	2830	636	-	2823	771
Stage 1	-	-	-	-	-	-	1281	1281	-	-	1542	-
Stage 2	-	-	-	-	-	-	771	1549	-	-	1281	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	604	-	-	754	-	-	*318	10	*743	0	10	*657
Stage 1	-	-	-	-	-	-	*370	381	-	0	303	-
Stage 2	-	-	-	-	-	-	*620	300	-	0	381	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0		1	0
Mov Cap-1 Maneuver	604	-	-	754	-	-	*312	10	*743	-	10	*657
Mov Cap-2 Maneuver	-	-	-	-	-	-	*312	10	-	-	10	-
Stage 1	-	-	-	-	-	-	*367	378	-	-	302	-
Stage 2	-	-	-	-	-	-	*611	298	-	-	378	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.02	11.57	10.53
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	604	-	-	754	-	-	657
HCM Lane V/C Ratio	0.008	0.007	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	11.6	11	-	-	9.8	-	-	10.5
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	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	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	1133	1421	193	70	43
Future Vol, veh/h	16	1133	1421	193	70	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	107	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	1	4	0
Mvmt Flow	16	1168	1465	199	72	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1664	0	-	0	2181	832
Stage 1	-	-	-	-	1564	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	4.1	-	-	-	6.88	6.9
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	2.2	-	-	-	3.54	3.3
Pot Cap-1 Maneuver	499	-	-	-	*188	*672
Stage 1	-	-	-	-	*287	-
Stage 2	-	-	-	-	*706	-
Platoon blocked, %	0	-	-	-	1	0
Mov Cap-1 Maneuver	499	-	-	-	*182	*672
Mov Cap-2 Maneuver	-	-	-	-	*182	-
Stage 1	-	-	-	-	*277	-
Stage 2	-	-	-	-	*706	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	27.16
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	499	-	-	-	182	672
HCM Lane V/C Ratio	0.033	-	-	-	0.397	0.066
HCM Ctrl Dly (s/v)	12.5	-	-	-	37.2	10.7
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8	0.2

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

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	120	79	186	16	44	119
Future Vol, veh/h	120	79	186	16	44	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	4	10	0	1
Mvmt Flow	138	91	214	18	51	137

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	232	0	-	0	590	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.11	-	-	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.309
Pot Cap-1 Maneuver	1341	-	-	-	474	819
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	422	819
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.82	0	12.71
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1085	-	-	-	653
HCM Lane V/C Ratio	0.103	-	-	-	0.287
HCM Ctrl Dly (s/v)	8	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	128	158	8	5	5
Future Vol, veh/h	7	128	158	8	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	7	136	168	9	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	177	0	-	0	323	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1412	-	-	-	675	876
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1412	-	-	-	671	876
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.39	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	93	-	-	-	760
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	0	29	1	2	0	29	550	4	2	333	289
Future Vol, veh/h	60	0	29	1	2	0	29	550	4	2	333	289
Conflicting Peds, #/hr	52	0	0	19	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	6	2	0	0	4	3
Mvmt Flow	63	0	30	1	2	0	30	573	4	2	347	301

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	901	1139	343	832	1288	341	648	0	0	577	0	0
Stage 1	502	502	-	635	635	-	-	-	-	-	-	-
Stage 2	400	638	-	197	652	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.22	-	-	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	3.3	2.26	-	-	2.2	-	-
Pot Cap-1 Maneuver	236	203	659	265	166	661	907	-	-	1006	-	-
Stage 1	525	546	-	438	475	-	-	-	-	-	-	-
Stage 2	603	474	-	792	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	194	647	238	159	628	907	-	-	1006	-	-
Mov Cap-2 Maneuver	212	194	-	238	159	-	-	-	-	-	-	-
Stage 1	524	544	-	420	456	-	-	-	-	-	-	-
Stage 2	548	455	-	740	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.96	25.55	0.76	0.04
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	177	-	-	272	178	7	-	-
HCM Lane V/C Ratio	0.033	-	-	0.341	0.018	0.002	-	-
HCM Ctrl Dly (s/v)	9.1	0.3	-	25	25.5	8.6	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	82	44	15	152	8	11	15	4	3	19	3
Future Vol, veh/h	7	82	44	15	152	8	11	15	4	3	19	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	7	0	0	0	9	50	0	0	0	0
Mvmt Flow	8	98	52	18	181	10	13	18	5	4	23	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	150	0	0	368	367	124	345	388	186
Stage 1	-	-	-	-	-	-	140	140	-	221	221	-
Stage 2	-	-	-	-	-	-	228	226	-	123	167	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.19	7	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.581	4.45	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1395	-	-	1444	-	-	575	493	932	613	550	862
Stage 1	-	-	-	-	-	-	846	697	-	786	724	-
Stage 2	-	-	-	-	-	-	759	636	-	886	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1444	-	-	538	483	932	576	539	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	483	-	576	539	-
Stage 1	-	-	-	-	-	-	840	693	-	775	714	-
Stage 2	-	-	-	-	-	-	722	627	-	853	759	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.4	0.65	12.17	11.68
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	538	89	-	-	153	-	-	569
HCM Lane V/C Ratio	0.066	0.006	-	-	0.012	-	-	0.052
HCM Ctrl Dly (s/v)	12.2	7.6	0	-	7.5	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	86	3	14	166	5	4	6	2	3	1	4
Future Vol, veh/h	1	86	3	14	166	5	4	6	2	3	1	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	8	2	50	25	0	0	0	0	0
Mvmt Flow	1	91	3	15	177	5	4	6	2	3	1	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	113	27	3	69	28	7	5	0	0	9	0	0
Stage 1	10	10	-	16	16	-	-	-	-	-	-	-
Stage 2	103	17	-	53	12	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.18	6.52	6.7	4.35	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.18	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.18	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.572	4.018	3.75	2.425	-	-	2.2	-	-
Pot Cap-1 Maneuver	869	867	1087	908	865	950	1478	-	-	1625	-	-
Stage 1	1017	888	-	988	882	-	-	-	-	-	-	-
Stage 2	908	881	-	944	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	685	862	1087	806	861	950	1478	-	-	1625	-	-
Mov Cap-2 Maneuver	685	862	-	806	861	-	-	-	-	-	-	-
Stage 1	1015	886	-	986	880	-	-	-	-	-	-	-
Stage 2	719	879	-	843	884	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.67	10.43	2.48	2.71
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	571	-	-	866	859	582	-	-
HCM Lane V/C Ratio	0.003	-	-	0.111	0.229	0.002	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.7	10.4	7.2	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.9	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1193	7	9	1450	10	9	0	10	3	0	25
Future Vol, veh/h	3	1193	7	9	1450	10	9	0	10	3	0	25
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	50	-	-	60	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	3	1230	7	9	1495	10	9	0	10	3	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1505	0	0	1237	0	0	2006	2763	619	2140	2762	753
Stage 1	-	-	-	-	-	-	1240	1240	-	1519	1519	-
Stage 2	-	-	-	-	-	-	766	1524	-	621	1243	-
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	622	-	-	788	-	-	*305	13	*743	*259	14	*672
Stage 1	-	-	-	-	-	-	*402	405	-	*285	305	-
Stage 2	-	-	-	-	-	-	*633	303	-	*701	403	-
Platoon blocked, %	0	-	-	0	-	-	1	1	0	1	1	0
Mov Cap-1 Maneuver	622	-	-	788	-	-	*289	13	*743	*251	13	*672
Mov Cap-2 Maneuver	-	-	-	-	-	-	*289	13	-	*251	13	-
Stage 1	-	-	-	-	-	-	*400	403	-	*282	302	-
Stage 2	-	-	-	-	-	-	*602	299	-	*688	401	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.03	0.06	13.86	11.66
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	622	-	-	788	-	-	569
HCM Lane V/C Ratio	0.046	0.005	-	-	0.012	-	-	0.051
HCM Ctrl Dly (s/v)	13.9	10.8	-	-	9.6	-	-	11.7
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	86	0	18	174	7	4	11	10	8	3	6
Future Vol, veh/h	4	86	0	18	174	7	4	11	10	8	3	6
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	10	0	0	0
Mvmt Flow	4	93	0	20	189	8	4	12	11	9	3	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	93	0	0	332	338	93	340	334	193
Stage 1	-	-	-	-	-	-	102	102	-	232	232	-
Stage 2	-	-	-	-	-	-	230	236	-	108	102	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1388	-	-	1514	-	-	625	586	942	618	589	854
Stage 1	-	-	-	-	-	-	909	814	-	775	716	-
Stage 2	-	-	-	-	-	-	777	714	-	902	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1514	-	-	606	576	942	587	579	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	606	576	-	587	579	-
Stage 1	-	-	-	-	-	-	906	812	-	764	706	-
Stage 2	-	-	-	-	-	-	757	703	-	876	812	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.34	0.67	10.44	10.63
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	688	80	-	-	162	-	-	658
HCM Lane V/C Ratio	0.039	0.003	-	-	0.013	-	-	0.028
HCM Ctrl Dly (s/v)	10.4	7.6	0	-	7.4	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	102	3	28	196	6	0	9	11	10	0	3
Future Vol, veh/h	0	102	3	28	196	6	0	9	11	10	0	3
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	110	3	30	211	6	0	10	12	11	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	113	0	0	382	389	111	389	387	214
Stage 1	-	-	-	-	-	-	111	111	-	274	274	-
Stage 2	-	-	-	-	-	-	271	277	-	115	113	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1364	-	-	1489	-	-	579	549	947	574	551	831
Stage 1	-	-	-	-	-	-	899	807	-	736	687	-
Stage 2	-	-	-	-	-	-	739	685	-	895	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1364	-	-	1489	-	-	564	537	947	544	538	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	537	-	544	538	-
Stage 1	-	-	-	-	-	-	899	807	-	719	671	-
Stage 2	-	-	-	-	-	-	719	669	-	873	806	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.91	10.27	11.24
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	705	1364	-	-	218	-	-	591
HCM Lane V/C Ratio	0.031	-	-	-	0.02	-	-	0.024
HCM Ctrl Dly (s/v)	10.3	0	-	-	7.5	0	-	11.2
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1172	21	11	1442	14	0	2	18	0	2	27
Future Vol, veh/h	14	1172	21	11	1442	14	0	2	18	0	2	27
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	102	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	1184	21	11	1457	14	0	2	18	0	2	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1471	0	0	1205	0	0	1974	2716	603	-	2719	735
Stage 1	-	-	-	-	-	-	1223	1223	-	-	1486	-
Stage 2	-	-	-	-	-	-	752	1493	-	-	1233	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	-	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	-	4	3.3
Pot Cap-1 Maneuver	465	-	-	586	-	-	38	21	447	0	21	366
Stage 1	-	-	-	-	-	-	193	254	-	0	190	-
Stage 2	-	-	-	-	-	-	373	188	-	0	251	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	465	-	-	586	-	-	30	20	447	-	20	366
Mov Cap-2 Maneuver	-	-	-	-	-	-	30	20	-	-	20	-
Stage 1	-	-	-	-	-	-	187	246	-	-	186	-
Stage 2	-	-	-	-	-	-	335	185	-	-	244	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.08	34.17	31.05
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	143	465	-	-	586	-	-	167
HCM Lane V/C Ratio	0.141	0.03	-	-	0.019	-	-	0.175
HCM Ctrl Dly (s/v)	34.2	13	-	-	11.3	-	-	31
HCM Lane LOS	D	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.6

SimTraffic Queue Reports

Intersection: 2: 6th Street & Main Street

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	TR
Maximum Queue (ft)	23	29	28	67	30
Average Queue (ft)	2	6	1	23	3
95th Queue (ft)	11	25	9	56	18
Link Distance (ft)			285	284	584
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	80	50			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Main Street & 9th Street

Movement	EB	WB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	32	55	43	90	52
Average Queue (ft)	9	3	8	36	22
95th Queue (ft)	33	24	30	76	49
Link Distance (ft)		717	717		240
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	165			107	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 5: Main Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Dean Street/9th Street & State Street

Movement	EB	WB	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	68	22	68
Average Queue (ft)	25	1	31
95th Queue (ft)	56	7	52
Link Distance (ft)	827	240	151
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: State Street & 9th Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: 2nd Street & State Street

Movement	EB	WB	NB	SB	B11
Directions Served	LTR	LTR	LT	LT	T
Maximum Queue (ft)	75	27	67	49	18
Average Queue (ft)	40	2	9	3	1
95th Queue (ft)	65	13	40	19	6
Link Distance (ft)	562	46	598	55	252
Upstream Blk Time (%)		0		0	
Queuing Penalty (veh)		0		0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: 2nd Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	TR	LT	TR
Maximum Queue (ft)	155	486	520	219	357	246	186	144	354	211
Average Queue (ft)	29	299	317	52	209	141	115	57	198	132
95th Queue (ft)	95	435	459	148	332	250	168	124	291	223
Link Distance (ft)		571	571		431	431	357	357	598	598
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	85			120						
Storage Blk Time (%)	0	24			20					
Queuing Penalty (veh)	1	10			12					

Intersection: 14: 7th Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	22	378	378	130	181	188	196	53	129
Average Queue (ft)	4	178	182	43	64	66	105	32	68
95th Queue (ft)	19	325	339	90	153	163	166	53	110
Link Distance (ft)		717	717		230	230	326	326	515
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	125			95					
Storage Blk Time (%)		13		1	3				
Queuing Penalty (veh)		1		4	2				

Intersection: 15: 7th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	54	31
Average Queue (ft)	5	22	3
95th Queue (ft)	24	47	19
Link Distance (ft)	271	515	336
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: 6th Street & State Street

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	56	74
Average Queue (ft)	35	41
95th Queue (ft)	54	61
Link Distance (ft)	271	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: 5th Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	30	31	31	51
Average Queue (ft)	3	5	13	21
95th Queue (ft)	18	23	38	48
Link Distance (ft)			227	593
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	60		
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 22: 5th Street & State Street

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	56	31
Average Queue (ft)	31	5
95th Queue (ft)	45	24
Link Distance (ft)	593	265
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: 4th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	32	31
Average Queue (ft)	4	5	7
95th Queue (ft)	21	24	27
Link Distance (ft)	562	595	281
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: 4th Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	TR
Maximum Queue (ft)	31	31	74	53
Average Queue (ft)	2	4	8	19
95th Queue (ft)	15	21	36	48
Link Distance (ft)			253	595
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	102	80		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 30

Intersection: 2: 6th Street & Main Street

Movement	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	LTR	TR
Maximum Queue (ft)	24	26	292	290	30	30
Average Queue (ft)	3	1	96	135	4	2
95th Queue (ft)	16	10	246	273	22	15
Link Distance (ft)			285	285	284	584
Upstream Blk Time (%)			0	1		
Queuing Penalty (veh)			1	5		
Storage Bay Dist (ft)	80	50				
Storage Blk Time (%)			8			
Queuing Penalty (veh)			0			

Intersection: 4: Main Street & 9th Street

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	31	69	171	176
Average Queue (ft)	7	11	88	22
95th Queue (ft)	27	46	163	76
Link Distance (ft)		717		240
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165		107	
Storage Blk Time (%)			23	
Queuing Penalty (veh)			9	

Intersection: 5: Main Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Dean Street/9th Street & State Street

Movement	EB	SW
Directions Served	LT	LR
Maximum Queue (ft)	53	85
Average Queue (ft)	17	36
95th Queue (ft)	46	63
Link Distance (ft)	827	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: State Street & 9th Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	26
Average Queue (ft)	1	2
95th Queue (ft)	10	15
Link Distance (ft)	151	430
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: 2nd Street & State Street

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	74	51	74	72	66	92
Average Queue (ft)	30	4	22	18	12	19
95th Queue (ft)	54	22	63	56	41	57
Link Distance (ft)	562	46	598	598	55	55
Upstream Blk Time (%)		1			0	0
Queuing Penalty (veh)		0			0	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 10: 2nd Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	TR	LT	TR
Maximum Queue (ft)	154	400	444	220	446	446	216	155	264	209
Average Queue (ft)	74	198	244	96	351	311	140	89	153	114
95th Queue (ft)	146	369	437	219	512	500	188	174	224	197
Link Distance (ft)		571	571		431	431	357	357	598	598
Upstream Blk Time (%)					6	4				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	85			120						
Storage Blk Time (%)	5	15		1	29					
Queuing Penalty (veh)	27	16		4	32					

Intersection: 14: 7th Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	22	347	349	164	247	259	341	250	160
Average Queue (ft)	5	201	199	72	217	230	242	56	74
95th Queue (ft)	20	312	295	164	272	256	355	147	133
Link Distance (ft)		717	717		230	230	326	326	515
Upstream Blk Time (%)					7	9	4		
Queuing Penalty (veh)					47	62	0		
Storage Bay Dist (ft)	125			95					
Storage Blk Time (%)		17		1	17				
Queuing Penalty (veh)		1		9	17				

Intersection: 15: 7th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	55	32
Average Queue (ft)	1	18	3
95th Queue (ft)	10	47	18
Link Distance (ft)	271	515	336
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: 6th Street & State Street

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	68	74
Average Queue (ft)	33	45
95th Queue (ft)	50	66
Link Distance (ft)	271	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: 5th Street & Main Street

Movement	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	LTR	LTR
Maximum Queue (ft)	30	50	119	151	31	52
Average Queue (ft)	1	7	5	9	14	19
95th Queue (ft)	10	30	41	58	38	47
Link Distance (ft)			269	269	227	593
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50	60				
Storage Blk Time (%)	0	0	0			
Queuing Penalty (veh)	0	0	0			

Intersection: 22: 5th Street & State Street

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	56	31
Average Queue (ft)	13	11
95th Queue (ft)	41	36
Link Distance (ft)	593	265
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: 4th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	32	31
Average Queue (ft)	2	17	8
95th Queue (ft)	15	42	30
Link Distance (ft)	562	595	281
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: 4th Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	TR
Maximum Queue (ft)	50	31	31	32
Average Queue (ft)	12	4	18	17
95th Queue (ft)	39	21	43	43
Link Distance (ft)			253	595
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	102	80		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 230

Intersection: 2: 6th Street & Main Street

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	TR	L	T	TR	LTR	TR
Maximum Queue (ft)	23	8	48	29	51	54	29
Average Queue (ft)	1	1	15	1	2	19	1
95th Queue (ft)	8	4	41	9	17	48	10
Link Distance (ft)		230		285	285	284	584
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	80		50				
Storage Blk Time (%)			2				
Queuing Penalty (veh)			8				

Intersection: 4: Main Street & 9th Street

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	31	49	90	72
Average Queue (ft)	12	7	46	26
95th Queue (ft)	37	32	77	50
Link Distance (ft)		717		240
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165		107	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 5: Main Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Dean Street/9th Street & State Street

Movement	EB	SW
Directions Served	LT	LR
Maximum Queue (ft)	93	64
Average Queue (ft)	21	34
95th Queue (ft)	63	55
Link Distance (ft)	827	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: State Street & 9th Street

Movement	EB
Directions Served	LT
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	151
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: 2nd Street & State Street

Movement	EB	WB	NB
Directions Served	LTR	LTR	LT
Maximum Queue (ft)	76	29	53
Average Queue (ft)	38	2	6
95th Queue (ft)	64	14	32
Link Distance (ft)	562	46	598
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: 2nd Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	TR	LT	TR
Maximum Queue (ft)	154	571	511	94	446	306	182	153	330	260
Average Queue (ft)	33	279	290	34	187	124	110	60	201	155
95th Queue (ft)	95	450	464	70	315	229	167	136	276	251
Link Distance (ft)		571	571		431	431	357	357	598	598
Upstream Blk Time (%)		0			0					
Queuing Penalty (veh)		0			0					
Storage Bay Dist (ft)	85			120						
Storage Blk Time (%)	0	19			19					
Queuing Penalty (veh)	0	8			12					

Intersection: 14: 7th Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	46	371	390	164	233	232	216	94	138
Average Queue (ft)	10	265	277	33	123	137	103	39	71
95th Queue (ft)	35	359	373	81	217	219	184	68	113
Link Distance (ft)		717	717		230	230	326	326	515
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					1	1			
Storage Bay Dist (ft)	125			95					
Storage Blk Time (%)		26			6				
Queuing Penalty (veh)		3			5				

Intersection: 15: 7th Street & State Street

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	50	32
Average Queue (ft)	21	8
95th Queue (ft)	46	31
Link Distance (ft)	515	336
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: 6th Street & State Street

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	68	56
Average Queue (ft)	43	35
95th Queue (ft)	63	54
Link Distance (ft)	271	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: 5th Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	30	30	31	52
Average Queue (ft)	1	3	8	17
95th Queue (ft)	10	15	29	46
Link Distance (ft)			227	593
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50	60		
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 22: 5th Street & State Street

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	52	31
Average Queue (ft)	1	27	5
95th Queue (ft)	10	47	24
Link Distance (ft)	276	593	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 25: 4th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	54	31	31
Average Queue (ft)	9	4	7
95th Queue (ft)	34	21	29
Link Distance (ft)	562	595	281
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: 4th Street & Main Street

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	L	LTR	TR
Maximum Queue (ft)	32	50	31	68	54
Average Queue (ft)	3	2	5	10	28
95th Queue (ft)	17	17	24	37	45
Link Distance (ft)		269		253	595
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	102		80		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 38

Intersection: 2: 6th Street & Main Street

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LTR	TR
Maximum Queue (ft)	29	285	287	30	30
Average Queue (ft)	2	118	139	4	5
95th Queue (ft)	13	261	273	20	22
Link Distance (ft)		285	285	284	584
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		1	1		
Storage Bay Dist (ft)	50				
Storage Blk Time (%)		9			
Queuing Penalty (veh)		0			

Intersection: 4: Main Street & 9th Street

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	55	68	172	240
Average Queue (ft)	11	14	79	42
95th Queue (ft)	40	49	161	142
Link Distance (ft)		717		240
Upstream Blk Time (%)				1
Queuing Penalty (veh)				2
Storage Bay Dist (ft)	165		107	
Storage Blk Time (%)			21	
Queuing Penalty (veh)			8	

Intersection: 5: Main Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Dean Street/9th Street & State Street

Movement	EB	WB	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	86	22	68
Average Queue (ft)	25	1	37
95th Queue (ft)	66	7	60
Link Distance (ft)	827	240	151
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: State Street & 9th Street

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: 2nd Street & State Street

Movement	EB	WB	NB	NB	SB	SB	B11
Directions Served	LTR	LTR	LT	TR	LT	TR	T
Maximum Queue (ft)	69	29	113	86	51	71	23
Average Queue (ft)	39	3	18	17	15	11	1
95th Queue (ft)	61	17	65	51	47	42	7
Link Distance (ft)	562	46	598	598	55	55	252
Upstream Blk Time (%)		0			0	0	
Queuing Penalty (veh)		0			0	0	
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 10: 2nd Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	TR	LT	TR
Maximum Queue (ft)	154	387	434	220	446	446	249	192	312	252
Average Queue (ft)	100	213	243	69	386	339	145	89	162	120
95th Queue (ft)	170	375	425	162	520	516	205	176	224	191
Link Distance (ft)		571	571		431	431	357	357	598	598
Upstream Blk Time (%)					9	7				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	85			120						
Storage Blk Time (%)	20	10			30					
Queuing Penalty (veh)	109	12			34					

Intersection: 14: 7th Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	44	366	381	164	251	247	341	112	154
Average Queue (ft)	1	224	224	81	219	227	250	47	78
95th Queue (ft)	15	343	365	179	284	264	361	90	132
Link Distance (ft)		717	717		230	230	326	326	515
Upstream Blk Time (%)					7	9	3		
Queuing Penalty (veh)					48	64	0		
Storage Bay Dist (ft)	125			95					
Storage Blk Time (%)		20		3	17				
Queuing Penalty (veh)		1		19	17				

Intersection: 15: 7th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	54	32
Average Queue (ft)	1	6	4
95th Queue (ft)	10	28	22
Link Distance (ft)	271	515	336
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: 6th Street & State Street

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	77	80
Average Queue (ft)	34	46
95th Queue (ft)	55	68
Link Distance (ft)	271	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: 5th Street & Main Street

Movement	EB	WB	WB	NB	SB
Directions Served	L	T	TR	LTR	LTR
Maximum Queue (ft)	30	94	78	72	52
Average Queue (ft)	1	4	5	19	22
95th Queue (ft)	10	33	30	57	48
Link Distance (ft)		269	269	227	593
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 22: 5th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	50	31
Average Queue (ft)	1	20	17
95th Queue (ft)	10	46	42
Link Distance (ft)	274	593	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 25: 4th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	32	31
Average Queue (ft)	1	12	3
95th Queue (ft)	10	38	16
Link Distance (ft)	562	595	281
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: 4th Street & Main Street

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	L	LTR	TR
Maximum Queue (ft)	31	22	50	54	53
Average Queue (ft)	6	1	10	19	22
95th Queue (ft)	26	7	36	45	49
Link Distance (ft)		269		253	595
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	102		80		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 316

Intersection: 2: 6th Street & Main Street

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	TR
Maximum Queue (ft)	21	49	88	54	29
Average Queue (ft)	1	12	5	22	2
95th Queue (ft)	7	39	39	48	14
Link Distance (ft)			285	284	584
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	80	50			
Storage Blk Time (%)		1			
Queuing Penalty (veh)		4			

Intersection: 4: Main Street & 9th Street

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	32	38	131	65
Average Queue (ft)	14	3	56	24
95th Queue (ft)	40	21	108	51
Link Distance (ft)		717		240
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	165		107	
Storage Blk Time (%)			4	
Queuing Penalty (veh)			2	

Intersection: 5: Main Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Dean Street/9th Street & State Street

Movement	EB	SW
Directions Served	LT	LR
Maximum Queue (ft)	74	88
Average Queue (ft)	26	35
95th Queue (ft)	65	60
Link Distance (ft)	827	151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: State Street & 9th Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	26
Average Queue (ft)	2	12
95th Queue (ft)	15	32
Link Distance (ft)	151	430
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: 2nd Street & State Street

Movement	EB	NB	SB	SB
Directions Served	LTR	LT	LT	TR
Maximum Queue (ft)	129	73	52	17
Average Queue (ft)	47	15	4	1
95th Queue (ft)	83	51	22	6
Link Distance (ft)	562	598	55	55
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: 2nd Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	TR	LT	TR
Maximum Queue (ft)	155	524	571	219	355	372	185	146	326	269
Average Queue (ft)	41	360	376	75	204	157	124	55	223	147
95th Queue (ft)	121	519	530	199	316	298	180	125	312	231
Link Distance (ft)		571	571		431	431	357	357	598	598
Upstream Blk Time (%)			0							
Queuing Penalty (veh)			1							
Storage Bay Dist (ft)	85			120						
Storage Blk Time (%)	0	29			21					
Queuing Penalty (veh)	0	12			13					

Intersection: 14: 7th Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	59	418	430	104	190	230	258	55	200
Average Queue (ft)	6	191	188	43	55	64	117	32	85
95th Queue (ft)	32	312	321	87	145	177	197	59	158
Link Distance (ft)		717	717		230	230	326	326	515
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)	125			95					
Storage Blk Time (%)		13		1	2				
Queuing Penalty (veh)		2		2	1				

Intersection: 15: 7th Street & State Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	53	54	50
Average Queue (ft)	2	5	21	23
95th Queue (ft)	11	26	46	47
Link Distance (ft)	528	271	515	336
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: 6th Street & State Street

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	74	77
Average Queue (ft)	41	39
95th Queue (ft)	61	59
Link Distance (ft)	271	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: 5th Street & Main Street

Movement	EB	EB	EB	WB	NB	SB
Directions Served	L	T	TR	L	LTR	LTR
Maximum Queue (ft)	30	63	91	31	54	76
Average Queue (ft)	3	2	3	2	8	25
95th Queue (ft)	18	21	30	14	33	57
Link Distance (ft)		285	285		227	593
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50			60		
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

Intersection: 22: 5th Street & State Street

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	72	31
Average Queue (ft)	31	6
95th Queue (ft)	55	26
Link Distance (ft)	593	265
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: 4th Street & State Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	53	57	31
Average Queue (ft)	2	4	8	8
95th Queue (ft)	14	23	33	31
Link Distance (ft)	274	562	595	281
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 26: 4th Street & Main Street

Movement	EB	EB	EB	WB	NB	SB
Directions Served	L	T	TR	L	LTR	TR
Maximum Queue (ft)	31	55	72	50	31	54
Average Queue (ft)	1	2	4	5	8	25
95th Queue (ft)	10	18	30	25	31	52
Link Distance (ft)		269	269		253	595
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	102			80		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 39

Intersection: 2: 6th Street & Main Street

Movement	EB	WB	WB	NB	SB
Directions Served	L	T	TR	LTR	TR
Maximum Queue (ft)	24	293	306	30	30
Average Queue (ft)	3	96	106	4	8
95th Queue (ft)	16	259	258	20	29
Link Distance (ft)		285	285	284	584
Upstream Blk Time (%)		0	1		
Queuing Penalty (veh)		2	4		
Storage Bay Dist (ft)	80				
Storage Blk Time (%)		8			
Queuing Penalty (veh)		0			

Intersection: 4: Main Street & 9th Street

Movement	EB	WB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	31	39	56	172	264
Average Queue (ft)	5	1	13	106	67
95th Queue (ft)	22	13	46	182	216
Link Distance (ft)		717	717		251
Upstream Blk Time (%)					6
Queuing Penalty (veh)					7
Storage Bay Dist (ft)	165			107	
Storage Blk Time (%)				36	0
Queuing Penalty (veh)				15	0

Intersection: 5: Main Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Dean Street/9th Street & State Street

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	139	89
Average Queue (ft)	26	40
95th Queue (ft)	81	67
Link Distance (ft)	822	165
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: State Street & 9th Street

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	11
95th Queue (ft)	32
Link Distance (ft)	430
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: 2nd Street & State Street

Movement	EB	WB	NB	NB	SB	SB	B11	B11
Directions Served	LTR	LTR	LT	TR	LT	TR	T	T
Maximum Queue (ft)	56	27	109	96	69	69	49	46
Average Queue (ft)	36	4	32	22	18	14	2	3
95th Queue (ft)	56	17	73	65	53	48	16	20
Link Distance (ft)	562	46	598	598	55	55	252	252
Upstream Blk Time (%)		0			0	0		
Queuing Penalty (veh)		0			0	0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 10: 2nd Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	TR	LT	TR
Maximum Queue (ft)	154	387	393	220	470	446	224	193	228	222
Average Queue (ft)	107	192	225	94	382	351	148	82	160	128
95th Queue (ft)	176	374	413	224	539	493	203	165	237	206
Link Distance (ft)		571	571		431	431	357	357	598	598
Upstream Blk Time (%)					12	9				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	85			120						
Storage Blk Time (%)	27	12		1	30					
Queuing Penalty (veh)	143	14		6	35					

Intersection: 14: 7th Street & Main Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	42	353	318	164	252	256	341	95	182
Average Queue (ft)	6	225	200	86	202	213	248	44	89
95th Queue (ft)	24	337	306	176	284	280	337	75	150
Link Distance (ft)		717	717		230	230	326	326	515
Upstream Blk Time (%)					6	7	1		
Queuing Penalty (veh)					43	54	0		
Storage Bay Dist (ft)	125			95					
Storage Blk Time (%)		19		5	15				
Queuing Penalty (veh)		2		31	15				

Intersection: 15: 7th Street & State Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	55	55	53
Average Queue (ft)	1	3	23	19
95th Queue (ft)	10	21	58	46
Link Distance (ft)	528	271	515	336
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: 6th Street & State Street

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	75	94
Average Queue (ft)	38	44
95th Queue (ft)	58	68
Link Distance (ft)	271	276
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: 5th Street & Main Street

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	TR	LTR	LTR
Maximum Queue (ft)	31	100	90	52	74
Average Queue (ft)	5	8	8	17	22
95th Queue (ft)	22	46	42	45	57
Link Distance (ft)		269	269	227	593
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	60				
Storage Blk Time (%)		1			
Queuing Penalty (veh)		0			

Intersection: 22: 5th Street & State Street

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	32	31
Average Queue (ft)	1	17	14
95th Queue (ft)	10	43	39
Link Distance (ft)	276	593	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 25: 4th Street & State Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	31	31
Average Queue (ft)	2	20	10
95th Queue (ft)	15	44	34
Link Distance (ft)	562	595	281
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: 4th Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	TR
Maximum Queue (ft)	31	52	31	32
Average Queue (ft)	7	11	12	18
95th Queue (ft)	26	37	37	43
Link Distance (ft)			253	595
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	102	80		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 373