

PROJECT HEARTLAND

Traffic Impact Study

Coal City, Illinois

July 2026

Prepared for:

Aligned Data Centers, Inc.

Kimley»Horn

LIST OF EXHIBITS

Exhibit A1. Conceptual Intersection Improvements.....	3
Exhibit 1. Site Location Map	5
Exhibit 2. Roadway Jurisdiction Map	8
Exhibit 3. Roadway Functional Classification Map	9
Exhibit 4. Existing (2026) Traffic Volumes	11
Exhibit 5. Site Trip Assignment – Peak Construction (Operational Traffic).....	17
Exhibit 6. Site Trip Assignment – Peak Construction (Construction Traffic)	18
Exhibit 7. Site Trip Assignment – Peak Construction (Total)	19
Exhibit 8. Site Trip Assignment – Operational	20
Exhibit 9. No-Build (2037) Traffic Projections	22
Exhibit 10. No-Build (2038) Traffic Projections	23
Exhibit 11. Build (2037) Peak Construction Traffic Projections	24
Exhibit 12. Build (2038) Operational Traffic Projections.....	25

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Aligned Data Centers, Inc. to prepare a traffic impact study for a proposed data center development and unmanned public utility substation located on the southeast corner of Reed Road/Carbon Hill Road in Coal City, Illinois. The proposed development includes nine buildings, totaling approximately 3,226,566 square feet.

Access to the proposed data center development would be provided via one, new full-access driveway along Reed Road, approximately 1,350 feet east of Carbon Hill Road. Construction traffic and operational traffic would utilize the data center development driveway. Additionally, two service driveways would be provided along Reed Road, east of the main site access, to facilitate access to a public utility substation which immediately adjoins the data center on the northeast. The unmanned public utility substation is expected to have minimal daily trips after construction completion, as driveways will only be used for maintenance and monitoring. The public utility substation service driveways are not expected to impact the area roadways.

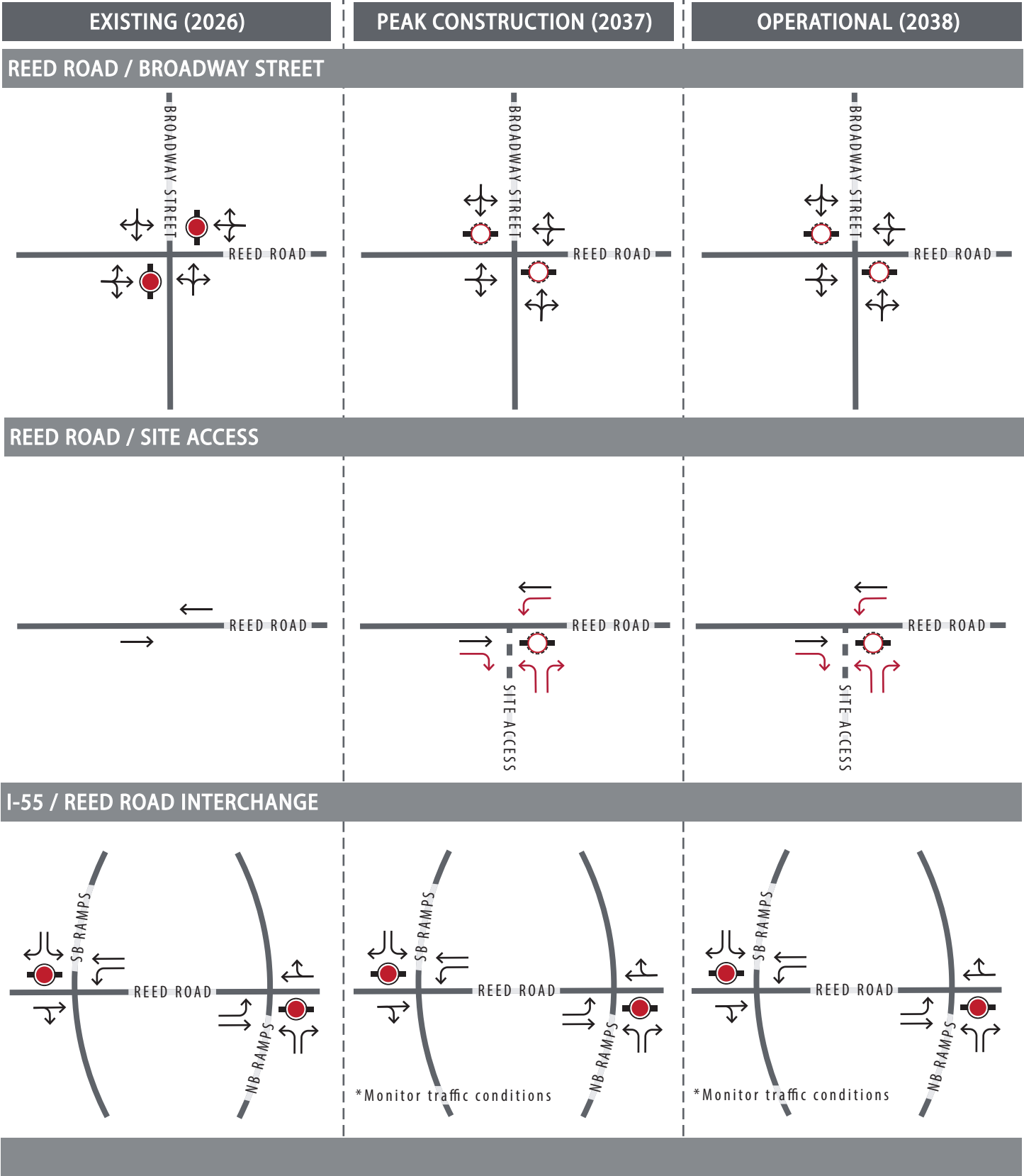
The development is anticipated to be at peak construction in 2032 and fully operational by 2033. Therefore, conditions were analyzed for 2037 and 2038 which reflects a build-plus-five scenario, per typical Illinois Department of Transportation (IDOT) standards.

This traffic impact study evaluates existing and future traffic conditions for intersections in the study area the proposed site access driveways following redevelopment of the subject site. Future traffic conditions were evaluated for the anticipated construction peak and following full buildout when the site is fully operational, as outlined below.

- Construction Peak (2037): Assumes seven buildings, totaling approximately 2,369,400 SF, are operational while the final two are under construction, representing the highest anticipated site-generated traffic
- Operational (2038): All nine buildings are operational, totaling 3,226,566 square feet.

Based on projected traffic volumes, the following improvements were identified and should be installed under Peak Construction (2037) conditions. At the Reed Road/Broadway Street intersection, the two-way stop control configuration should be modified to allow Reed Road to operate under free-flow condition, while Broadway Street operates under stop control. At Reed Road/Site Access, an eastbound right-turn lane and westbound left-turn lane, each with a 220-foot storage lane and a 215-foot taper, should be installed. Furthermore, traffic conditions at the I-55/Reed Road interchange should be monitored during construction.

These study results and key findings are discussed in more detail in the *Recommendations & Conclusions* section of this report.



Existing Geometrics
 Mitigated Geometrics

Existing Stop Sign
 Existing Roadway

Proposed Stop Sign
 Future Roadway

1. INTRODUCTION

Kimley-Horn was retained to conduct a traffic impact study (TIS) for a proposed data center development and unmanned public utility substation located on the southeast corner of the Reed Road/Carbon Hill Road intersection in Coal City, Illinois. The site is bound by Reed Road to the north and Carbon Hill Road to the west. The development is expected to consist of nine buildings, totaling approximately 3,226,566 square feet (SF). Access to the data center development would be provided via a new full-access driveway along Reed Road, approximately 1,350 feet east of Carbon Hill Road. Additionally, two service driveways would be located along Reed Road, east of the main site access, to provide access to the public utility substation. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1**.

As part of this study, the existing roadway network was analyzed to determine current operations at the study intersections. Projected traffic associated with the proposed development during both the peak construction and operational phases of the development was established and added to background traffic projections to assess the site's potential impact on the area roadway network. Peak construction of the site was assumed to occur in 2032 and be fully operational by 2033; therefore, Year 2037 and 2038 (build-plus-five-years) traffic conditions were analyzed, consistent with Illinois Department of Transportation (IDOT) standards.

This report presents and documents the study methodology and data collection, summarizes the evaluation of traffic conditions on the surrounding intersections and roadways, and identifies recommendations, as appropriate, to address potential impacts of site-generated traffic on the adjacent roadway network.



2. EXISTING CONDITIONS

Kimley-Horn reviewed the subject site characteristics including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway attributes. Roadway jurisdiction is illustrated in **Exhibit 2**, while roadway classification is shown in **Exhibit 3**.

Area Land Uses & Connectivity

The subject property is currently undeveloped agricultural land. The site is bound by Carbon Hill Road to the west and Reed Road to the north. Undeveloped agricultural land is located immediately on all sides of the site.

Regional access is provided via Interstate 55 (I-55), located approximately three miles east of the site. Interstate 55 provides north-south access across the state of Illinois. A full interchange is provided at IL 113 and Reed Road. IL 113, located approximately one and a half miles north of the site, provides east-west regional connectivity. Reed Road, located along the southern boundary of the site, provides local east-west connectivity.

Existing Roadway Characteristics

Interstate 55 (I-55) is a north-south divided highway located approximately three miles east of the site. The Illinois Department of Transportation (IDOT) classifies I-55 as an Interstate under IDOT jurisdiction. In the site vicinity, I-55 provides two travel lanes in each direction. A full interchange with I-55 is provided via Reed Road, approximately three miles east of the site, and IL 113, approximately 4.5 miles northeast of the site. The Reed Road interchange and the northbound ramps of the IL 113 interchange operate under unsignalized control, while the southbound ramps of the IL 113 interchange operate under signalized control. The posted speed limit is 70 miles per hour (mph).

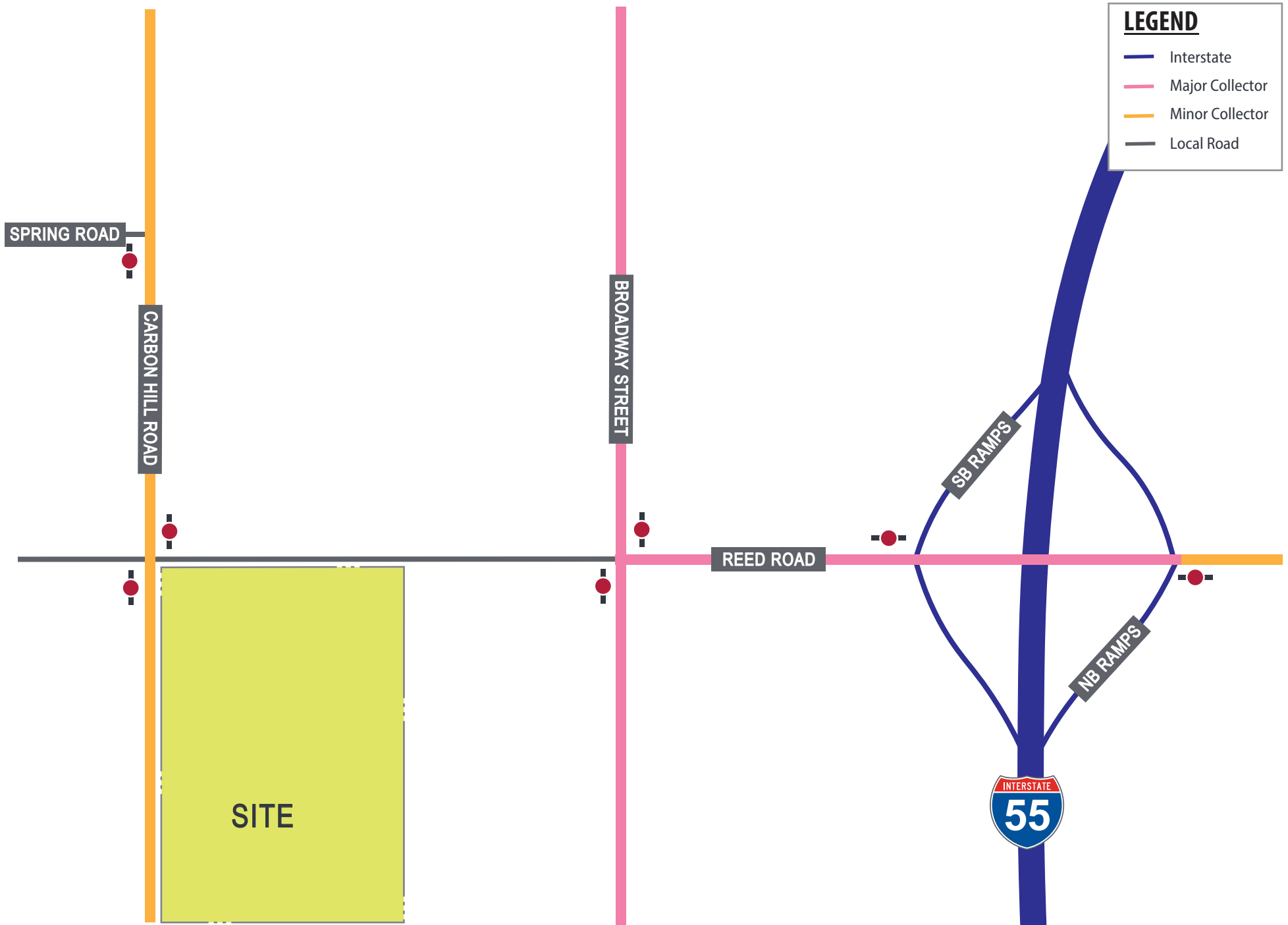
Reed Road is an east-west roadway located along the southern boundary of the site. Reed Road provides one travel lane in each direction. East of Broadway Street, Reed Road is classified as a Major Collector and is under the jurisdiction of Grundy County. West of Broadway Street, Reed Road is classified as a Local Road. Between Broadway Street and Carbon Hill Road, Reed Road is under the jurisdiction of Braceville Township. West of Carbon Hill Road, Reed Road is under the jurisdiction of Maine Township. Reed Road provides an unsignalized interchange with I-55 approximately three miles east of the site. At its respective unsignalized intersections with Broadway Street, Carbon Hill Road, Jugtown Road, and Gorman Road, Reed Road operates under minor-leg stop control and provides a shared left/through/right lane on each leg. The posted speed limit is 45 mph.

Broadway Street is a north-south roadway located approximately one mile east of the site. Broadway Street provides one travel lane in each direction. Through the project vicinity, Broadway Street is classified as a Major Collector. South of Spring Road, Broadway Street is under the jurisdiction of Grundy County and north of Spring Road is under the jurisdiction of the Village of Coal City. At its unsignalized intersection with Reed Road, Broadway Street operates under free-flow condition and provides a shared left/through/right lane on each leg. South of Spring Road, the posted speed limit is 55 mph.

Carbon Hill Road is a north-south roadway located along the eastern boundary of the site. Carbon Hill Road provides one travel lane in each direction. South of IL 113, Carbon Hill Road is classified as a Minor Collector, and north of IL 113, is classified as a Local Road. Between IL 113 and Spring Road, Carbon Hill Road is under the jurisdiction of the Village of Coal City. South of Spring Road, Carbon Hill Road is under the jurisdiction of Braceville Township. At its respective unsignalized intersections with Reed Road and Spring Road, Carbon Hill Road operates under free-flow condition and provides a shared left/through/right lane on each leg. North of Spring Road, the posted speed limit is 35 mph. South of Spring Road, a speed limit of 55 mph was assumed.

Spring Road is a north-south roadway located approximately one-half mile north of the site. Spring Road provides one travel lane in each direction. Spring Road is classified as a Minor Collector and is under the jurisdiction of Maine Township. At its intersection with Jugtown Road Spring Road operates under minor-leg stop control and provides a shared left/through/right lane on each leg. At its T-intersection with Carbon Hill Road, Spring Road operates under minor-leg stop control and provides a shared left-turn/right-turn lane on the west leg. There is no posted speed limit; therefore, a posted speed limit of 45 mph was assumed.





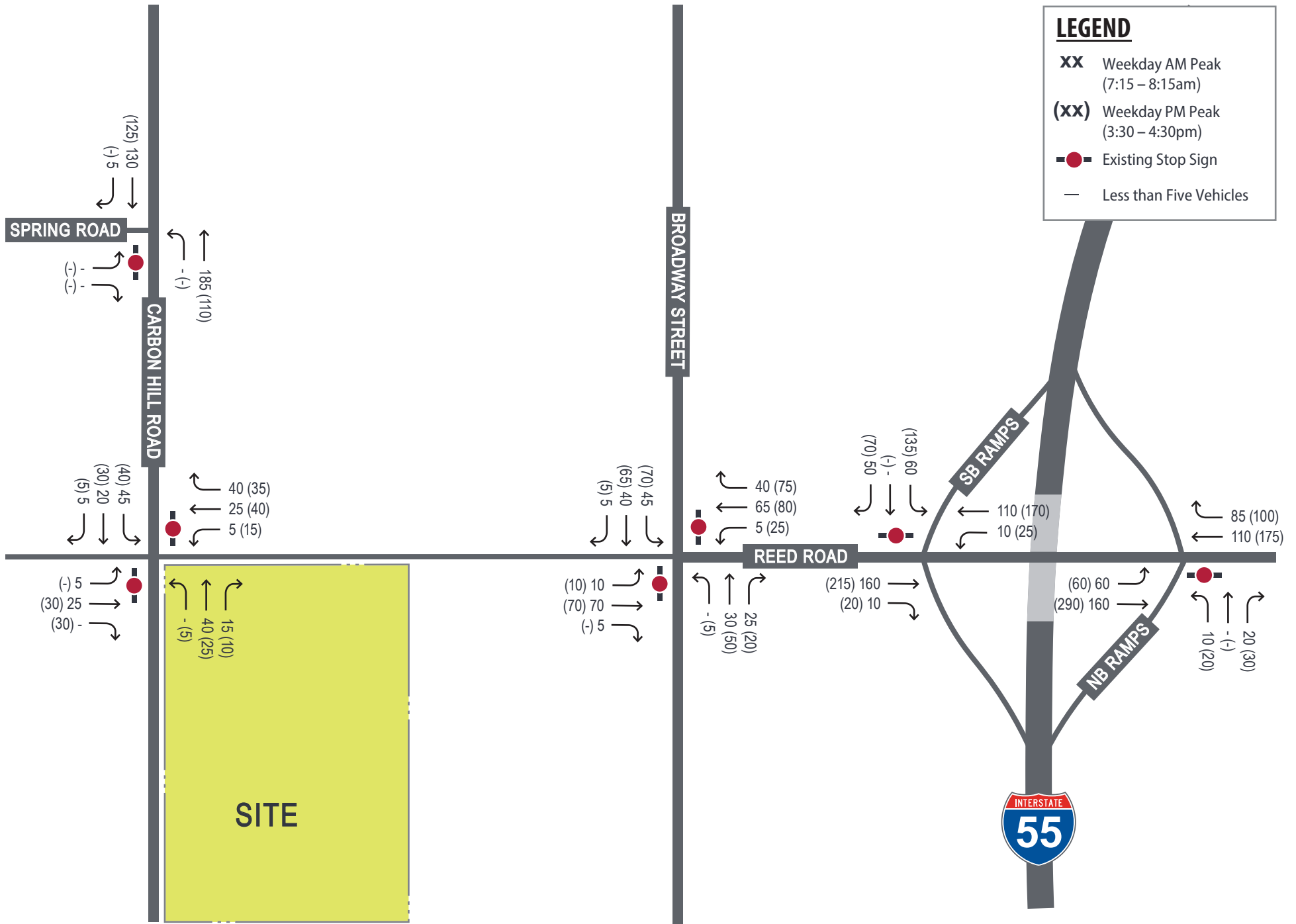
Traffic Count Data

Turning movement count data was collected in May 2026 at the following intersections. The counts were conducted on a typical weekday from 6:00 to 9:00AM and 3:00 to 6:00PM. These periods coincide with the typical peak traffic periods of the surrounding roadway network.

- I-55 Northbound (NB) Ramps / Reed Road
- I-55 Southbound (SB) Ramps / Reed Road
- Reed Road / Broadway Street
- Reed Road / Carbon Hill Road
- Carbon Hill Road / Spring Road

The traffic count data indicates that weekday peak traffic volumes occur within the study area from 7:15 to 8:15AM and 3:30 to 4:30PM.

For purposes of this analysis, the existing peak hour volumes were rounded to the nearest multiple of five and balanced between intersections with one exception. Due to multiple uncounted roadways between I-55 SB Ramps and Broadway Street, existing traffic volumes were not balanced between Reed Road/Broadway Street and I-55 SB Ramps/Reed Road. Existing peak traffic volumes are presented in **Exhibit 4**. A summary of the count data is provided in the appendix.



Existing Capacity Analysis

Capacity analyses were conducted to assess existing and future build operating conditions at the study intersections during the weekday and Saturday midday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated) conditions. The lowest LOS grade typically accepted by jurisdictional agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions¹

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**.

Table 2.2 Level of Service Grading Criteria

Level of Service ¹	Average Control Delay (s/veh) at Unsignalized Intersections
A	0 – 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F ²	> 50

¹Highway Capacity Manual, 7th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, the results of the capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results are based on Synchro's HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 2.3 Existing (2026) Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
I-55 NB Ramps / Reed Road △				
Eastbound (Left)	8	A	8	A
Northbound	10+	B	12	B
I-55 SB Ramps / Reed Road △				
Westbound (Left)	8	A	8	A
Southbound	10+	B	13	B
Reed Road / Broadway Street △				
Eastbound	11	B	13	B
Westbound	10+	B	12	B
Northbound (Left)	7	A	7	A
Southbound (Left)	7	A	8	A
Reed Road / Carbon Hill Road △				
Eastbound	10+	B	10+	B
Westbound	10-	A	10+	B
Northbound (Left)	7	A	7	A
Southbound (Left)	7	A	7	A
Carbon Hill Road / Spring Road △				
Eastbound	10-	A	9	A
Northbound (Left)	8	A	8	A

△ Minor-Leg Stop-Controlled Intersection

Under existing conditions, all movements and approaches operate acceptably at LOS B or better. The 95th percentile queues at each intersection are approximately one vehicle (25 feet) or less.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed development plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The proposed data center development plan includes nine buildings totaling approximately 3,226,566 square feet square feet (SF). Access to the site would be provided via a new, full-access driveway located on Reed Road, approximately 1,350 feet east of Carbon Hill Road. The access would be used for construction and operational traffic. The development is expected to be completed in phases, with the site anticipated to be fully constructed and operational by 2033. A copy of the site plan is provided in the **Appendix**.

In addition to the data center buildings, there is an unmanned public utility substation which immediately adjoins the data center to the northeast. This substation is expected to generate nominal traffic related only to maintenance and monitoring, and is not expected to impact the area roadways.

Trip Generation

Given the phased construction schedule, the site is expected to generate two types of traffic. Different levels of traffic with different characteristics and trip generation rates are expected for buildings under construction compared to those that are fully operational, as outlined below.

Construction Site Traffic

Construction trip generation for the site was estimated based on information provided by the project developer. During peak construction, up to 900 construction workers are expected on site daily, arriving and departing in two shifts with staggered start and end times from 5:00 – 7:00 AM in the morning and 3:00 – 5:00 PM in the evening. For the purposes of this analysis, it was assumed that one-half of the total workers (450 workers) would arrive and depart the site during the peak hours. It was assumed that each worker would drive to/from the site individually, with no carpooling between workers, which is a conservative assumption.

The project developer also provided information regarding the expected construction deliveries on site. During the peak of construction, the site expects approximately 40 truck deliveries daily. These deliveries would likely be distributed throughout the day, largely outside of the morning or evening peak hours. However, to provide a conservative analysis, all truck arrivals and departures were assumed to occur during the morning peak hour.

Table 3.1 summarizes the estimated daily and peak hour trip generation rates for building construction conditions.

Table 3.1 Empirical Trip Generation Rates - Data Center (Construction Phase)

Vehicle Type	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Passenger Vehicles	1,800	450	-	450	-	450	450
Construction Trucks	80	40	40	80	-	-	-
Total	1,880	490	40	530	-	450	450

Operational Site Traffic

In order to calculate operational trips generated by the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed land use and vehicle types are shown in **Table 3.2**. A copy of the ITE data is provided in the appendix.

Table 3.2. ITE Trip Generation Rates - Data Center (Operational Phase)

Vehicle Type	Unit	Site-Generated Trips (Weekday)		
		Daily	AM Peak	PM Peak
Passenger Vehicles	1,000 SF	0.73X 50% in/50% out	0.07X 71% in/29% out	0.05X 19% in/81% out

X - 1,000 Square Feet (SF)

Over the course of construction, the site is anticipated to generate the highest amount of traffic during the construction of Buildings 8-9, after Buildings 1 – 7 are operational. **Table 3.3** summarizes the site-generated traffic for the proposed data center development under the peak traffic conditions, as well as the full buildout of the site when all nine buildings are constructed and operational.

Table 3.3 Site-Generated Traffic Projections – Construction Peak and Operational Conditions

Use	Vehicle Type	Weekday						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Peak Construction (Buildings 1 – 7 Operational, Buildings 8 – 9 Under Construction)								
7 Operational Buildings	Cars	1,730	120	50	170	25	95	120
2 Buildings Under Construction	Cars	1,800	450	-	450	-	450	450
2 Buildings Under Construction	Trucks	80	40	40	80	-	-	-
Peak Construction Total Traffic		3,610	610	90	700	25	545	570
Full Buildout (Buildings 1 – 9 Operational)								
9 Operational Buildings	Cars	2,360	160	65	225	30	130	160

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system.

For the purposes of estimating the distribution characteristics of the proposed development, existing traffic distribution and workforce home location data was reviewed for the study area. Using the existing traffic counts and the latest 2023 U.S. Census origin destination employment statistics, the distribution of operational traffic was estimated. A copy of the U.S. Census statistics is provided in the appendix.

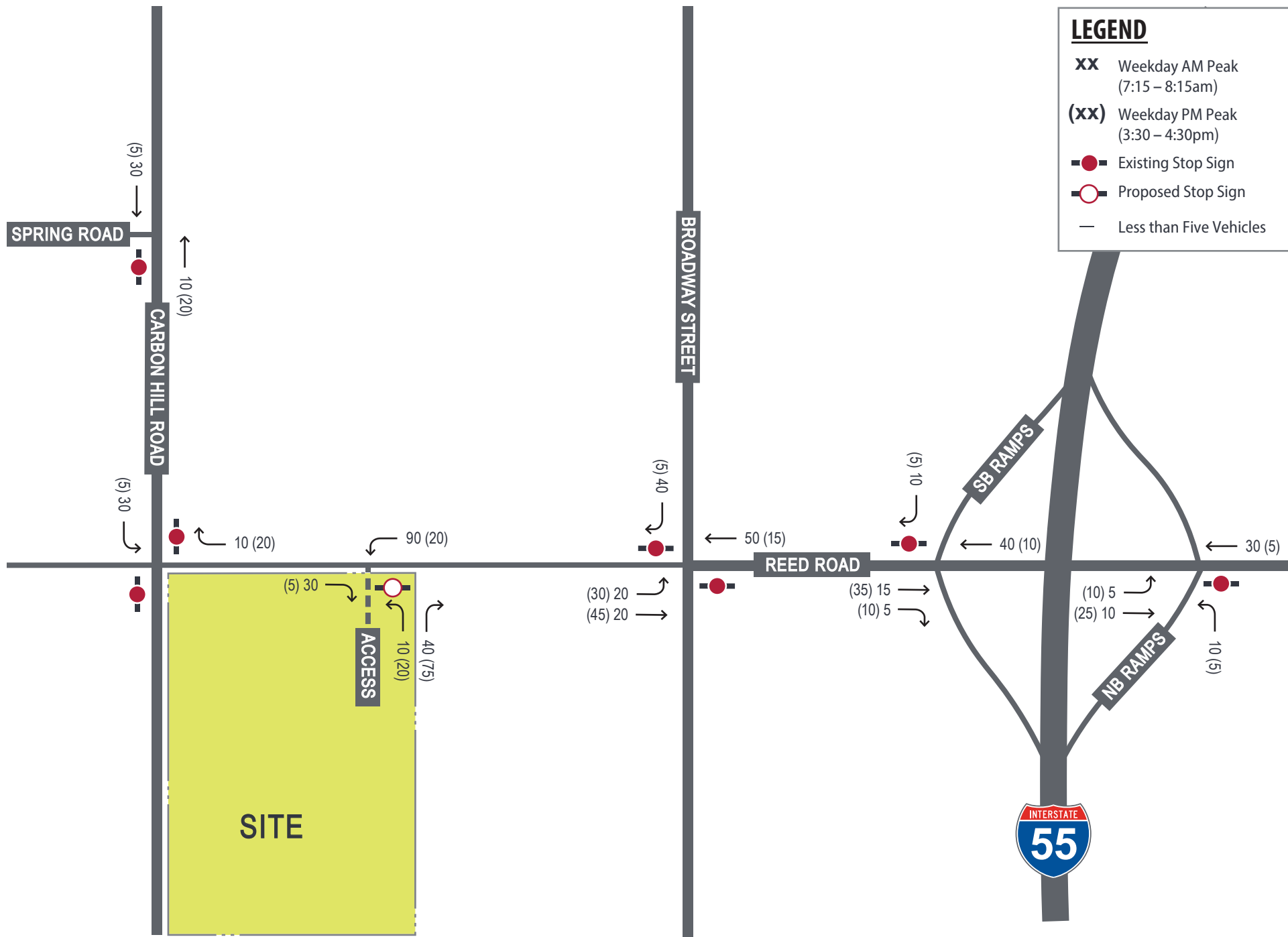
As construction traffic will draw employment from a larger surrounding area (Joliet, Channahon, Morris), the distribution of construction traffic was estimated based on major employment pool locations and information provided by the project developer regarding anticipated supplier locations and routes.

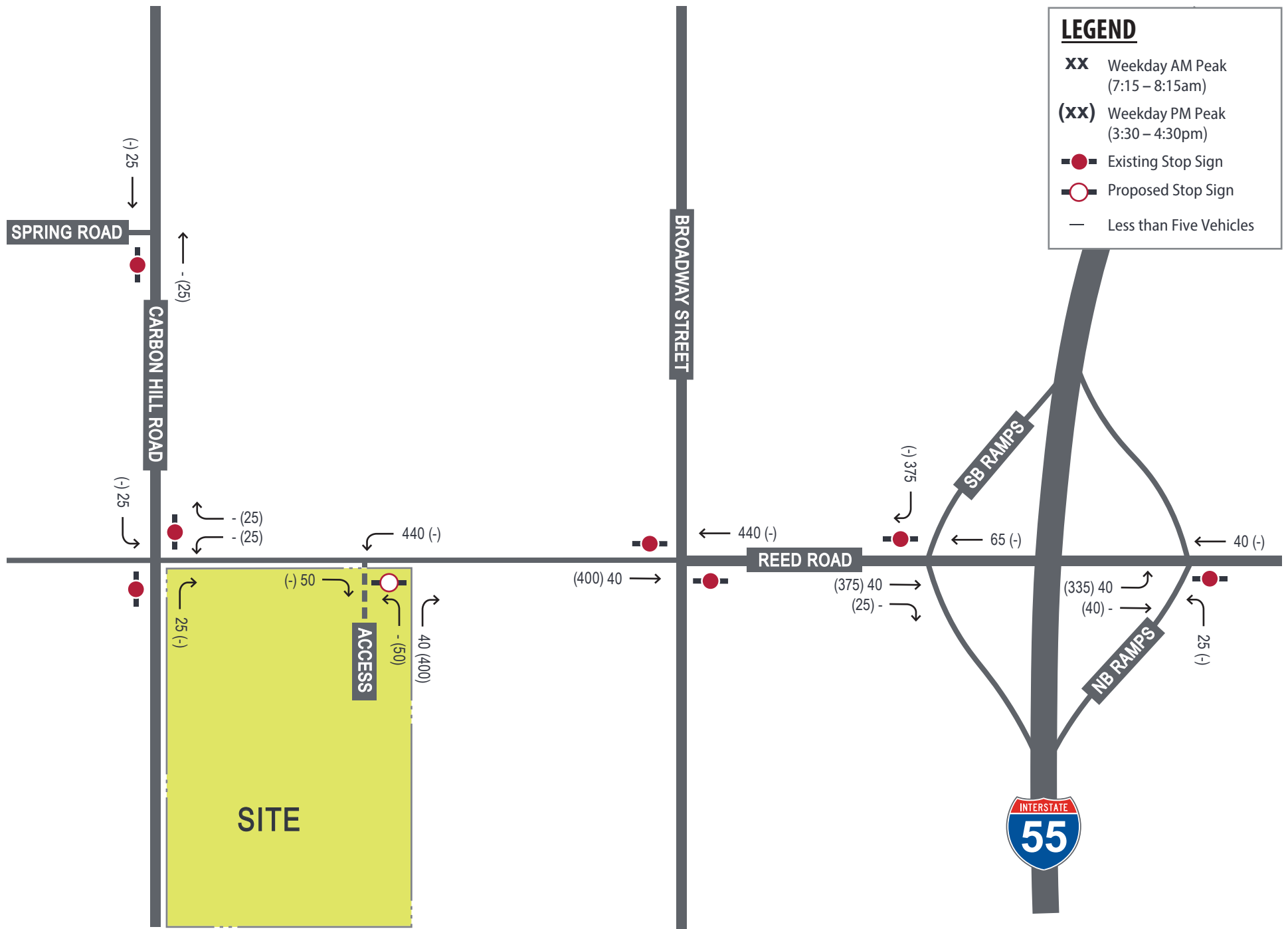
Table 3.4 presents the anticipated directional distribution from which vehicles travel to and from the site during the operational and construction phases.

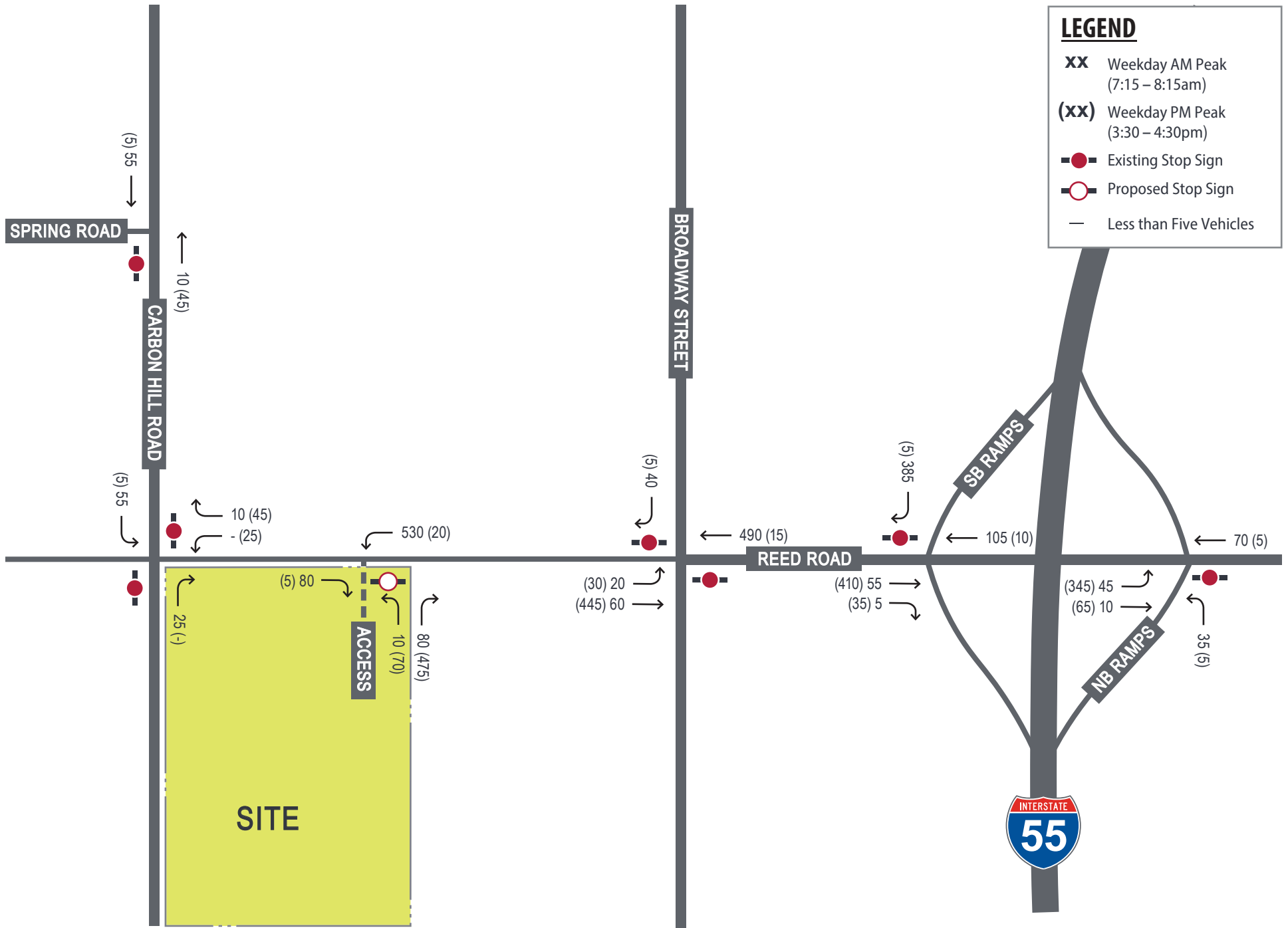
Table 3.4 Estimated Trip Distribution

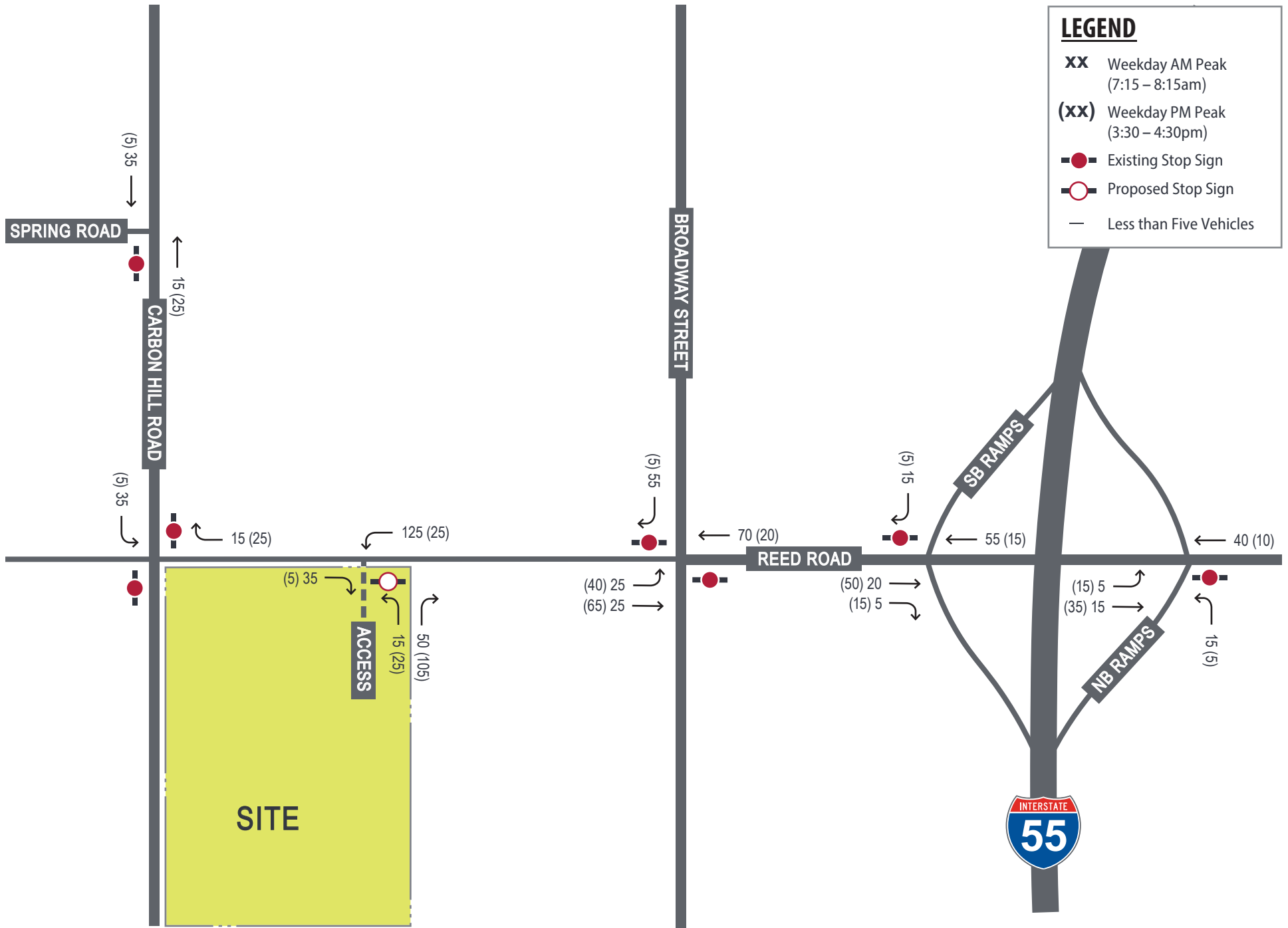
Traveling to/from	Trip Distribution Percentages		
	Construction		Operational
	Cars	Trucks	
North on I-55	75%	100%	10%
South on I-55	5%	-	10%
North on Carbon Hill Road	5%	-	20%
South on Carbon Hill Road	5%	-	-
North on Broadway Street	-	-	35%
East on Reed Road	10%	-	25%
Total	100%	100%	100%

The site traffic assignment, representing traffic volumes associated with the proposed development at the study intersections, is a function of the estimated trip generation (Table 3.3) and the directional distribution (Table 3.4). The resulting operational- and construction-related site trip assignment for the peak construction phase are depicted in **Exhibit 5** and **6**, respectively. The total peak construction site trip assignment is illustrated in **Exhibit 7**. For full buildout of the site, when all buildings are operational, the anticipated site trip assignment is depicted in **Exhibit 8**.









4. FUTURE CONDITIONS

This section of the report develops future traffic projections for analysis. The development was assumed to be completed in phases, with buildings expected to gradually be occupied and operational, as they are constructed. The peak traffic scenario is expected to occur in 2032, while Buildings 1 – 7 are operational and during the construction of Buildings 8 – 9. The site is expected to be fully constructed and operational by 2033. Therefore, conditions were analyzed for 2037 and 2038 which reflects a build-plus-five scenario, per typical Illinois Department of Transportation (IDOT) standards.

Future No-Build Traffic Projections

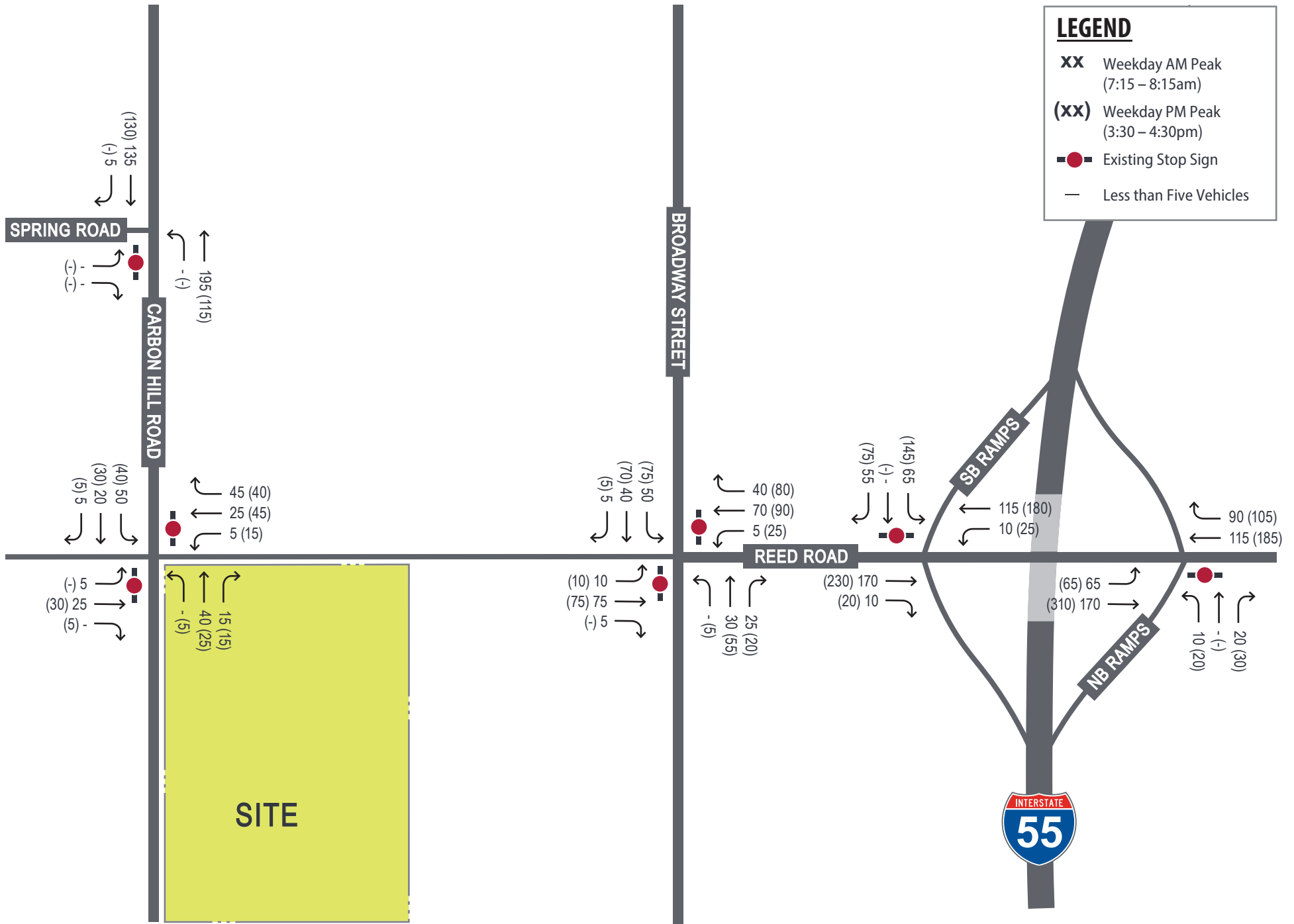
Based on historical average annual daily traffic (AADT) from IDOT *Traffic Viewer*, traffic within the site vicinity has experienced a decline of approximately 0.27 percent. For purposes of a conservative analysis, an annual compounded growth rate of 0.50 percent was applied for a period of eleven and twelve years to reflect traffic growth between the existing (2026) traffic counts and peak construction and full buildout conditions in 2037 and 2038, respectively. The resulting traffic projections for Future (2037) No-Build conditions and Future (2038) No-Build conditions are presented in **Exhibit 9** and **Exhibit 10**, respectively.

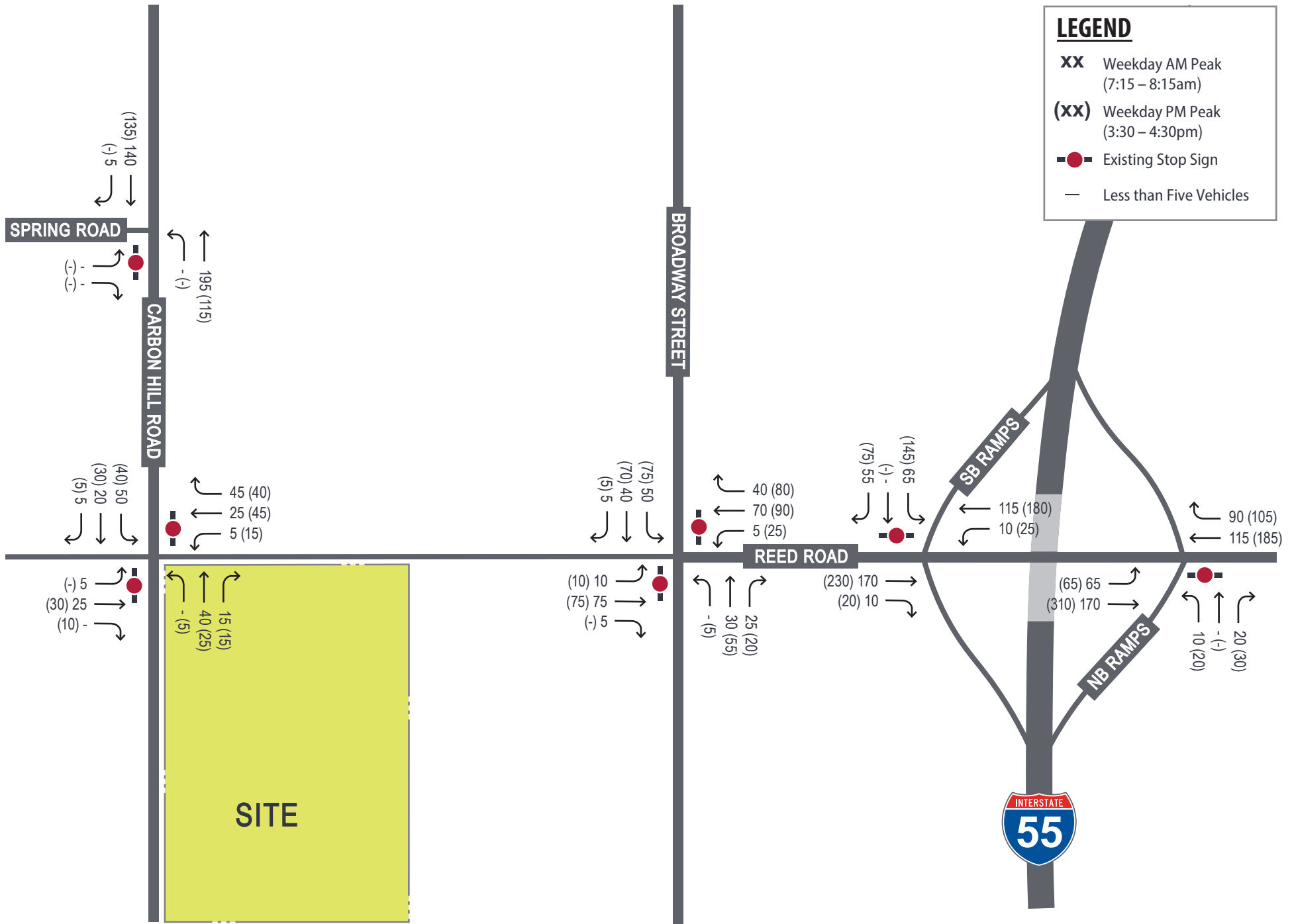
Future (2037) Peak Construction Traffic Projections

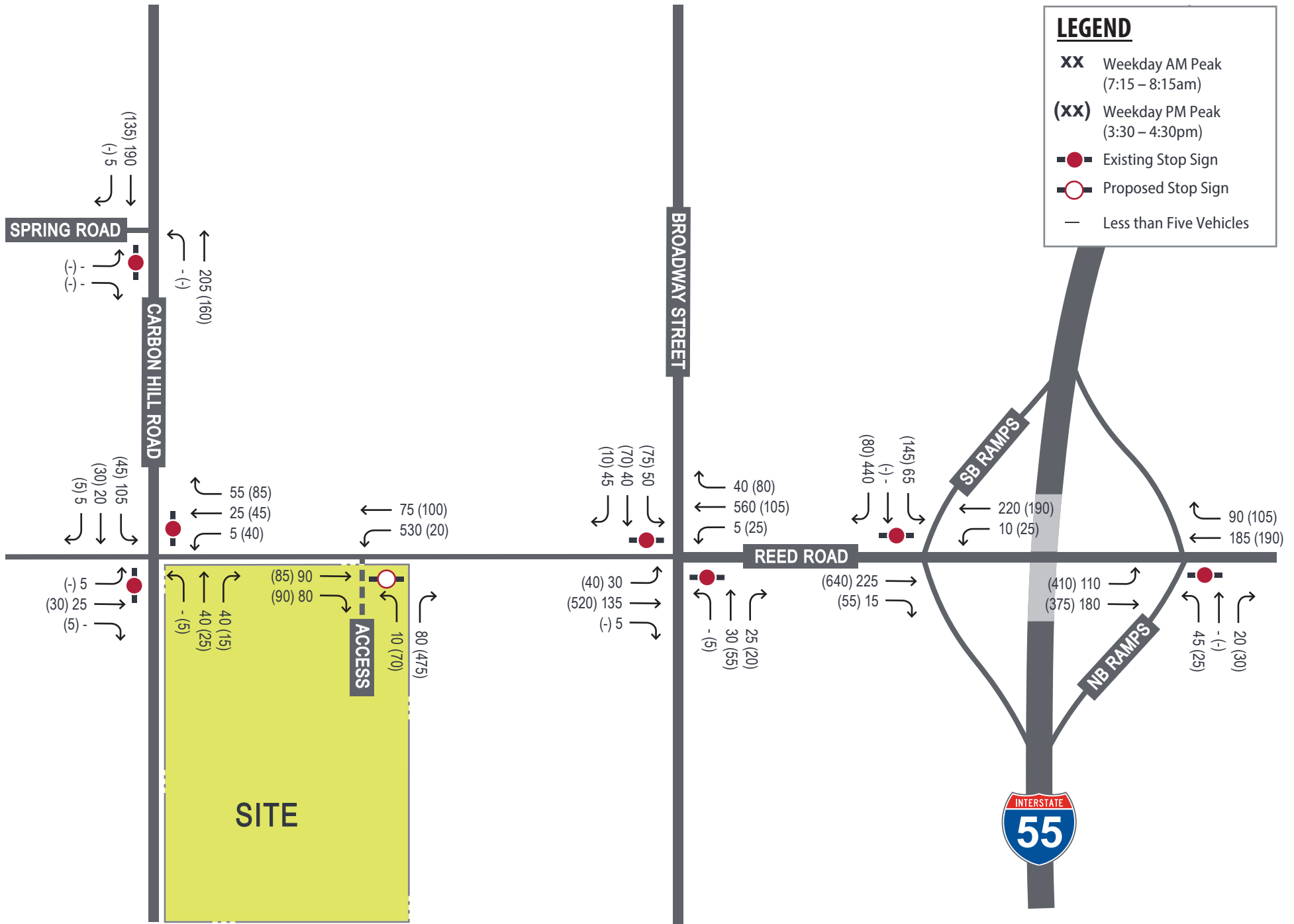
Traffic projections for the peak construction traffic were calculated by adding the total site-generated trips for the Peak Construction scenario (Exhibit 7) to the No-Build (2037) Traffic Projections (Exhibit 9). The resulting Build (2037) Peak Construction Traffic Projections are illustrated in **Exhibit 11**.

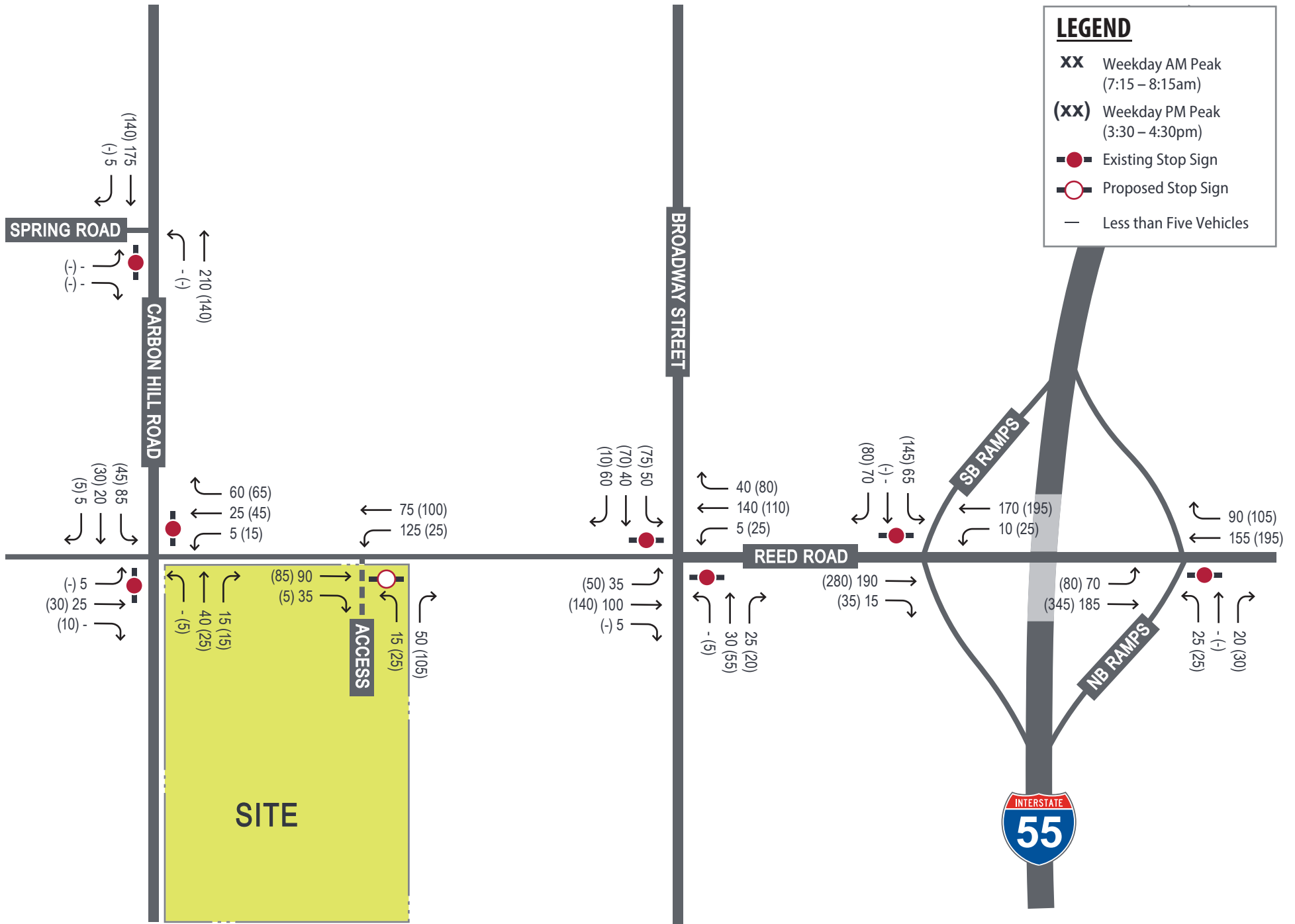
Future (2038) Operational Traffic Projections

Traffic projections for the full buildout of the site were calculated by adding the total site-generated trips for the Operational scenario (Exhibit 8) to the No-Build (2037) Traffic Projections (Exhibit 10). The resulting Build (2038) Operational Traffic Projections are illustrated in **Exhibit 12**.









Future Geometry & Traffic Control

Based on the analysis of Peak Construction (2037) and Operational (2038) scenarios, several intersection improvements were identified to facilitate site access and mitigate traffic generated by the development. This section of the report outlines the proposed improvements to the study intersections and access drive. The improvements outlined below should be installed under Peak Construction conditions.

Analysis of Traffic Control Devices

Based on a review of the Peak Construction analysis, Reed Road/Broadway Street is projected to experience operational challenges under the current two-way stop control geometry (Broadway Street operates under free-flow condition, while Reed Road operates under stop control). To mitigate the impacts of site-generated traffic, the two-way stop control should be posted on Broadway Street, allowing Reed Road to operate under free-flow condition.

Turn Lane Warrants

Based on the projected traffic volumes, as well as guidance published in IDOT's *Bureau of Design and Environment (BDE) Manual*, turn lane warrants were evaluated at the following intersections. Figure 36-3.A was used to evaluate right-turn lanes and Figures 36-3.C-E were used to evaluate left-turn lanes.

Reed Road / Site Access

- Projected Peak Construction traffic volumes meet warrant criteria for installation of a westbound left-turn lane. The turn lane should provide a 220-foot storage lane and a 215-foot taper.
- Although projected Peak Construction traffic volumes do not meet warrant criteria for installation of an eastbound right-turn lane, a turn lane should be provided to facilitate adequate access to the site. The right-turn lane should provide 220 feet of storage and a 215-foot taper.

Reed Road / Broadway Street

- Projected Peak Construction traffic volumes do not meet warrant criteria for installation of a southbound right-turn lane or eastbound left-turn lane. Therefore, turn lanes were not included in the analysis.

Reed Road / Carbon Hill Road

- Projected Peak Construction traffic volumes do not meet warrant criteria for installation of a southbound left-turn lane or westbound right-turn lane. Therefore, turn lanes were not included in the analysis.

I-55 SB Ramps / Reed Road

- Projected Peak Construction traffic volumes meet warrant criteria for installation of an eastbound right-turn lane along Reed Road during the evening peak hour only. Based on a review of the analysis, the eastbound right-turn movement is expected to operate acceptably. Additionally, the projected Operational traffic volumes, after construction has concluded, do not meet warrant criteria. Therefore, an eastbound right-turn lane was not included in the analysis.

Future (2037) Peak Construction Capacity Analysis

Based on the traffic projections presented in Exhibit 9 and Exhibit 11, capacity analyses were completed for the study intersections under Future (2037) conditions. The projected No-Build and Build (2037) traffic operation is summarized in **Table 4.1**. Consistent with the existing conditions analysis, the results are based on Synchro HCM 7th Edition reports. Copies of the Synchro reports are provided in the **Appendix**.

Table 4.1 Future (2037) Peak Construction Levels of Service

Intersection	No-Build (2037)				Build (2037) Peak Construction			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
I-55 NB Ramps / Reed Road △								
Eastbound (Left)	8	A	8	A	8	A	10	A
Northbound	11	B	13	B	15	B	48	E
I-55 SB Ramps / Reed Road △								
Westbound (Left)	8	A	8	A	8	A	9	A
Southbound	10	B	14	B	16	C	31	D ¹
Reed Road / Broadway Street △								
Eastbound (Left)	11	B	13	B	9	A	8	A
Westbound (Left)	11	B	13	B	8	A	9	A
Northbound	7	A	7	A	16	C	22	C
Southbound	7	A	8	A	27	D	47	E
Reed Road / Carbon Hill Road △								
Eastbound	11	B	10	B	12	B	10	B
Westbound	10	A	10	B	10	B	10	B
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	8	A	7	A
Carbon Hill Road / Spring Road △								
Eastbound	10	A	9	A	10	B	10	A
Northbound (Left)	8	A	8	A	8	A	8	A
Reed Road / Site Access △								
Westbound (Left)					9	A	7	A
Northbound					13	B	12	B

△ Minor-Leg Stop-Controlled Intersection

¹Left-turn movement operates at LOS E.

Under no-build conditions with the addition of background traffic growth, intersections within the study network is expected to operate consistently with existing conditions. All movements are projected to operate acceptably at LOS B or better and 95th percentile queues are anticipated to be less than two vehicles (50 feet).

With the addition of peak construction site-generated traffic, most movements and approaches at the study intersections are projected to operate acceptably at LOS D or better, with a few exceptions. At the I-55 NB Ramps/Reed Road intersection during the evening peak hour, the northbound approach

is projected to operate at LOS E. The 95th percentile queue is expected to be less than two vehicles (50 feet). This level of delay should be temporary and is anticipated to resolve under operational conditions.

At the I-55 SB Ramps/Reed Road intersection during the evening peak hour, the southbound left-turn movement is projected to operate at LOS E. Similar to the northbound ramps, is expected to be temporary and resolve under operational conditions. Additionally, the 95th percentile queue is anticipated to be approximately four vehicles (100 feet).

At the Reed Road/Broadway Street intersection, the southbound approach is projected to operate at LOS E during the evening peak hour. However, the expected 95th percentile queue is approximately four vehicles (100 feet). This level of delay and queueing should be temporary and is expected to resolve under operational conditions.

Future (2038) Operational Capacity Analysis

Based on the traffic projections presented in Exhibit 10 and Exhibit 12, capacity results were identified for the study intersections under Future (2038) conditions. The results of the capacity analysis are summarized in **Table 4.2**. Consistent with the existing and peak construction conditions analysis, the results are based on Synchro HCM 7th Edition reports. Copies of the Synchro reports are provided in the **Appendix**.

Table 4.2 Future (2038) Operational Levels of Service

Intersection	No-Build (2038)				Build (2038) Operational			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
I-55 NB Ramps / Reed Road △								
Eastbound (Left)	8	A	8	A	8	A	8	A
Northbound	11	B	13	B	12	B	14	B
I-55 SB Ramps / Reed Road △								
Westbound (Left)	8	A	8	A	8	A	8	A
Southbound	10	B	14	B	11	B	15	B
Reed Road / Broadway Street △								
Eastbound (Left)	11	B	13	B	8	A	8	A
Westbound (Left)	11	B	13	B	8	A	8	A
Northbound	7	A	7	A	11	B	14	B
Southbound	7	A	8	A	13	B	18	C
Reed Road / Carbon Hill Road △								
Eastbound	11	B	10	B	11	B	10	B
Westbound	10	A	10	B	10	A	10	B
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	8	A	7	A
Carbon Hill Road / Spring Road △								
Eastbound	10	A	9	A	10	B	10	A
Northbound (Left)	8	A	8	A	8	A	8	A
Reed Road / Site Access △								
Westbound (Left)					8	A	7	A
Northbound					10	A	9	A

△ Minor-Leg Stop-Controlled Intersection

Under no-build conditions with the addition of background traffic growth, all study intersections are projected to continue operating acceptably at LOS B or better. With the addition of site-generated traffic, when all buildings are fully operational, the study network is expected to experience similar levels of delay and queueing as compared to no-build conditions. Therefore, operational site-generated traffic is not anticipated to materially impact the study intersections. All study intersections are projected to operate at LOS C or better and experience 95th percentile queues of less than two vehicles (50 feet). At the site access, all movements are expected to operate at LOS B or better and experience 95th percentile queues of less than one vehicle (25 feet).

5. RECOMMENDATIONS & CONCLUSIONS

Based on an evaluation of the existing and future traffic conditions, under both peak construction and operation of the development, Kimley-Horn has identified several improvements to facilitate site access and minimize the impact of the proposed development on nearby intersections, as summarized below. The improvements should be installed under Peak Construction conditions.

Reed Road / Broadway Street

- Modify the two-way stop control configuration to allow Reed Road to operate under free-flow condition, while Broadway Street operates under stop control. Reed Road currently operates under stop control.

Reed Road / Site Access

- Provide an eastbound right-turn lane and westbound left-turn lane, each with a 215-foot storage lane a 220-foot taper.
- Provide two outbound lanes (left-turn lane and right-turn lane).
- Post minor-leg stop control for outbound traffic.

I-55 / Reed Road Interchange

- Monitor traffic conditions during construction.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject development. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate sight distance is maintained. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing (2026) Capacity Reports

Data from ITE Trip Generation Manual, 12th Edition

U.S. Census *OnTheMap* Statistics

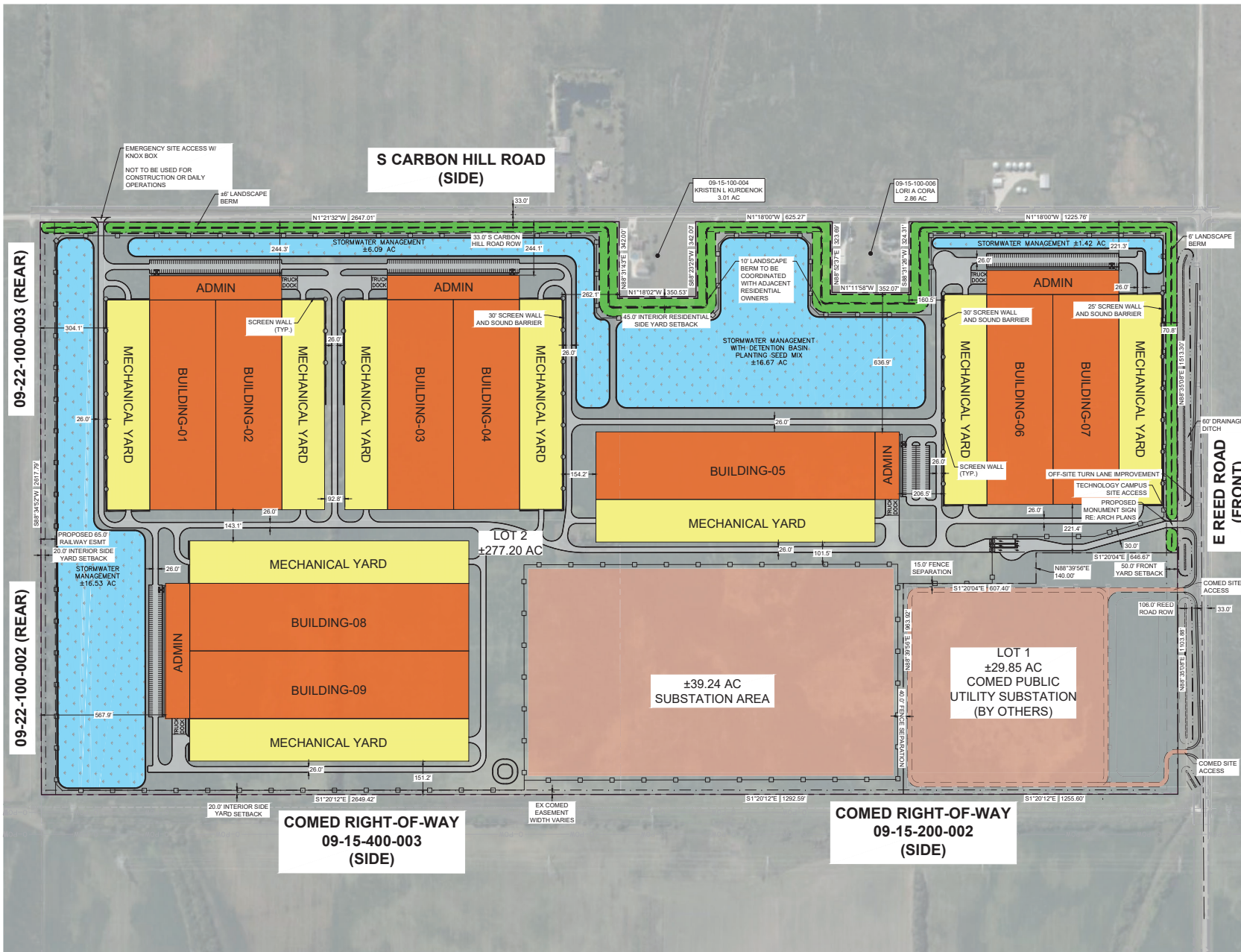
Future No-Build (2037) Capacity Reports

Future Build (2037) Peak Construction Capacity Reports

Future No-Build (2038) Capacity Reports

Future Build (2038) Operational Capacity Reports

CONCEPTUAL SITE PLAN



LEGEND	
	PROPOSED PROPERTY EXTENTS
	EXISTING PROPERTY LINE/ROW LINE
	SETBACK LINE
	FENCE LINE
	SCREEN WALL
	PAVEMENT
	GRAVEL

NOTES	
1. THE CONCEPT WAS PREPARED STRICTLY BASED UPON THE INFORMATION REFERENCED ABOVE AND A PRELIMINARY REVIEW OF THE MUNICIPAL ZONING AND LAND DEVELOPMENT REQUIREMENTS. THIS SITE PLAN IS NOT INTENDED FOR CONSTRUCTION AND SHOULD NOT BE USED FOR THAT PURPOSE.	
2. TRANSMISSION STRUCTURES AND ELECTRICAL EQUIPMENT, INCLUDING LIGHTNING MASTS, ARE NOT CONSIDERED BUILDINGS.	

ZONING INFORMATION		
DESCRIPTION	EXISTING	PROPOSED
ZONING	L-1 LIGHT INDUSTRIAL	PUD
ZONING REQUIREMENTS		
DESCRIPTION	REQUIRED	PROVIDED
MINIMUM LOT AREA	15,000 SF	±12,074,800 SF
MINIMUM LOT WIDTH	100'	±2617.30'
MAX BUILDING HEIGHT	45'	35' PROVIDED (75' PUD DEVIATION)
MAX FLOOR AREA RATIO	3.0	0.27
LANDSCAPE AREA	61.4 AC	±62.3 AC
SETBACKS		
LOT SIDE	REQUIRED	PROVIDED
FRONT	45' ± 2' FOR EACH 1' OF BUILDING HEIGHT OVER 30'	SEE PLANS
SIDE	15' ± 2' FOR EACH 1' OF BUILDING HEIGHT OVER 30'	SEE PLANS
REAR	15' ± 2' FOR EACH 1' OF BUILDING HEIGHT OVER 30'	SEE PLANS
PARKING		
LOT	REQUIRED	PROVIDED
LOT 1 (COMED PUBLIC UTILITY SUBSTATION)	1 PER EMPLOYEE + 0.5 STALLS PER 1,000 SF GFA + 10 STALLS (UNMANNED CONDITIONAL PUBLIC USE)	0
LOT 2 (TECHNOLOGY CAMPUS)	1 PER EMPLOYEE + 0.5 STALLS PER 1,000 SF GFA + 2.4 M STALLS	1 STALL PER 10,000 SF GFA + 323 STALLS REQUIRED (PUD DEVIATION) 637 STALLS PROVIDED

PRELIMINARY - NOT FOR CONSTRUCTION

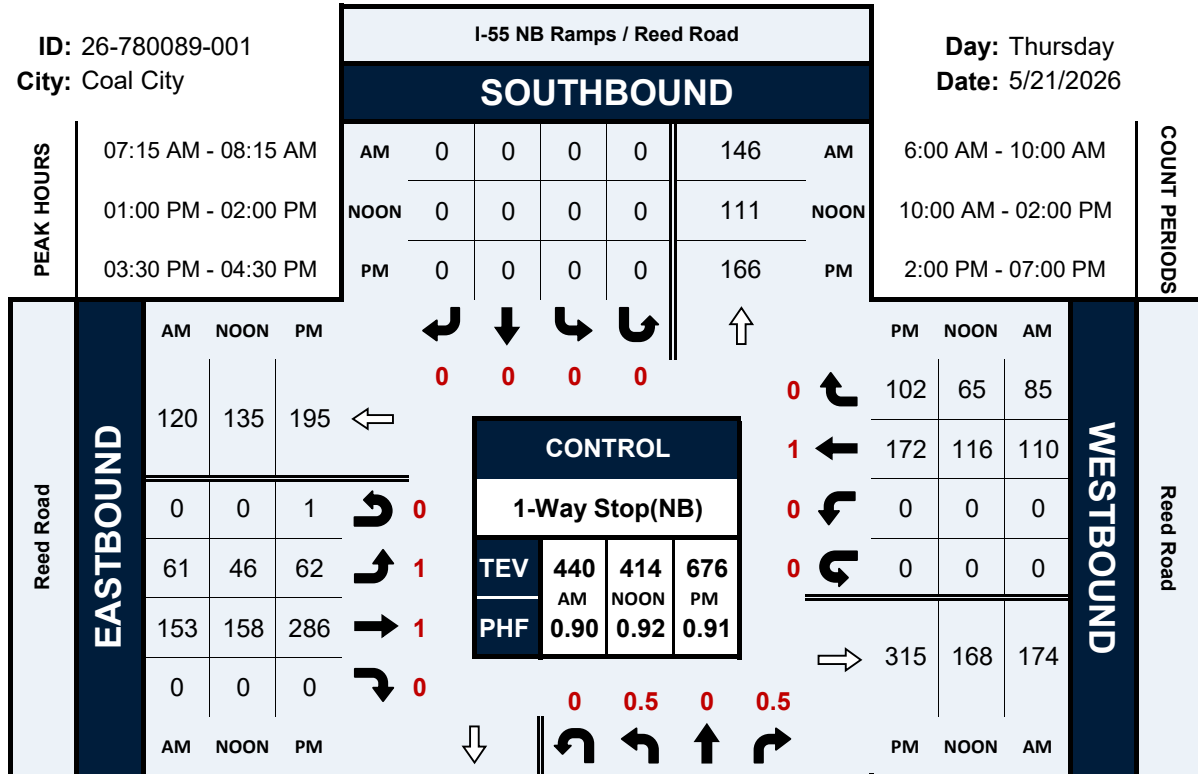
TRAFFIC COUNT DATA

I-55 NB Ramps / Reed Road & Reed Road

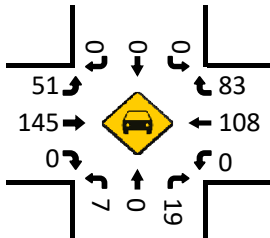
Peak Hour Turning Movement Count

ID: 26-780089-001
City: Coal City

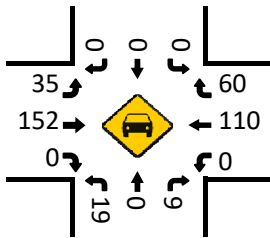
Day: Thursday
Date: 5/21/2026



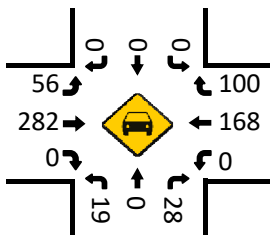
Cars (AM)



Cars (NOON)



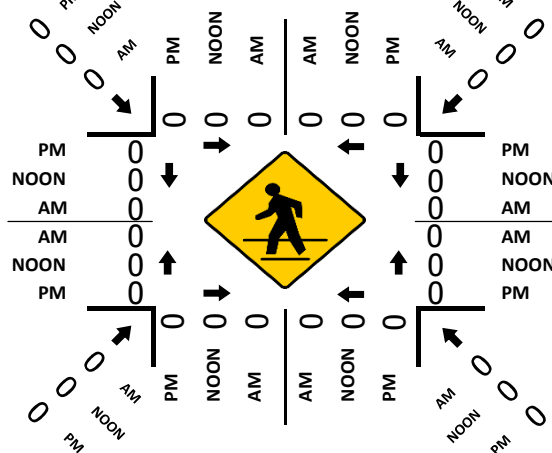
Cars (PM)



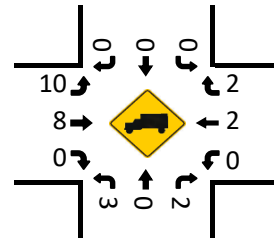
NORTHBOUND

I-55 NB Ramps / Reed Road

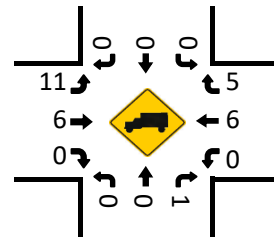
Pedestrians (Crosswalks)



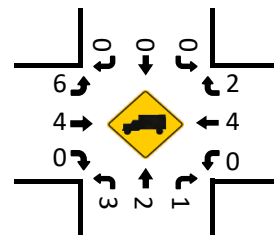
Total Trucks (AM)



Total Trucks (NOON)



Total Trucks (PM)

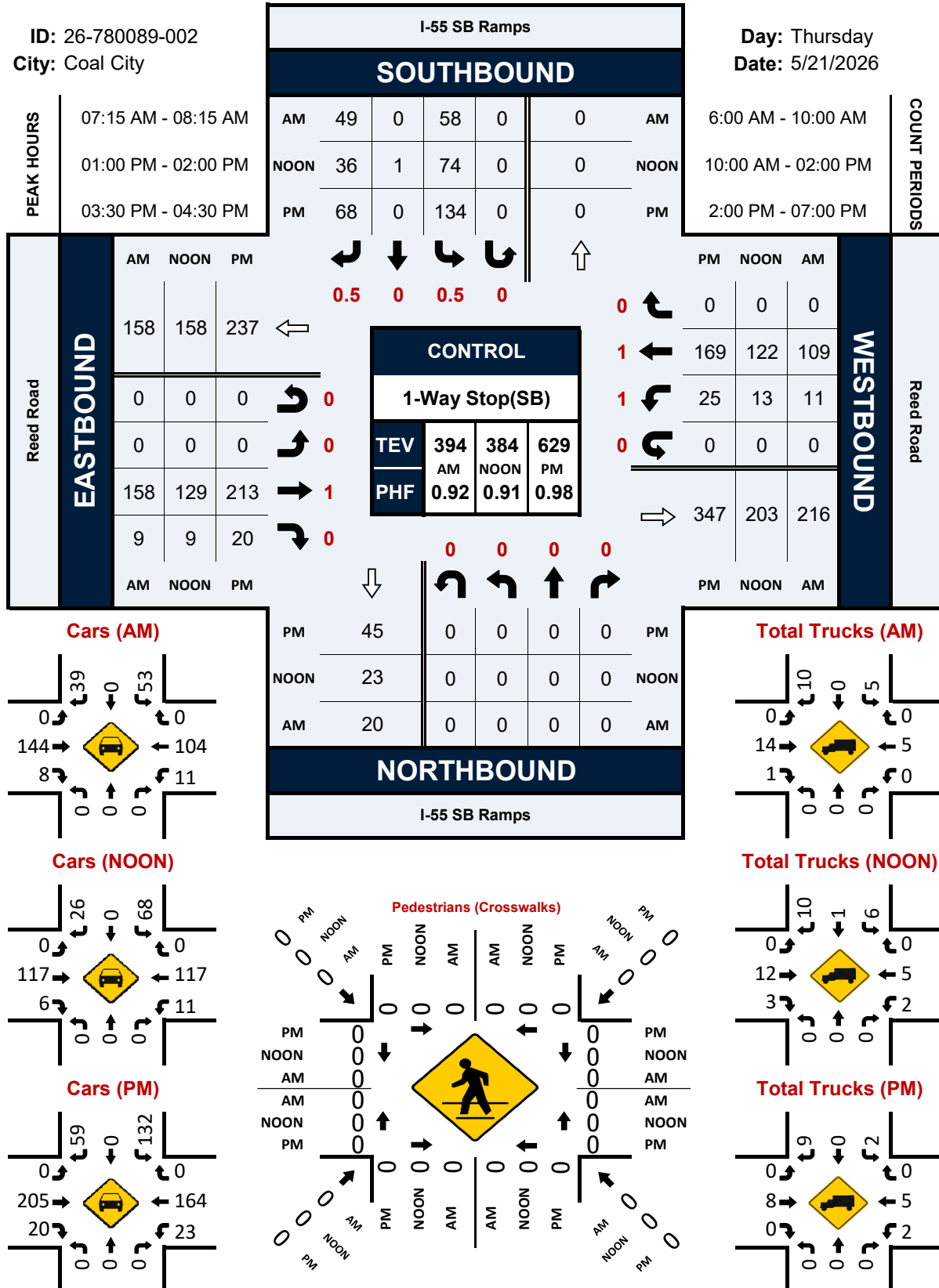


I-55 SB Ramps & Reed Road

Peak Hour Turning Movement Count

ID: 26-780089-002
City: Coal City

Day: Thursday
Date: 5/21/2026

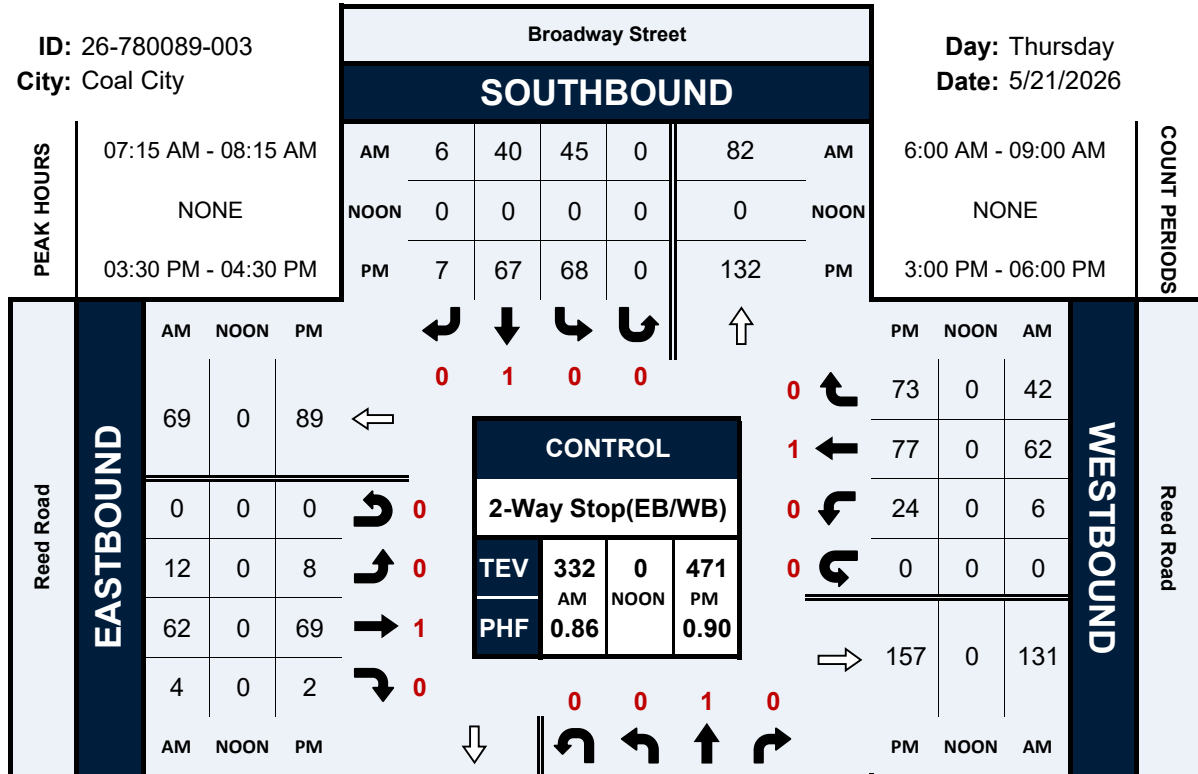


Broadway Street & Reed Road

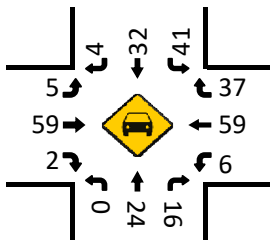
Peak Hour Turning Movement Count

ID: 26-780089-003
City: Coal City

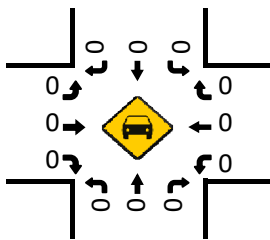
Day: Thursday
Date: 5/21/2026



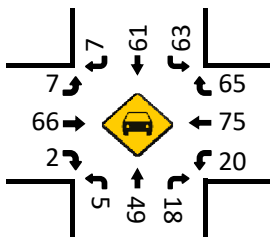
Cars (AM)



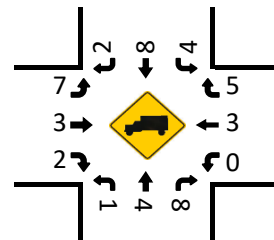
Cars (NOON)



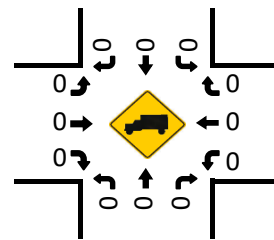
Cars (PM)



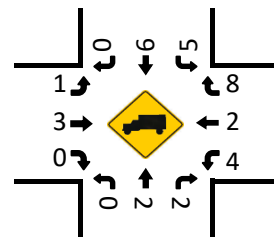
Total Trucks (AM)



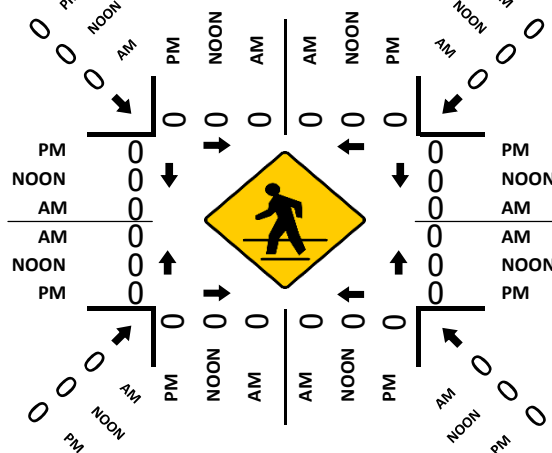
Total Trucks (NOON)



Total Trucks (PM)



Pedestrians (Crosswalks)

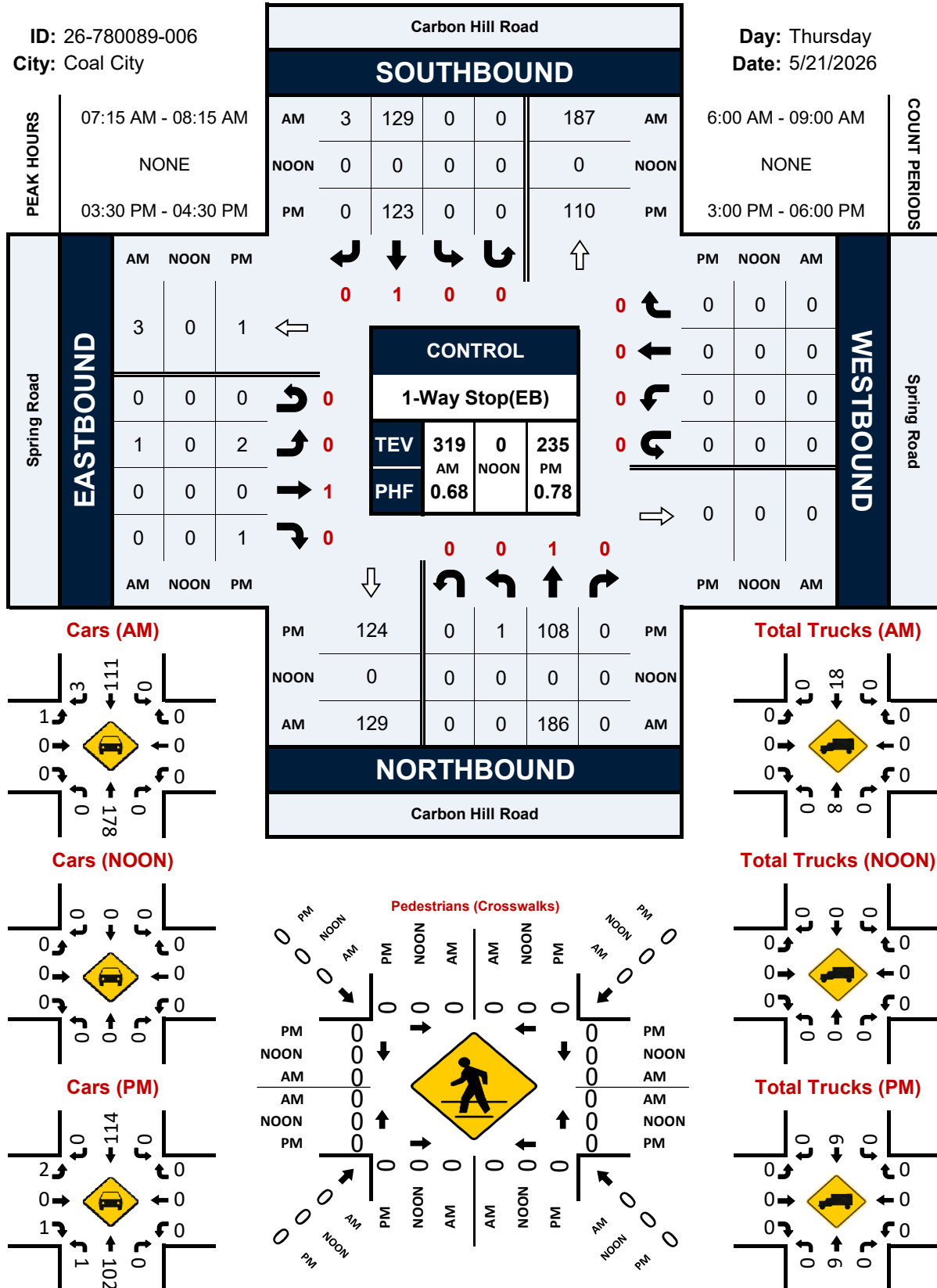


Carbon Hill Road & Spring Road

Peak Hour Turning Movement Count

ID: 26-780089-006
City: Coal City

Day: Thursday
Date: 5/21/2026

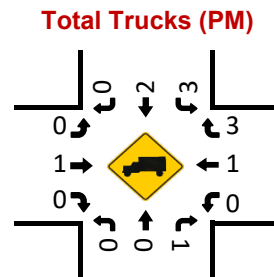
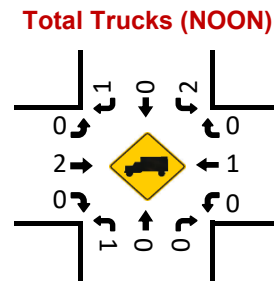
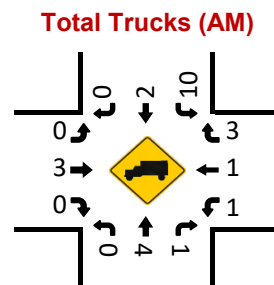
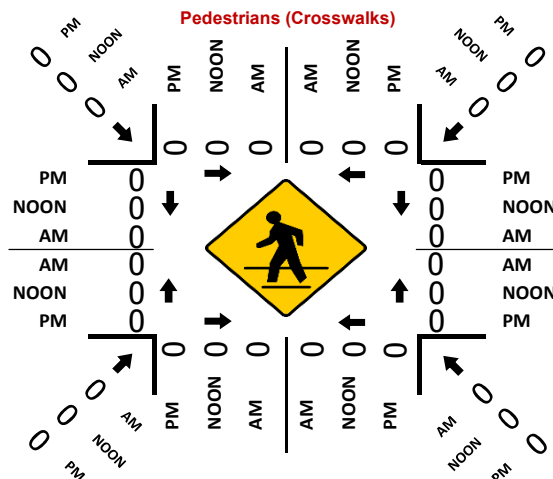
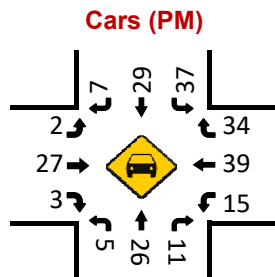
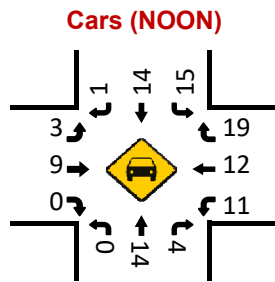
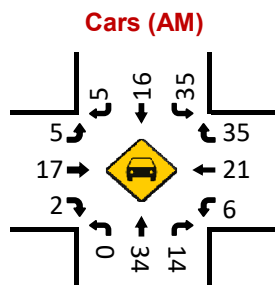
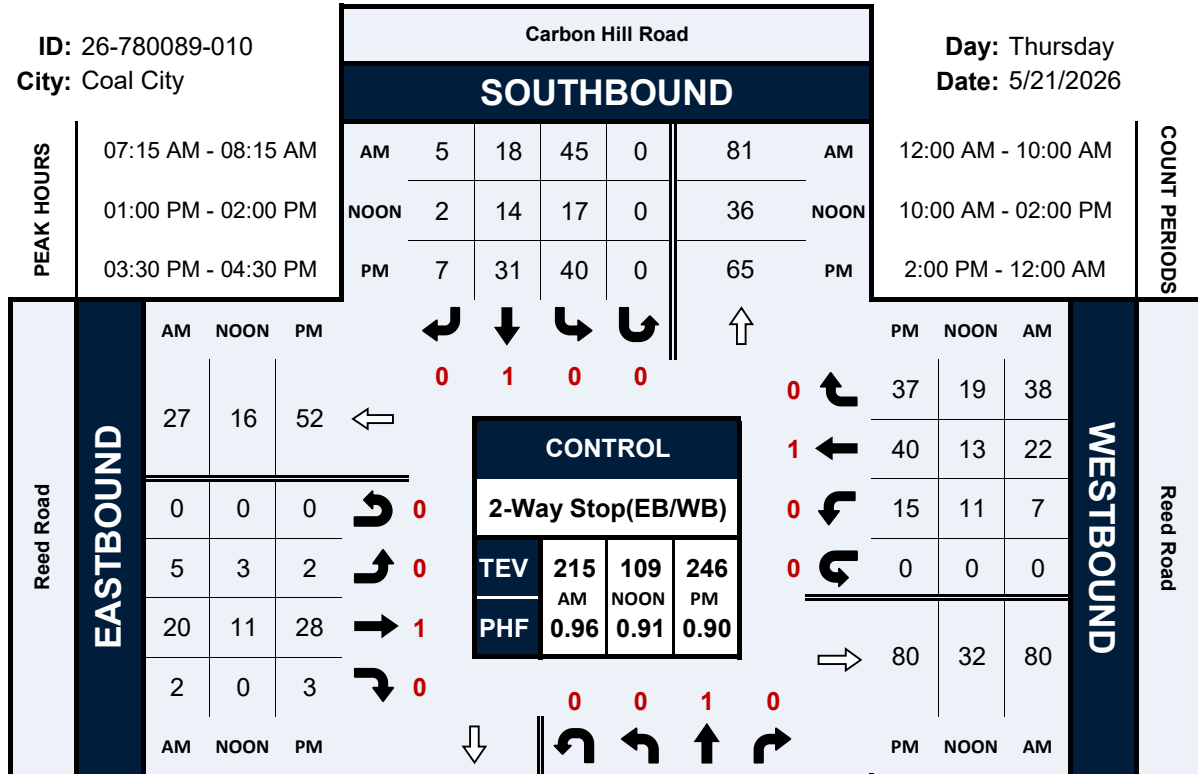


Carbon Hill Road & Reed Road

Peak Hour Turning Movement Count

ID: 26-780089-010
City: Coal City

Day: Thursday
Date: 5/21/2026



EXISTING (2026) CAPACITY REPORTS

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	60	160	0	0	110	85	10	1	20	0	0	0
Future Vol, veh/h	60	160	0	0	110	85	10	1	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	13	2	2	2	2	2	20	2	5	2	2	2
Mvmt Flow	63	168	0	0	116	89	11	1	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	-	-	-	-	0	411	500	168	-	-
Stage 1	-	-	-	-	-	-	-	295	295	-	-	-
Stage 2	-	-	-	-	-	-	-	116	205	-	-	-
Critical Hdwy	4.23	-	-	-	-	-	-	7.3	6.52	6.25	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Follow-up Hdwy	2.317	-	-	-	-	-	-	3.68	4.018	3.345	-	-
Pot Cap-1 Maneuver	1303	-	0	0	-	-	-	521	473	868	0	0
Stage 1	-	-	0	0	-	-	-	676	669	-	0	0
Stage 2	-	-	0	0	-	-	-	847	732	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1303	-	-	-	-	-	-	496	450	868	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	496	450	-	-	-
Stage 1	-	-	-	-	-	-	-	644	637	-	-	-
Stage 2	-	-	-	-	-	-	-	847	732	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.16			0			10.41					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	491	868	1303	-	-	-
HCM Lane V/C Ratio	0.024	0.024	0.048	-	-	-
HCM Ctrl Dly (s/v)	12.5	9.3	7.9	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	↱
Traffic Vol, veh/h	0	160	10	10	110	0	0	0	0	60	1	50
Future Vol, veh/h	0	160	10	10	110	0	0	0	0	60	1	50
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	6	2	2	2	2	2	2	2	2	2	14
Mvmt Flow	0	168	11	11	116	0	0	0	0	63	1	53
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	179	0	0	-	-	-	305	316	116
Stage 1	-	-	-	-	-	-	-	-	-	137	137	-
Stage 2	-	-	-	-	-	-	-	-	-	168	179	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	-	7.12	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	-	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1397	-	0	0	0	0	647	600	905
Stage 1	0	-	-	-	-	0	0	0	0	866	783	-
Stage 2	0	-	-	-	-	0	0	0	0	834	751	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1397	-	-	-	-	-	642	596	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	642	596	-
Stage 1	-	-	-	-	-	-	-	-	-	860	777	-
Stage 2	-	-	-	-	-	-	-	-	-	834	751	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.63						10.33		
HCM LOS							-			B		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1397	-	641	905						
HCM Lane V/C Ratio	-	-	0.008	-	0.1	0.058						
HCM Ctrl Dly (s/v)	-	-	7.6	-	11.2	9.2						
HCM Lane LOS	-	-	A	-	B	A						
HCM 95th %tile Q(veh)	-	-	0	-	0.3	0.2						

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	1	5	25	40	1	40	15	45	20	5
Future Vol, veh/h	5	25	1	5	25	40	1	40	15	45	20	5
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	5	2	2	2	2	2	2	2	4	11	2
Mvmt Flow	5	26	1	5	26	42	1	42	16	47	21	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	176	178	24	181	173	50	26	0	0	58	0	0
Stage 1	118	118	-	52	52	-	-	-	-	-	-	-
Stage 2	57	60	-	129	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.045	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	787	710	1053	780	720	1018	1588	-	-	1534	-	-
Stage 1	886	792	-	961	851	-	-	-	-	-	-	-
Stage 2	954	839	-	875	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	703	687	1053	727	697	1018	1588	-	-	1534	-	-
Mov Cap-2 Maneuver	703	687	-	727	697	-	-	-	-	-	-	-
Stage 1	858	767	-	960	851	-	-	-	-	-	-	-
Stage 2	886	838	-	817	771	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.41		9.62		0.13		4.77	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	30	-	-	698	853	1113	-
HCM Lane V/C Ratio	0.001	-	-	0.047	0.086	0.031	-
HCM Ctrl Dly (s/v)	7.3	0	-	10.4	9.6	7.4	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	70	5	5	65	40	1	30	25	45	40	5
Future Vol, veh/h	10	70	5	5	65	40	1	30	25	45	40	5
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	2	50	2	2	2	2	2	29	2	13	2
Mvmt Flow	11	74	5	5	68	42	1	32	26	47	42	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	207	199	45	221	189	45	47	0	0	58	0	0
Stage 1	139	139	-	47	47	-	-	-	-	-	-	-
Stage 2	68	60	-	174	142	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.7	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.75	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	750	696	904	735	706	1025	1560	-	-	1546	-	-
Stage 1	864	781	-	967	856	-	-	-	-	-	-	-
Stage 2	942	845	-	828	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	628	674	904	633	683	1025	1560	-	-	1546	-	-
Mov Cap-2 Maneuver	628	674	-	633	683	-	-	-	-	-	-	-
Stage 1	836	757	-	966	855	-	-	-	-	-	-	-
Stage 2	831	844	-	720	755	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.11		10.47		0.13		3.7					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	29	-	-	678	774	880	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.132	0.15	0.031	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	11.1	10.5	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0.1	-	-				

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	185	130	5
Future Vol, veh/h	1	1	1	185	130	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	195	137	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	336	139	142	0	-	0
Stage 1	139	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	659	909	1441	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	659	909	1441	-	-	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.73	0.04		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	10	-	764	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Ctrl Dly (s/v)	7.5	0	9.7	-	-	
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	60	290	0	0	175	100	20	1	30	0	0	0
Future Vol, veh/h	60	290	0	0	175	100	20	1	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	7	2	2	2	2	2	9	2	2	2	2	2
Mvmt Flow	63	305	0	0	184	105	21	1	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	-	-	-	-	0	616	721	305	-	-
Stage 1	-	-	-	-	-	-	-	432	432	-	-	-
Stage 2	-	-	-	-	-	-	-	184	289	-	-	-
Critical Hdwy	4.17	-	-	-	-	-	-	7.19	6.52	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Follow-up Hdwy	2.263	-	-	-	-	-	-	3.581	4.018	3.318	-	-
Pot Cap-1 Maneuver	1244	-	0	0	-	-	-	393	353	735	0	0
Stage 1	-	-	0	0	-	-	-	589	583	-	0	0
Stage 2	-	-	0	0	-	-	-	802	673	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1244	-	-	-	-	-	-	373	335	735	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	373	335	-	-	-
Stage 1	-	-	-	-	-	-	-	559	553	-	-	-
Stage 2	-	-	-	-	-	-	-	802	673	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.38			0			12.26					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	371	735	1244	-	-	-
HCM Lane V/C Ratio	0.06	0.043	0.051	-	-	-
HCM Ctrl Dly (s/v)	15.3	10.1	8	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	↱
Traffic Vol, veh/h	0	215	20	25	170	0	0	0	0	135	1	70
Future Vol, veh/h	0	215	20	25	170	0	0	0	0	135	1	70
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	2	2	4	2	2	2	2	2	2	2	7
Mvmt Flow	0	226	21	26	179	0	0	0	0	142	1	74
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	247	0	0	-	-	-	458	479	179
Stage 1	-	-	-	-	-	-	-	-	-	232	232	-
Stage 2	-	-	-	-	-	-	-	-	-	226	247	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	-	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	-	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1307	-	0	0	0	0	513	486	851
Stage 1	0	-	-	-	-	0	0	0	0	771	713	-
Stage 2	0	-	-	-	-	0	0	0	0	776	702	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1307	-	-	-	-	-	503	476	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	503	476	-
Stage 1	-	-	-	-	-	-	-	-	-	756	698	-
Stage 2	-	-	-	-	-	-	-	-	-	776	702	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			1						13.17		
HCM LOS							-			B		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1307	-	503	851						
HCM Lane V/C Ratio	-	-	0.02	-	0.285	0.087						
HCM Ctrl Dly (s/v)	-	-	7.8	-	15	9.6						
HCM Lane LOS	-	-	A	-	B	A						
HCM 95th %tile Q(veh)	-	-	0.1	-	1.2	0.3						

Intersection

Int Delay, s/veh 7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	70	1	25	80	75	5	50	20	70	65	5
Future Vol, veh/h	10	70	1	25	80	75	5	50	20	70	65	5
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	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	11	74	1	26	84	79	5	53	21	74	68	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	324	303	71	326	295	63	74	0	0	74	0	0
Stage 1	218	218	-	74	74	-	-	-	-	-	-	-
Stage 2	105	84	-	253	221	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	629	610	991	623	617	1001	1526	-	-	1526	-	-
Stage 1	784	722	-	931	834	-	-	-	-	-	-	-
Stage 2	900	825	-	747	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	473	577	991	517	583	1001	1526	-	-	1526	-	-
Mov Cap-2 Maneuver	473	577	-	517	583	-	-	-	-	-	-	-
Stage 1	744	686	-	927	831	-	-	-	-	-	-	-
Stage 2	743	822	-	633	684	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.5		12.16		0.49		3.74	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	114	-	-	565	691	887	-
HCM Lane V/C Ratio	0.003	-	-	0.151	0.274	0.048	-
HCM Ctrl Dly (s/v)	7.4	0	-	12.5	12.2	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	1.1	0.2	-

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	5	15	40	35	5	25	10	40	30	5
Future Vol, veh/h	1	30	5	15	40	35	5	25	10	40	30	5
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	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	1	32	5	16	42	37	5	26	11	42	32	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	176	166	34	174	163	32	37	0	0	37	0	0
Stage 1	118	118	-	42	42	-	-	-	-	-	-	-
Stage 2	58	47	-	132	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	786	727	1039	789	729	1040	1574	-	-	1574	-	-
Stage 1	886	798	-	972	860	-	-	-	-	-	-	-
Stage 2	954	855	-	872	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	692	705	1039	728	707	1040	1574	-	-	1574	-	-
Mov Cap-2 Maneuver	692	705	-	728	707	-	-	-	-	-	-	-
Stage 1	862	776	-	969	857	-	-	-	-	-	-	-
Stage 2	872	852	-	809	774	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.15		10.02		0.91		3.92					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	213	-	-	737	812	933	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.051	0.117	0.027	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	10.1	10	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.2	0.4	0.1	-	-				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	110	125	1
Future Vol, veh/h	1	1	1	110	125	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	116	132	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	250	132	133
Stage 1	132	-	-
Stage 2	118	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	739	917	1452
Stage 1	894	-	-
Stage 2	907	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	738	917	1452
Mov Cap-2 Maneuver	738	-	-
Stage 1	893	-	-
Stage 2	907	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.41	0.07	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	818	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

DATA FROM ITE TRIP GENERATION MANUAL, 12TH EDITION

Land Use: 160

Data Center

Description

A data center is a standalone, warehouse-style facility primarily used for the off-site storage of computer systems and related components, including applications and secure data. Some data centers may include maintenance areas and a small office and may be occupied by single or multiple tenants. Data centers typically have a small number of employees and visitors.

Additional Data

Based on the surveyed sites, the following are the typical peak periods of the generator:

- Weekday AM (18 sites): one hour between 5:30 and 8:00 a.m.
- Weekday PM (18 sites): one hour between 1:00 and 3:00 p.m.

The sites were surveyed in the 2010s and the 2020s in Illinois and Virginia.

Source Numbers

660, 958, 1206, 1220

Data Center (160)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 16

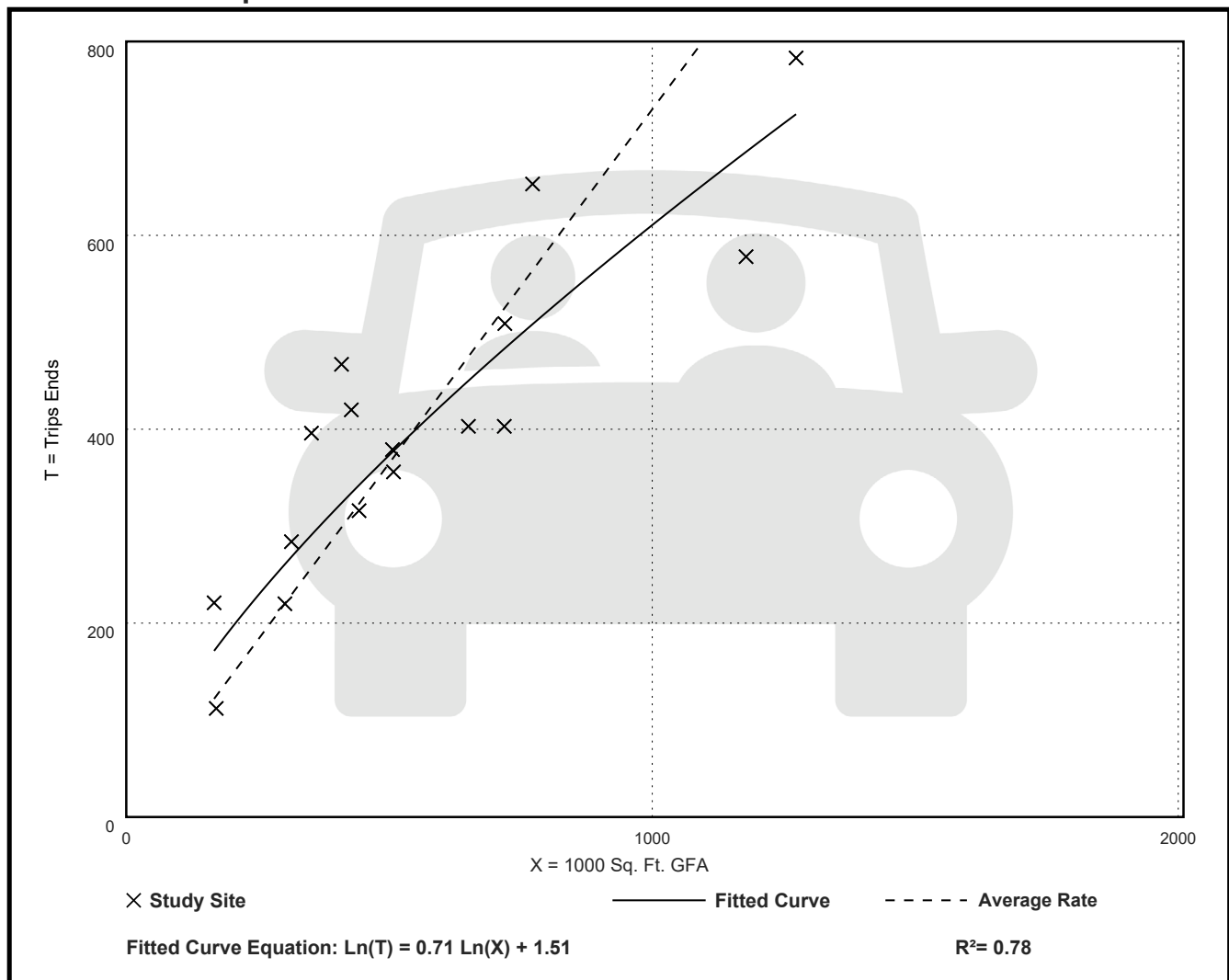
Avg. 1000 Sq. Ft. GFA: 557

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.49 - 1.32	0.20

Data Plot and Equation



Data Center (160)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 20

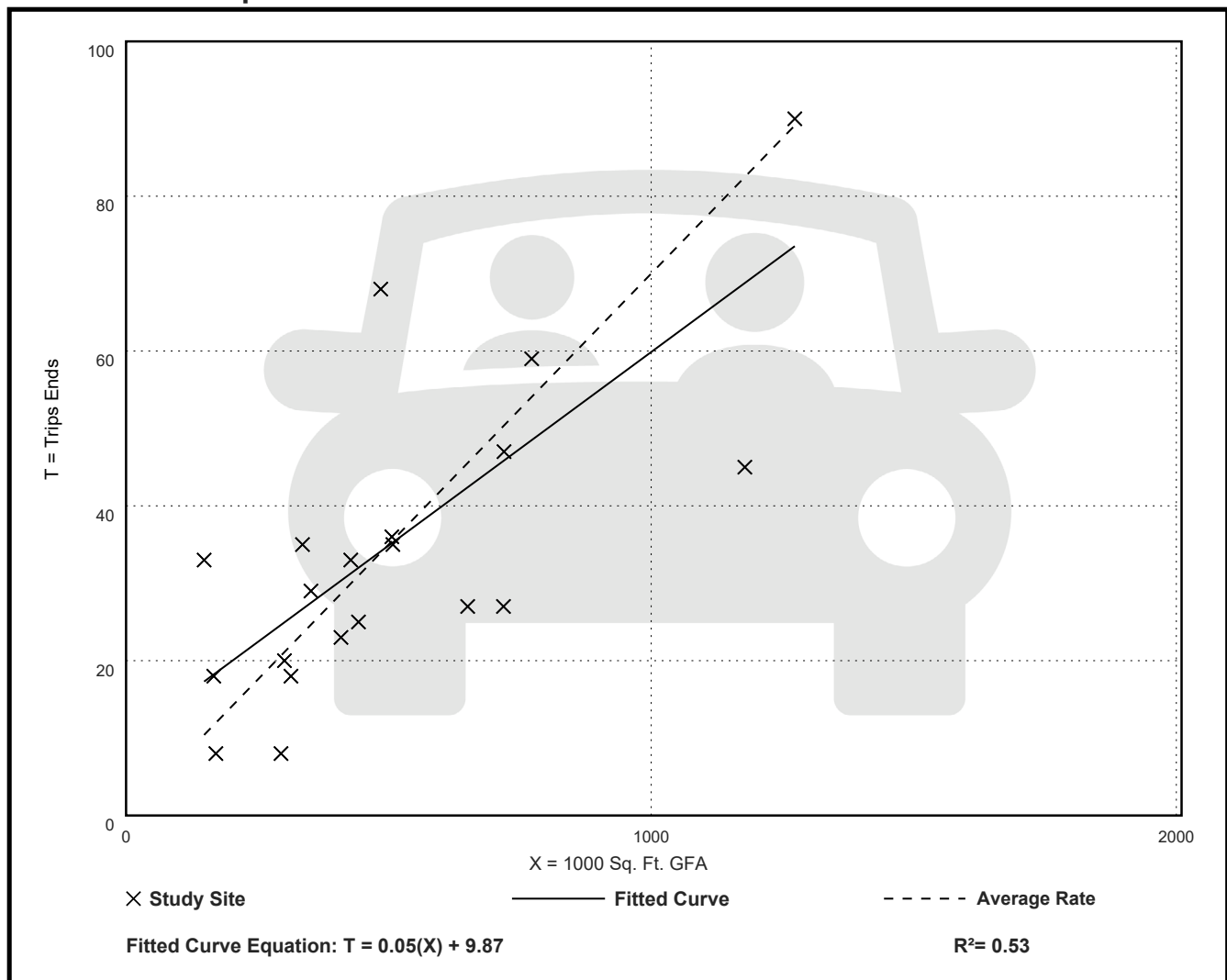
Avg. 1000 Sq. Ft. GFA: 509

Directional Distribution: 71% entering, 29% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.07	0.03 - 0.22	0.03

Data Plot and Equation



Data Center (160)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 19

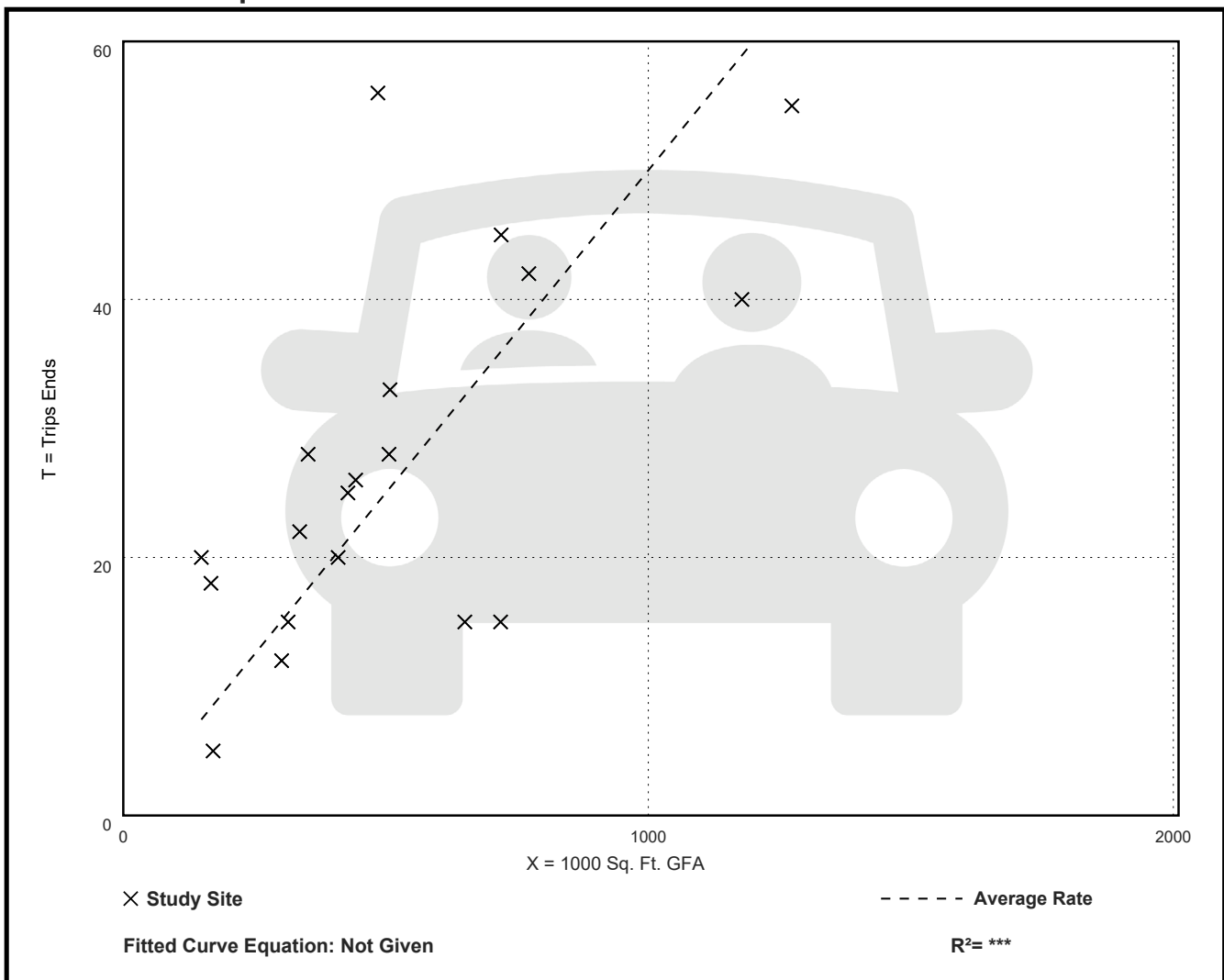
Avg. 1000 Sq. Ft. GFA: 520

Directional Distribution: 19% entering, 81% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.13	0.03

Data Plot and Equation



U.S. CENSUS *ONTHEMAP* STATISTICS

Distance/Direction Analysis

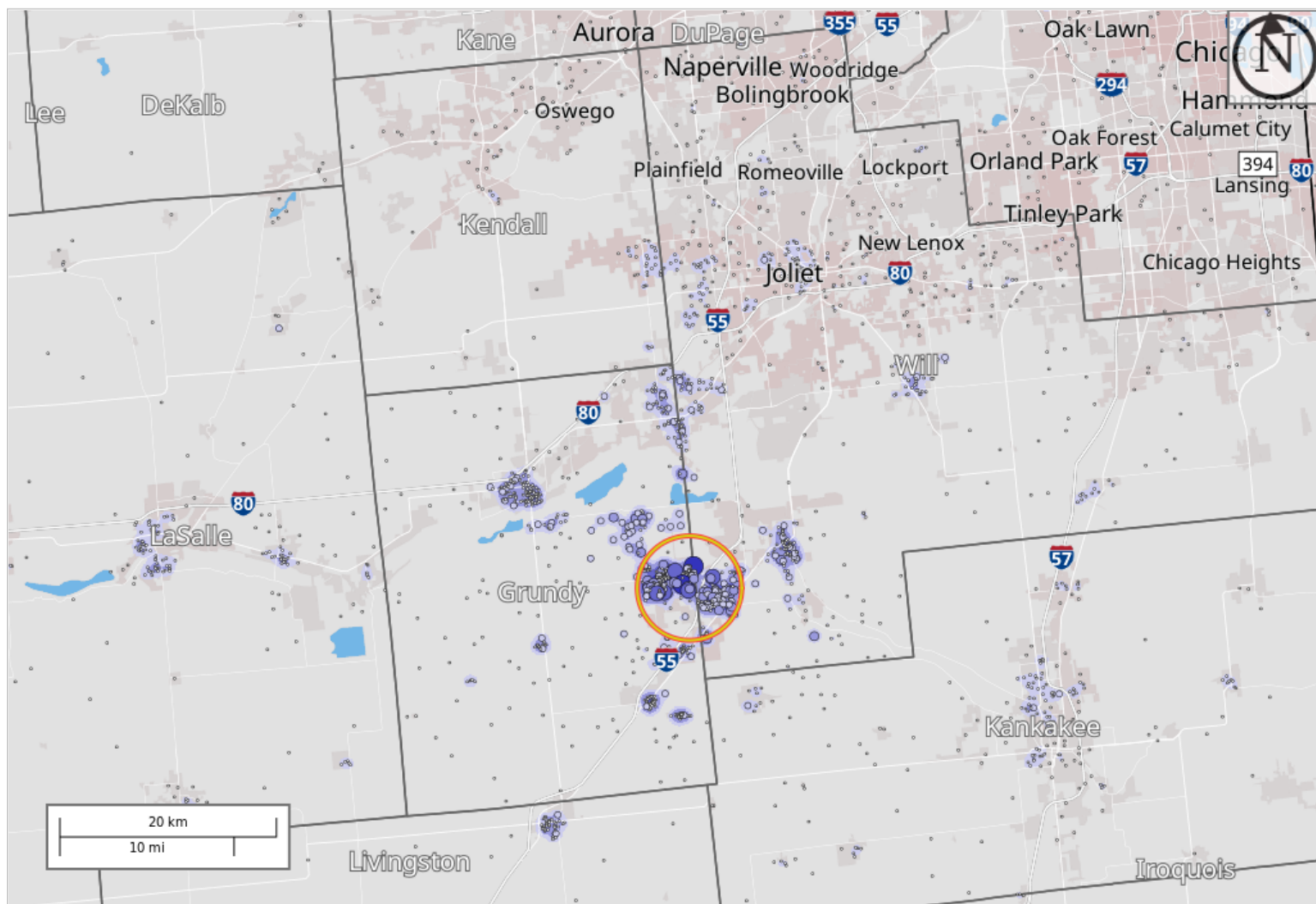
Workers: Employed in the Custom Area

Showing: Residential locations

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 06/24/2026

Counts and Density of Home Locations for All Jobs in Work Selection Area in 2023

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 13
- 14 - 40
- 41 - 85
- 86 - 147
- 148 - 228

Job Count [Jobs/Census Block]

- 1 - 2
- 3 - 6
- 7 - 13
- 14 - 24
- 25 - 37

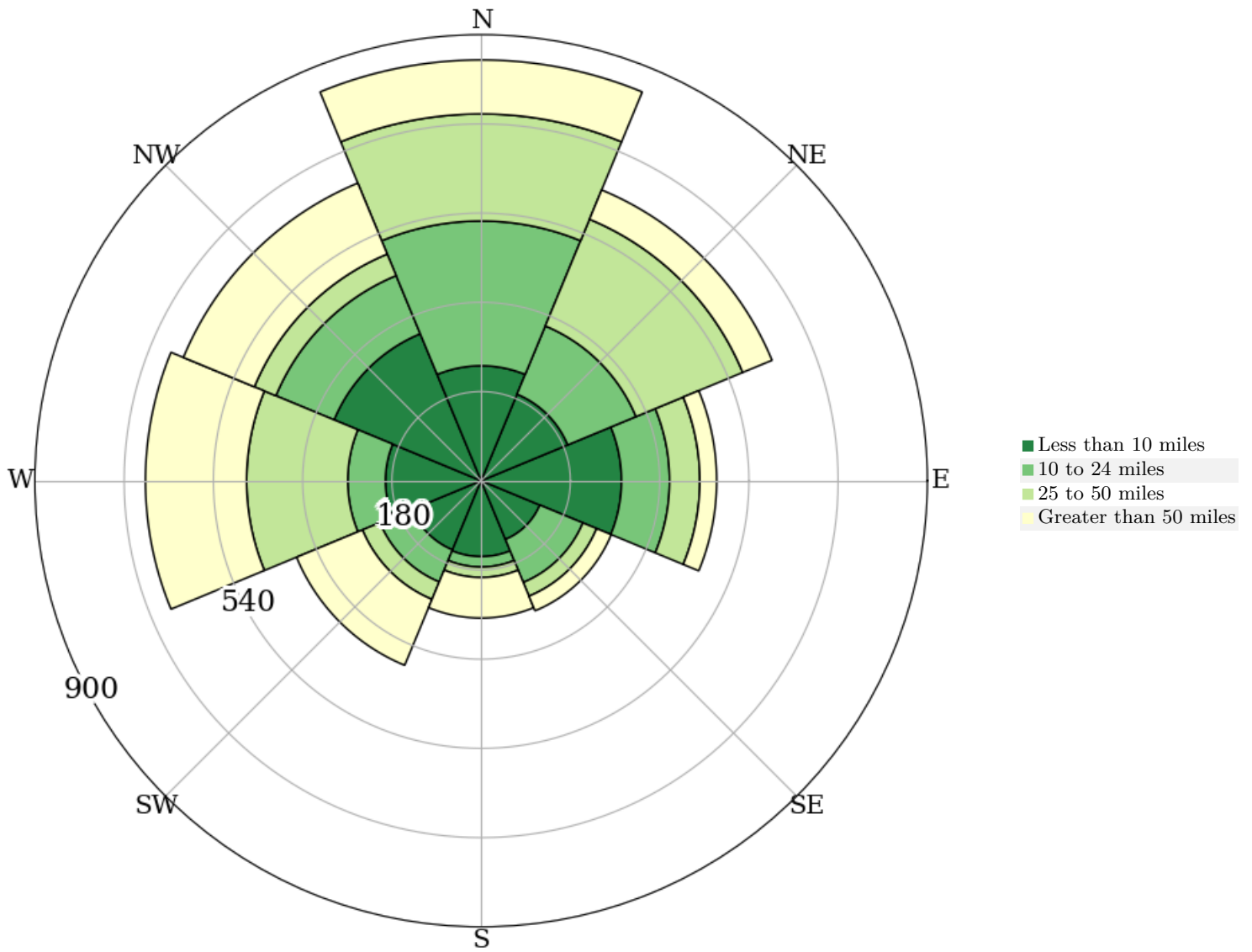
Selection Areas

- Work Area



All Jobs for All Workers in 2023

Distance and Direction from Work Census Block to Home Census Block, Employed in Selection Area



All Jobs for All Workers in 2023

Distance from Work Census Block to Home Census Block, Employed in Selection Area

Distance	2023	
	Count	Share
Total All Jobs	4,250	100.0%
Less than 10 miles	1,650	38.8%
10 to 24 miles	926	21.8%
25 to 50 miles	850	20.0%
Greater than 50 miles	824	19.4%

Additional Information

Analysis Settings

Analysis Type	Distance/Direction
Selection area as	Work
Year(s)	2023
Job Type	All Jobs
Selection Area	Selection Area Freehand Drawing buffered 3.00 miles
Selected Census Blocks	612
Analysis Generation Date	06/24/2026 11:56 - OnTheMap 6.26.1
Code Revision	8e0435a3cbc6e8c298add78764d42126c9686cc9
LODES Data Vintage	8.4 (20251202_1657)

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2023).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

FUTURE NO-BUILD (2037) CAPACITY REPORTS

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	65	170	0	0	115	90	10	1	20	0	0	0
Future Vol, veh/h	65	170	0	0	115	90	10	1	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	13	2	2	2	2	2	20	2	5	2	2	2
Mvmt Flow	68	179	0	0	121	95	11	1	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	-	-	-	-	0	437	532	179	-	-
Stage 1	-	-	-	-	-	-	-	316	316	-	-	-
Stage 2	-	-	-	-	-	-	-	121	216	-	-	-
Critical Hdwy	4.23	-	-	-	-	-	-	7.3	6.52	6.25	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Follow-up Hdwy	2.317	-	-	-	-	-	-	3.68	4.018	3.345	-	-
Pot Cap-1 Maneuver	1291	-	0	0	-	-	-	500	454	856	0	0
Stage 1	-	-	0	0	-	-	-	659	655	-	0	0
Stage 2	-	-	0	0	-	-	-	841	724	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1291	-	-	-	-	-	-	474	430	856	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	474	430	-	-	-
Stage 1	-	-	-	-	-	-	-	624	620	-	-	-
Stage 2	-	-	-	-	-	-	-	841	724	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.2			0			10.57					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	469	856	1291	-	-	-
HCM Lane V/C Ratio	0.025	0.025	0.053	-	-	-
HCM Ctrl Dly (s/v)	12.9	9.3	7.9	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	↱
Traffic Vol, veh/h	0	170	10	10	115	0	0	0	0	65	1	55
Future Vol, veh/h	0	170	10	10	115	0	0	0	0	65	1	55
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	6	2	2	2	2	2	2	2	2	2	14
Mvmt Flow	0	179	11	11	121	0	0	0	0	68	1	58
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	189	0	0	-	-	-	321	332	121
Stage 1	-	-	-	-	-	-	-	-	-	142	142	-
Stage 2	-	-	-	-	-	-	-	-	-	179	189	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	-	7.12	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	-	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1384	-	0	0	0	0	632	588	899
Stage 1	0	-	-	-	-	0	0	0	0	861	779	-
Stage 2	0	-	-	-	-	0	0	0	0	823	743	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1384	-	-	-	-	-	627	584	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	627	584	-
Stage 1	-	-	-	-	-	-	-	-	-	854	773	-
Stage 2	-	-	-	-	-	-	-	-	-	823	743	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.61						10.47		
HCM LOS							-			B		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1384	-	626	899						
HCM Lane V/C Ratio	-	-	0.008	-	0.111	0.064						
HCM Ctrl Dly (s/v)	-	-	7.6	-	11.5	9.3						
HCM Lane LOS	-	-	A	-	B	A						
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.2						

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	75	5	5	70	40	1	30	25	50	40	5
Future Vol, veh/h	10	75	5	5	70	40	1	30	25	50	40	5
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	2	50	2	2	2	2	2	29	2	13	2
Mvmt Flow	11	79	5	5	74	42	1	32	26	53	42	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	221	210	45	234	199	45	47	0	0	58	0	0
Stage 1	150	150	-	47	47	-	-	-	-	-	-	-
Stage 2	71	60	-	187	153	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.7	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.75	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	735	687	904	721	696	1025	1560	-	-	1546	-	-
Stage 1	853	773	-	967	856	-	-	-	-	-	-	-
Stage 2	939	845	-	815	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	608	663	904	611	672	1025	1560	-	-	1546	-	-
Mov Cap-2 Maneuver	608	663	-	611	672	-	-	-	-	-	-	-
Stage 1	823	746	-	966	855	-	-	-	-	-	-	-
Stage 2	823	844	-	699	744	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.3		10.64		0.13		3.9					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	29	-	-	666	759	927	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.142	0.159	0.034	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	11.3	10.6	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0.1	-	-				

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	1	5	25	45	1	40	15	50	20	5
Future Vol, veh/h	5	25	1	5	25	45	1	40	15	50	20	5
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	5	2	2	2	2	2	2	2	4	11	2
Mvmt Flow	5	26	1	5	26	47	1	42	16	53	21	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	186	189	24	192	184	50	26	0	0	58	0	0
Stage 1	129	129	-	52	52	-	-	-	-	-	-	-
Stage 2	57	60	-	139	132	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.045	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	774	700	1053	768	711	1018	1588	-	-	1534	-	-
Stage 1	875	784	-	961	851	-	-	-	-	-	-	-
Stage 2	954	839	-	864	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	686	676	1053	712	685	1018	1588	-	-	1534	-	-
Mov Cap-2 Maneuver	686	676	-	712	685	-	-	-	-	-	-	-
Stage 1	844	756	-	960	851	-	-	-	-	-	-	-
Stage 2	881	838	-	804	760	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.52		9.64		0.13		4.95					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	30	-	-	685	855	1154	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.048	0.092	0.034	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	10.5	9.6	7.4	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	195	135	5
Future Vol, veh/h	1	1	1	195	135	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	205	142	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	352	145	147
Stage 1	145	-	-
Stage 2	207	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	645	903	1434
Stage 1	883	-	-
Stage 2	827	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	645	903	1434
Mov Cap-2 Maneuver	645	-	-
Stage 1	882	-	-
Stage 2	827	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	752	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.8	-	-
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	65	310	0	0	185	105	20	1	30	0	0	0
Future Vol, veh/h	65	310	0	0	185	105	20	1	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	7	2	2	2	2	2	9	2	2	2	2	2
Mvmt Flow	68	326	0	0	195	111	21	1	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	305	0	-	-	-	-	0	658	768	326	-	-
Stage 1	-	-	-	-	-	-	-	463	463	-	-	-
Stage 2	-	-	-	-	-	-	-	195	305	-	-	-
Critical Hdwy	4.17	-	-	-	-	-	-	7.19	6.52	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Follow-up Hdwy	2.263	-	-	-	-	-	-	3.581	4.018	3.318	-	-
Pot Cap-1 Maneuver	1228	-	0	0	-	-	-	368	332	715	0	0
Stage 1	-	-	0	0	-	-	-	566	564	-	0	0
Stage 2	-	-	0	0	-	-	-	791	662	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1228	-	-	-	-	-	-	348	313	715	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	348	313	-	-	-
Stage 1	-	-	-	-	-	-	-	534	533	-	-	-
Stage 2	-	-	-	-	-	-	-	791	662	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.4			0			12.68					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	346	715	1228	-	-	-
HCM Lane V/C Ratio	0.064	0.044	0.056	-	-	-
HCM Ctrl Dly (s/v)	16.1	10.3	8.1	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	-

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	↱
Traffic Vol, veh/h	0	230	20	25	180	0	0	0	0	145	1	75
Future Vol, veh/h	0	230	20	25	180	0	0	0	0	145	1	75
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	2	2	4	2	2	2	2	2	2	2	7
Mvmt Flow	0	242	21	26	189	0	0	0	0	153	1	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	263	0	0	-	-	-	484	505	189
Stage 1	-	-	-	-	-	-	-	-	-	242	242	-
Stage 2	-	-	-	-	-	-	-	-	-	242	263	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	-	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	-	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1289	-	0	0	0	0	493	469	840
Stage 1	0	-	-	-	-	0	0	0	0	761	705	-
Stage 2	0	-	-	-	-	0	0	0	0	761	691	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1289	-	-	-	-	-	483	460	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	483	460	-
Stage 1	-	-	-	-	-	-	-	-	-	746	691	-
Stage 2	-	-	-	-	-	-	-	-	-	761	691	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.96		13.81
HCM LOS			-	B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1289	-	483	840
HCM Lane V/C Ratio	-	-	0.02	-	0.318	0.094
HCM Ctrl Dly (s/v)	-	-	7.9	-	15.9	9.7
HCM Lane LOS	-	-	A	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	-	1.4	0.3

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	75	1	25	90	80	5	55	20	75	70	5
Future Vol, veh/h	10	75	1	25	90	80	5	55	20	75	70	5
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	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	11	79	1	26	95	84	5	58	21	79	74	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	350	324	76	350	316	68	79	0	0	79	0	0
Stage 1	234	234	-	79	79	-	-	-	-	-	-	-
Stage 2	116	89	-	271	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	605	594	985	601	600	995	1519	-	-	1519	-	-
Stage 1	769	711	-	925	829	-	-	-	-	-	-	-
Stage 2	889	821	-	730	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	438	560	985	490	565	995	1519	-	-	1519	-	-
Mov Cap-2 Maneuver	438	560	-	490	565	-	-	-	-	-	-	-
Stage 1	727	672	-	921	826	-	-	-	-	-	-	-
Stage 2	718	818	-	609	671	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	12.92		12.71		0.46		3.75					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	107	-	-	545	671	888	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.166	0.306	0.052	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	12.9	12.7	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.6	1.3	0.2	-	-				

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	5	15	45	40	5	25	15	40	30	5
Future Vol, veh/h	1	30	5	15	45	40	5	25	15	40	30	5
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	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	1	32	5	16	47	42	5	26	16	42	32	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	179	171	34	176	166	34	37	0	0	42	0	0
Stage 1	118	118	-	45	45	-	-	-	-	-	-	-
Stage 2	61	53	-	132	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	783	722	1039	786	727	1036	1574	-	-	1567	-	-
Stage 1	886	798	-	969	858	-	-	-	-	-	-	-
Stage 2	951	851	-	872	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	680	700	1039	725	704	1036	1574	-	-	1567	-	-
Mov Cap-2 Maneuver	680	700	-	725	704	-	-	-	-	-	-	-
Stage 1	862	776	-	966	855	-	-	-	-	-	-	-
Stage 2	859	848	-	809	774	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.18		10.09		0.81		3.93					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	186	-	-	732	812	933	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.052	0.13	0.027	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	10.2	10.1	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.1	-	-				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	115	130	1
Future Vol, veh/h	1	1	1	115	130	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	121	137	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	261	137	138
Stage 1	137	-	-
Stage 2	123	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	728	911	1446
Stage 1	889	-	-
Stage 2	902	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	728	911	1446
Mov Cap-2 Maneuver	728	-	-
Stage 1	889	-	-
Stage 2	902	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.46	0.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	809	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

FUTURE BUILD (2037) PEAK CONSTRUCTION CAPACITY REPORTS

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	180	0	0	185	90	45	1	20	0	0	0
Future Vol, veh/h	110	180	0	0	185	90	45	1	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	13	2	2	2	2	2	20	2	5	2	2	2
Mvmt Flow	116	189	0	0	195	95	47	1	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	-	-	-	-	0	616	711	189	-	-
Stage 1	-	-	-	-	-	-	-	421	421	-	-	-
Stage 2	-	-	-	-	-	-	-	195	289	-	-	-
Critical Hdwy	4.23	-	-	-	-	-	-	7.3	6.52	6.25	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Follow-up Hdwy	2.317	-	-	-	-	-	-	3.68	4.018	3.345	-	-
Pot Cap-1 Maneuver	1212	-	0	0	-	-	-	378	358	845	0	0
Stage 1	-	-	0	0	-	-	-	576	589	-	0	0
Stage 2	-	-	0	0	-	-	-	767	673	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1212	-	-	-	-	-	-	342	324	845	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	342	324	-	-	-
Stage 1	-	-	-	-	-	-	-	521	533	-	-	-
Stage 2	-	-	-	-	-	-	-	767	673	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.14			0			14.88					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	342	845	1212	-	-	-
HCM Lane V/C Ratio	0.142	0.025	0.096	-	-	-
HCM Ctrl Dly (s/v)	17.3	9.4	8.3	-	-	-
HCM Lane LOS	C	A	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0.1	0.3	-	-	-

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	225	15	10	220	0	0	0	0	65	1	440
Future Vol, veh/h	0	225	15	10	220	0	0	0	0	65	1	440
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	6	2	2	2	2	2	2	2	2	2	14
Mvmt Flow	0	237	16	11	232	0	0	0	0	68	1	463
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	253	0	0	-	-	-	489	505	232
Stage 1	-	-	-	-	-	-	-	-	-	253	253	-
Stage 2	-	-	-	-	-	-	-	-	-	237	253	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	-	7.12	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	-	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1313	-	0	0	0	0	489	469	779
Stage 1	0	-	-	-	-	0	0	0	0	752	698	-
Stage 2	0	-	-	-	-	0	0	0	0	766	698	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1313	-	-	-	-	-	485	466	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	485	466	-
Stage 1	-	-	-	-	-	-	-	-	-	746	692	-
Stage 2	-	-	-	-	-	-	-	-	-	766	698	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.34						15.85		
HCM LOS							-			C		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1313	-	485	779						
HCM Lane V/C Ratio	-	-	0.008	-	0.143	0.595						
HCM Ctrl Dly (s/v)	-	-	7.8	-	13.7	16.2						
HCM Lane LOS	-	-	A	-	B	C						
HCM 95th %tile Q(veh)	-	-	0	-	0.5	4						

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	135	5	5	560	40	1	30	25	50	40	45
Future Vol, veh/h	30	135	5	5	560	40	1	30	25	50	40	45
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	50	2	2	2	2	2	29	2	13	2
Mvmt Flow	32	142	5	5	589	42	1	32	26	53	42	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	147	0	0	829	850	145	842	832	611
Stage 1	-	-	-	-	-	-	208	208	-	621	621	-
Stage 2	-	-	-	-	-	-	621	642	-	221	211	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.49	7.12	6.63	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.63	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.561	3.518	4.117	3.318
Pot Cap-1 Maneuver	951	-	-	1434	-	-	290	298	836	284	293	494
Stage 1	-	-	-	-	-	-	794	730	-	475	462	-
Stage 2	-	-	-	-	-	-	475	469	-	781	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	951	-	-	1434	-	-	215	285	836	235	281	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	285	-	235	281	-
Stage 1	-	-	-	-	-	-	765	703	-	472	460	-
Stage 2	-	-	-	-	-	-	388	466	-	697	682	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.57			0.06			15.53			26.98		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	401	315	-	-	15	-	-	303				
HCM Lane V/C Ratio	0.147	0.033	-	-	0.004	-	-	0.469				
HCM Ctrl Dly (s/v)	15.5	8.9	0	-	7.5	0	-	27				
HCM Lane LOS	C	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	2.4				

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	1	5	25	55	1	40	40	105	20	5
Future Vol, veh/h	5	25	1	5	25	55	1	40	40	105	20	5
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	5	2	2	2	2	2	2	2	4	11	2
Mvmt Flow	5	26	1	5	26	58	1	42	42	111	21	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	302	331	24	321	313	63	26	0	0	84	0	0
Stage 1	245	245	-	65	65	-	-	-	-	-	-	-
Stage 2	57	86	-	255	247	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.045	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	650	584	1053	632	603	1001	1588	-	-	1500	-	-
Stage 1	759	698	-	945	841	-	-	-	-	-	-	-
Stage 2	954	817	-	749	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	542	539	1053	558	557	1001	1588	-	-	1500	-	-
Mov Cap-2 Maneuver	542	539	-	558	557	-	-	-	-	-	-	-
Stage 1	702	646	-	945	840	-	-	-	-	-	-	-
Stage 2	871	817	-	664	649	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.98		10.2		0.09		6.13					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	20	-	-	548	781	1398	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.059	0.114	0.074	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	12	10.2	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-	-				

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	205	190	5
Future Vol, veh/h	1	1	1	205	190	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	216	200	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	421	203	205	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	590	838	1366	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	838	1366	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.22	0.04		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	9	-	692	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Ctrl Dly (s/v)	7.6	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	90	80	530	75	10	80
Future Vol, veh/h	90	80	530	75	10	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	215	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	84	558	79	11	84

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	179
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1397
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1397
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	8.13	12.73
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	962	-	-	1397	-
HCM Lane V/C Ratio	0.097	0.088	-	-	0.399	-
HCM Ctrl Dly (s/v)	41.7	9.1	-	-	9.3	-
HCM Lane LOS	E	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.3	-	-	2	-

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	410	375	0	0	190	105	25	1	30	0	0	0
Future Vol, veh/h	410	375	0	0	190	105	25	1	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	7	2	2	2	2	2	9	2	2	2	2	2
Mvmt Flow	432	395	0	0	200	111	26	1	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	-	-	-	-	0	1458	1568	395	-	-
Stage 1	-	-	-	-	-	-	-	1258	1258	-	-	-
Stage 2	-	-	-	-	-	-	-	200	311	-	-	-
Critical Hdwy	4.17	-	-	-	-	-	-	7.19	6.52	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Follow-up Hdwy	2.263	-	-	-	-	-	-	3.581	4.018	3.318	-	-
Pot Cap-1 Maneuver	1222	-	0	0	-	-	-	104	111	654	0	0
Stage 1	-	-	0	0	-	-	-	203	242	-	0	0
Stage 2	-	-	0	0	-	-	-	786	659	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1222	-	-	-	-	-	-	67	72	654	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	67	72	-	-	-
Stage 1	-	-	-	-	-	-	-	131	157	-	-	-
Stage 2	-	-	-	-	-	-	-	786	659	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	4.99			0			48.22					
HCM LOS							E			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	67	654	1222	-	-	-
HCM Lane V/C Ratio	0.407	0.048	0.353	-	-	-
HCM Ctrl Dly (s/v)	91.4	10.8	9.5	-	-	-
HCM Lane LOS	F	B	A	-	-	-
HCM 95th %tile Q(veh)	1.6	0.2	1.6	-	-	-

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰		↰	↰						↰	↰
Traffic Vol, veh/h	0	640	55	25	190	0	0	0	0	145	1	80
Future Vol, veh/h	0	640	55	25	190	0	0	0	0	145	1	80
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	2	2	4	2	2	2	2	2	2	2	7
Mvmt Flow	0	674	58	26	200	0	0	0	0	153	1	84
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	732	0	0	-	-	-	926	984	200
Stage 1	-	-	-	-	-	-	-	-	-	253	253	-
Stage 2	-	-	-	-	-	-	-	-	-	674	732	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	-	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	-	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	864	-	0	0	0	0	249	248	828
Stage 1	0	-	-	-	-	0	0	0	0	752	698	-
Stage 2	0	-	-	-	-	0	0	0	0	444	427	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	864	-	-	-	-	-	241	241	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	241	241	-
Stage 1	-	-	-	-	-	-	-	-	-	729	677	-
Stage 2	-	-	-	-	-	-	-	-	-	444	427	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			1.08						31.15		
HCM LOS							-			D		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	864	-	241	828						
HCM Lane V/C Ratio	-	-	0.03	-	0.637	0.102						
HCM Ctrl Dly (s/v)	-	-	9.3	-	42.8	9.8						
HCM Lane LOS	-	-	A	-	E	A						
HCM 95th %tile Q(veh)	-	-	0.1	-	3.9	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	40	520	1	25	105	80	5	55	20	75	70	10
Future Vol, veh/h	40	520	1	25	105	80	5	55	20	75	70	10
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	42	547	1	26	111	84	5	58	21	79	74	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	548	0	0	832	879	548	866	838	153
Stage 1	-	-	-	-	-	-	632	632	-	205	205	-
Stage 2	-	-	-	-	-	-	200	247	-	661	633	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1378	-	-	1011	-	-	288	286	536	274	302	893
Stage 1	-	-	-	-	-	-	468	474	-	797	732	-
Stage 2	-	-	-	-	-	-	802	702	-	452	474	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1011	-	-	199	265	536	194	281	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	265	-	194	281	-
Stage 1	-	-	-	-	-	-	448	453	-	773	710	-
Stage 2	-	-	-	-	-	-	689	681	-	362	453	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.55			1.03			21.88			47.15		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	297	128	-	-	197	-	-	239				
HCM Lane V/C Ratio	0.284	0.031	-	-	0.026	-	-	0.682				
HCM Ctrl Dly (s/v)	21.9	7.7	0	-	8.7	0	-	47.1				
HCM Lane LOS	C	A	A	-	A	A	-	E				
HCM 95th %tile O(veh)	1.1	0.1	-	-	0.1	-	-	4.4				

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	5	40	45	85	5	25	15	45	30	5
Future Vol, veh/h	1	30	5	40	45	85	5	25	15	45	30	5
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	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	1	32	5	42	47	89	5	26	16	47	32	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	189	182	34	187	176	34	37	0	0	42	0	0
Stage 1	129	129	-	45	45	-	-	-	-	-	-	-
Stage 2	61	53	-	142	132	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	771	712	1039	774	717	1036	1574	-	-	1567	-	-
Stage 1	875	789	-	969	858	-	-	-	-	-	-	-
Stage 2	951	851	-	861	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	635	688	1039	710	693	1036	1574	-	-	1567	-	-
Mov Cap-2 Maneuver	635	688	-	710	693	-	-	-	-	-	-	-
Stage 1	848	765	-	966	855	-	-	-	-	-	-	-
Stage 2	818	848	-	796	763	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.28		10.47		0.81		4.15					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	186	-	-	720	836	984	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.053	0.214	0.03	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	10.3	10.5	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.1	-	-				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	160	135	1
Future Vol, veh/h	1	1	1	160	135	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	168	142	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	313	143	143
Stage 1	143	-	-
Stage 2	171	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	680	905	1439
Stage 1	884	-	-
Stage 2	859	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	679	905	1439
Mov Cap-2 Maneuver	679	-	-
Stage 1	884	-	-
Stage 2	859	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.65	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	776	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	9.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	5	20	100	70	475
Future Vol, veh/h	85	5	20	100	70	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	215	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	5	21	105	74	500
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	237	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	751	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	741	968
Mov Cap-2 Maneuver	-	-	-	-	741	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	880	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.24		12.33	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	741	968	-	-	1499	-
HCM Lane V/C Ratio	0.099	0.516	-	-	0.014	-
HCM Ctrl Dly (s/v)	10.4	12.6	-	-	7.4	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	3	-	-	0	-

FUTURE NO-BUILD (2038) CAPACITY REPORTS

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	65	170	0	0	115	90	10	1	20	0	0	0
Future Vol, veh/h	65	170	0	0	115	90	10	1	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	13	2	2	2	2	2	20	2	5	2	2	2
Mvmt Flow	68	179	0	0	121	95	11	1	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	-	-	-	-	0	437	532	179	-	-
Stage 1	-	-	-	-	-	-	-	316	316	-	-	-
Stage 2	-	-	-	-	-	-	-	121	216	-	-	-
Critical Hdwy	4.23	-	-	-	-	-	-	7.3	6.52	6.25	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Follow-up Hdwy	2.317	-	-	-	-	-	-	3.68	4.018	3.345	-	-
Pot Cap-1 Maneuver	1291	-	0	0	-	-	-	500	454	856	0	0
Stage 1	-	-	0	0	-	-	-	659	655	-	0	0
Stage 2	-	-	0	0	-	-	-	841	724	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1291	-	-	-	-	-	-	474	430	856	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	474	430	-	-	-
Stage 1	-	-	-	-	-	-	-	624	620	-	-	-
Stage 2	-	-	-	-	-	-	-	841	724	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.2			0			10.57					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	469	856	1291	-	-	-
HCM Lane V/C Ratio	0.025	0.025	0.053	-	-	-
HCM Ctrl Dly (s/v)	12.9	9.3	7.9	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	170	10	10	115	0	0	0	0	65	1	55
Future Vol, veh/h	0	170	10	10	115	0	0	0	0	65	1	55
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	6	2	2	2	2	2	2	2	2	2	14
Mvmt Flow	0	179	11	11	121	0	0	0	0	68	1	58
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	189	0	0	-	-	-	321	332	121
Stage 1	-	-	-	-	-	-	-	-	-	142	142	-
Stage 2	-	-	-	-	-	-	-	-	-	179	189	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	-	7.12	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	-	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1384	-	0	0	0	0	632	588	899
Stage 1	0	-	-	-	-	0	0	0	0	861	779	-
Stage 2	0	-	-	-	-	0	0	0	0	823	743	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1384	-	-	-	-	-	627	584	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	627	584	-
Stage 1	-	-	-	-	-	-	-	-	-	854	773	-
Stage 2	-	-	-	-	-	-	-	-	-	823	743	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.61						10.47		
HCM LOS							-			B		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1384	-	626	899						
HCM Lane V/C Ratio	-	-	0.008	-	0.111	0.064						
HCM Ctrl Dly (s/v)	-	-	7.6	-	11.5	9.3						
HCM Lane LOS	-	-	A	-	B	A						
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.2						

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	75	5	5	70	40	1	30	25	50	40	5
Future Vol, veh/h	10	75	5	5	70	40	1	30	25	50	40	5
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	2	50	2	2	2	2	2	29	2	13	2
Mvmt Flow	11	79	5	5	74	42	1	32	26	53	42	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	221	210	45	234	199	45	47	0	0	58	0	0
Stage 1	150	150	-	47	47	-	-	-	-	-	-	-
Stage 2	71	60	-	187	153	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.7	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.75	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	735	687	904	721	696	1025	1560	-	-	1546	-	-
Stage 1	853	773	-	967	856	-	-	-	-	-	-	-
Stage 2	939	845	-	815	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	608	663	904	611	672	1025	1560	-	-	1546	-	-
Mov Cap-2 Maneuver	608	663	-	611	672	-	-	-	-	-	-	-
Stage 1	823	746	-	966	855	-	-	-	-	-	-	-
Stage 2	823	844	-	699	744	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.3		10.64		0.13		3.9					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	29	-	-	666	759	927	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.142	0.159	0.034	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	11.3	10.6	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0.1	-	-				

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	1	5	25	45	1	40	15	50	20	5
Future Vol, veh/h	5	25	1	5	25	45	1	40	15	50	20	5
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	5	2	2	2	2	2	2	2	4	11	2
Mvmt Flow	5	26	1	5	26	47	1	42	16	53	21	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	186	189	24	192	184	50	26	0	0	58	0	0
Stage 1	129	129	-	52	52	-	-	-	-	-	-	-
Stage 2	57	60	-	139	132	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.045	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	774	700	1053	768	711	1018	1588	-	-	1534	-	-
Stage 1	875	784	-	961	851	-	-	-	-	-	-	-
Stage 2	954	839	-	864	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	686	676	1053	712	685	1018	1588	-	-	1534	-	-
Mov Cap-2 Maneuver	686	676	-	712	685	-	-	-	-	-	-	-
Stage 1	844	756	-	960	851	-	-	-	-	-	-	-
Stage 2	881	838	-	804	760	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.52		9.64		0.13		4.95					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	30	-	-	685	855	1154	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.048	0.092	0.034	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	10.5	9.6	7.4	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.1	0.3	0.1	-	-				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	195	140	5
Future Vol, veh/h	1	1	1	195	140	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	205	147	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	357	150	153
Stage 1	150	-	-
Stage 2	207	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	641	896	1428
Stage 1	878	-	-
Stage 2	827	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	640	896	1428
Mov Cap-2 Maneuver	640	-	-
Stage 1	877	-	-
Stage 2	827	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.83	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	747	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.8	-	-
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	65	310	0	0	185	105	20	1	30	0	0	0
Future Vol, veh/h	65	310	0	0	185	105	20	1	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	7	2	2	2	2	2	9	2	2	2	2	2
Mvmt Flow	68	326	0	0	195	111	21	1	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	305	0	-	-	-	-	0	658	768	326	-	-
Stage 1	-	-	-	-	-	-	-	463	463	-	-	-
Stage 2	-	-	-	-	-	-	-	195	305	-	-	-
Critical Hdwy	4.17	-	-	-	-	-	-	7.19	6.52	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Follow-up Hdwy	2.263	-	-	-	-	-	-	3.581	4.018	3.318	-	-
Pot Cap-1 Maneuver	1228	-	0	0	-	-	-	368	332	715	0	0
Stage 1	-	-	0	0	-	-	-	566	564	-	0	0
Stage 2	-	-	0	0	-	-	-	791	662	-	0	0
Platoon blocked, %		-					-					
Mov Cap-1 Maneuver	1228	-	-	-	-	-	-	348	313	715	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	348	313	-	-	-
Stage 1	-	-	-	-	-	-	-	534	533	-	-	-
Stage 2	-	-	-	-	-	-	-	791	662	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.4			0			12.68					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	346	715	1228	-	-	-
HCM Lane V/C Ratio	0.064	0.044	0.056	-	-	-
HCM Ctrl Dly (s/v)	16.1	10.3	8.1	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰		↰	↰						↰	↰
Traffic Vol, veh/h	0	230	20	25	180	0	0	0	0	145	1	75
Future Vol, veh/h	0	230	20	25	180	0	0	0	0	145	1	75
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	2	2	4	2	2	2	2	2	2	2	7
Mvmt Flow	0	242	21	26	189	0	0	0	0	153	1	79
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	263	0	0	-	-	-	484	505	189
Stage 1	-	-	-	-	-	-	-	-	-	242	242	-
Stage 2	-	-	-	-	-	-	-	-	-	242	263	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	-	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	-	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1289	-	0	0	0	0	493	469	840
Stage 1	0	-	-	-	-	0	0	0	0	761	705	-
Stage 2	0	-	-	-	-	0	0	0	0	761	691	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1289	-	-	-	-	-	483	460	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	483	460	-
Stage 1	-	-	-	-	-	-	-	-	-	746	691	-
Stage 2	-	-	-	-	-	-	-	-	-	761	691	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.96						13.81		
HCM LOS							-			B		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1289	-	483	840						
HCM Lane V/C Ratio	-	-	0.02	-	0.318	0.094						
HCM Ctrl Dly (s/v)	-	-	7.9	-	15.9	9.7						
HCM Lane LOS	-	-	A	-	C	A						
HCM 95th %tile Q(veh)	-	-	0.1	-	1.4	0.3						

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	75	1	25	90	80	5	55	20	75	70	5
Future Vol, veh/h	10	75	1	25	90	80	5	55	20	75	70	5
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	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	11	79	1	26	95	84	5	58	21	79	74	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	350	324	76	350	316	68	79	0	0	79	0	0
Stage 1	234	234	-	79	79	-	-	-	-	-	-	-
Stage 2	116	89	-	271	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	605	594	985	601	600	995	1519	-	-	1519	-	-
Stage 1	769	711	-	925	829	-	-	-	-	-	-	-
Stage 2	889	821	-	730	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	438	560	985	490	565	995	1519	-	-	1519	-	-
Mov Cap-2 Maneuver	438	560	-	490	565	-	-	-	-	-	-	-
Stage 1	727	672	-	921	826	-	-	-	-	-	-	-
Stage 2	718	818	-	609	671	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	12.92		12.71		0.46		3.75					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	107	-	-	545	671	888	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.166	0.306	0.052	-	-				
HCM Ctrl Dly (s/v)	7.4	0	-	12.9	12.7	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0.6	1.3	0.2	-	-				

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	10	15	45	40	5	25	15	40	30	5
Future Vol, veh/h	1	30	10	15	45	40	5	25	15	40	30	5
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	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	1	32	11	16	47	42	5	26	16	42	32	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	179	171	34	176	166	34	37	0	0	42	0	0
Stage 1	118	118	-	45	45	-	-	-	-	-	-	-
Stage 2	61	53	-	132	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	783	722	1039	786	727	1036	1574	-	-	1567	-	-
Stage 1	886	798	-	969	858	-	-	-	-	-	-	-
Stage 2	951	851	-	872	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	680	700	1039	721	704	1036	1574	-	-	1567	-	-
Mov Cap-2 Maneuver	680	700	-	721	704	-	-	-	-	-	-	-
Stage 1	862	776	-	966	855	-	-	-	-	-	-	-
Stage 2	859	848	-	805	774	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.02		10.1		0.81		3.93					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	186	-	-	760	811	933	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.057	0.13	0.027	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	10	10.1	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.1	-	-				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	115	135	1
Future Vol, veh/h	1	1	1	115	135	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	121	142	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	266	143	143
Stage 1	143	-	-
Stage 2	123	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	723	905	1439
Stage 1	884	-	-
Stage 2	902	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	723	905	1439
Mov Cap-2 Maneuver	723	-	-
Stage 1	884	-	-
Stage 2	902	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.49	0.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	804	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

FUTURE BUILD (2038) OPERATIONAL CAPACITY REPORTS

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	70	185	0	0	155	90	25	1	20	0	0	0
Future Vol, veh/h	70	185	0	0	155	90	25	1	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	13	2	2	2	2	2	20	2	5	2	2	2
Mvmt Flow	74	195	0	0	163	95	26	1	21	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	-	-	-	-	0	505	600	195	-	-
Stage 1	-	-	-	-	-	-	-	342	342	-	-	-
Stage 2	-	-	-	-	-	-	-	163	258	-	-	-
Critical Hdwy	4.23	-	-	-	-	-	-	7.3	6.52	6.25	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.3	5.52	-	-	-
Follow-up Hdwy	2.317	-	-	-	-	-	-	3.68	4.018	3.345	-	-
Pot Cap-1 Maneuver	1245	-	0	0	-	-	-	450	415	839	0	0
Stage 1	-	-	0	0	-	-	-	637	638	-	0	0
Stage 2	-	-	0	0	-	-	-	798	694	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1245	-	-	-	-	-	-	423	390	839	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	423	390	-	-	-
Stage 1	-	-	-	-	-	-	-	599	600	-	-	-
Stage 2	-	-	-	-	-	-	-	798	694	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.22			0			12.07					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	422	839	1245	-	-	-
HCM Lane V/C Ratio	0.065	0.025	0.059	-	-	-
HCM Ctrl Dly (s/v)	14.1	9.4	8.1	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	↱
Traffic Vol, veh/h	0	190	15	10	170	0	0	0	0	65	1	70
Future Vol, veh/h	0	190	15	10	170	0	0	0	0	65	1	70
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	6	2	2	2	2	2	2	2	2	2	14
Mvmt Flow	0	200	16	11	179	0	0	0	0	68	1	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	216	0	0	-	-	-	400	416	179
Stage 1	-	-	-	-	-	-	-	-	-	200	200	-
Stage 2	-	-	-	-	-	-	-	-	-	200	216	-
Critical Hdwy	-	-	-	4.12	-	-	-	-	-	7.12	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	-	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1354	-	0	0	0	0	560	527	834
Stage 1	0	-	-	-	-	0	0	0	0	802	736	-
Stage 2	0	-	-	-	-	0	0	0	0	802	724	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1354	-	-	-	-	-	556	523	834
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	556	523	-
Stage 1	-	-	-	-	-	-	-	-	-	796	730	-
Stage 2	-	-	-	-	-	-	-	-	-	802	724	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.43		11.03
HCM LOS			-	B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1354	-	556	834
HCM Lane V/C Ratio	-	-	0.008	-	0.125	0.088
HCM Ctrl Dly (s/v)	-	-	7.7	-	12.4	9.7
HCM Lane LOS	-	-	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.3

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	100	5	5	140	40	1	30	25	50	40	60
Future Vol, veh/h	35	100	5	5	140	40	1	30	25	50	40	60
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	50	2	2	2	2	2	29	2	13	2
Mvmt Flow	37	105	5	5	147	42	1	32	26	53	42	63
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	189	0	0	111	0	0	361	382	108	374	363	168
Stage 1	-	-	-	-	-	-	182	182	-	179	179	-
Stage 2	-	-	-	-	-	-	179	200	-	195	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.49	7.12	6.63	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.63	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.63	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.561	3.518	4.117	3.318
Pot Cap-1 Maneuver	1384	-	-	1479	-	-	595	551	877	583	547	876
Stage 1	-	-	-	-	-	-	820	749	-	823	731	-
Stage 2	-	-	-	-	-	-	823	736	-	807	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1384	-	-	1479	-	-	493	533	877	516	530	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	493	533	-	516	530	-
Stage 1	-	-	-	-	-	-	797	728	-	820	728	-
Stage 2	-	-	-	-	-	-	716	733	-	728	706	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.92			0.2			11.14			12.73		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	646	446	-	-	47	-	-	623				
HCM Lane V/C Ratio	0.091	0.027	-	-	0.004	-	-	0.254				
HCM Ctrl Dly (s/v)	11.1	7.7	0	-	7.4	0	-	12.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1				

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	25	1	5	25	60	1	40	15	85	20	5
Future Vol, veh/h	5	25	1	5	25	60	1	40	15	85	20	5
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	5	2	2	2	2	2	2	2	4	11	2
Mvmt Flow	5	26	1	5	26	63	1	42	16	89	21	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	260	263	24	265	257	50	26	0	0	58	0	0
Stage 1	203	203	-	52	52	-	-	-	-	-	-	-
Stage 2	57	60	-	213	205	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.55	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.045	3.318	3.518	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	693	637	1053	687	647	1018	1588	-	-	1534	-	-
Stage 1	799	728	-	961	851	-	-	-	-	-	-	-
Stage 2	954	839	-	789	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	586	599	1053	619	608	1018	1588	-	-	1534	-	-
Mov Cap-2 Maneuver	586	599	-	619	608	-	-	-	-	-	-	-
Stage 1	752	685	-	960	851	-	-	-	-	-	-	-
Stage 2	867	838	-	713	688	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.29		9.88		0.13		5.79					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	30	-	-	605	832	1337	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.054	0.114	0.058	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	11.3	9.9	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-	-				

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	210	175	5
Future Vol, veh/h	1	1	1	210	175	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	221	184	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	410	187	189	0	-	0
Stage 1	187	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	598	855	1384	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	597	855	1384	-	-	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.13	0.04		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	9	-	703	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Ctrl Dly (s/v)	7.6	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	90	35	125	75	15	50
Future Vol, veh/h	90	35	125	75	15	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	215	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	37	132	79	16	53

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	132
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1454
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1454
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.83	9.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	525	962	-	-	1454	-
HCM Lane V/C Ratio	0.03	0.055	-	-	0.091	-
HCM Ctrl Dly (s/v)	12.1	9	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.3	-

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	80	345	0	0	195	105	25	1	30	0	0	0
Future Vol, veh/h	80	345	0	0	195	105	25	1	30	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	190	-	-	-	-	-	-	-	50	-	-	-
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, %	7	2	2	2	2	2	9	2	2	2	2	2
Mvmt Flow	84	363	0	0	205	111	26	1	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	316	0	-	-	-	-	0	737	847	363	-	-
Stage 1	-	-	-	-	-	-	-	532	532	-	-	-
Stage 2	-	-	-	-	-	-	-	205	316	-	-	-
Critical Hdwy	4.17	-	-	-	-	-	-	7.19	6.52	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.19	5.52	-	-	-
Follow-up Hdwy	2.263	-	-	-	-	-	-	3.581	4.018	3.318	-	-
Pot Cap-1 Maneuver	1217	-	0	0	-	-	-	326	299	682	0	0
Stage 1	-	-	0	0	-	-	-	519	526	-	0	0
Stage 2	-	-	0	0	-	-	-	781	655	-	0	0
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1217	-	-	-	-	-	-	303	278	682	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	303	278	-	-	-
Stage 1	-	-	-	-	-	-	-	483	489	-	-	-
Stage 2	-	-	-	-	-	-	-	781	655	-	-	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.54			0			14.05					
HCM LOS							B			-		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	302	682	1217	-	-	-
HCM Lane V/C Ratio	0.091	0.046	0.069	-	-	-
HCM Ctrl Dly (s/v)	18.1	10.5	8.2	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	↱
Traffic Vol, veh/h	0	280	35	25	195	0	0	0	0	145	1	80
Future Vol, veh/h	0	280	35	25	195	0	0	0	0	145	1	80
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	-	-	Stop
Storage Length	-	-	-	135	-	-	-	-	-	-	-	30
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	2	2	4	2	2	2	2	2	2	2	7
Mvmt Flow	0	295	37	26	205	0	0	0	0	153	1	84
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	332	0	0	-	-	-	553	589	205
Stage 1	-	-	-	-	-	-	-	-	-	258	258	-
Stage 2	-	-	-	-	-	-	-	-	-	295	332	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	-	7.12	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	-	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1217	-	0	0	0	0	444	420	823
Stage 1	0	-	-	-	-	0	0	0	0	747	694	-
Stage 2	0	-	-	-	-	0	0	0	0	714	645	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1217	-	-	-	-	-	434	411	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	434	411	-
Stage 1	-	-	-	-	-	-	-	-	-	731	679	-
Stage 2	-	-	-	-	-	-	-	-	-	714	645	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.91						14.97		
HCM LOS							-			B		
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1217	-	434	823						
HCM Lane V/C Ratio	-	-	0.022	-	0.354	0.102						
HCM Ctrl Dly (s/v)	-	-	8	-	17.8	9.9						
HCM Lane LOS	-	-	A	-	C	A						
HCM 95th %tile Q(veh)	-	-	0.1	-	1.6	0.3						

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	140	1	25	110	80	5	55	20	75	70	10
Future Vol, veh/h	50	140	1	25	110	80	5	55	20	75	70	10
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	53	147	1	26	116	84	5	58	21	79	74	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	148	0	0	458	506	148	492	464	158
Stage 1	-	-	-	-	-	-	253	253	-	211	211	-
Stage 2	-	-	-	-	-	-	205	253	-	282	254	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1372	-	-	1421	-	-	513	469	899	487	495	887
Stage 1	-	-	-	-	-	-	751	698	-	792	728	-
Stage 2	-	-	-	-	-	-	797	698	-	725	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1372	-	-	1421	-	-	404	440	899	391	465	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	404	440	-	391	465	-
Stage 1	-	-	-	-	-	-	720	668	-	775	713	-
Stage 2	-	-	-	-	-	-	691	683	-	620	668	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.02			0.88			13.63			18.02		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	501	471	-	-	193	-	-	438				
HCM Lane V/C Ratio	0.168	0.038	-	-	0.019	-	-	0.373				
HCM Ctrl Dly (s/v)	13.6	7.7	0	-	7.6	0	-	18				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	1.7				

Intersection

Int Delay, s/veh 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	10	15	45	65	5	25	15	45	30	5
Future Vol, veh/h	1	30	10	15	45	65	5	25	15	45	30	5
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	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	1	32	11	16	47	68	5	26	16	47	32	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	189	182	34	187	176	34	37	0	0	42	0	0
Stage 1	129	129	-	45	45	-	-	-	-	-	-	-
Stage 2	61	53	-	142	132	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	771	712	1039	774	717	1036	1574	-	-	1567	-	-
Stage 1	875	789	-	969	858	-	-	-	-	-	-	-
Stage 2	951	851	-	861	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	649	688	1039	707	693	1036	1574	-	-	1567	-	-
Mov Cap-2 Maneuver	649	688	-	707	693	-	-	-	-	-	-	-
Stage 1	848	765	-	966	855	-	-	-	-	-	-	-
Stage 2	836	848	-	792	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.1	10.08	0.81	4.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	186	-	-	749	839	984	-
HCM Lane V/C Ratio	0.003	-	-	0.058	0.157	0.03	-
HCM Ctrl Dly (s/v)	7.3	0	-	10.1	10.1	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	140	140	1
Future Vol, veh/h	1	1	1	140	140	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	147	147	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	297	148	148	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	694	899	1433	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	899	1433	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.61	0.05		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	13	-	783	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Ctrl Dly (s/v)	7.5	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	85	5	25	100	25	105
Future Vol, veh/h	85	5	25	100	25	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	215	215	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	5	26	105	26	111

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	95
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1499
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1499
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.49	9.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	728	968	-	-	1499	-
HCM Lane V/C Ratio	0.036	0.114	-	-	0.018	-
HCM Ctrl Dly (s/v)	10.1	9.2	-	-	7.4	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0.1	-



Kimley»Horn

111 West Jackson Boulevard | Suite 1320 | Chicago, IL | 60604
312-726-9445