

PROJECT HEARTLAND

Traffic Impact Study

Coal City, Illinois

**July 2026
Revised
September
2026**

Prepared for:

Aligned Data Centers, Inc.

Kimley»Horn

TABLE OF CONTENTS

Executive Summary	2
1. Introduction.....	4
2. Existing Conditions	6
3. Development Characteristics.....	14
4. Future Conditions.....	21
5. Recommendations & Conclusions	31
Appendix.....	32

LIST OF TABLES

Table 2.1 Level of Service Grading Descriptions	12
Table 2.2 Level of Service Grading Criteria.....	12
Table 2.3 Existing (2026) Levels of Service	13
Table 3.1 Empirical Trip Generation Rates - Data Center (Construction Phase)	15
Table 3.2. ITE Trip Generation Rates - Data Center (Operational Phase)	15
Table 3.3 Site-Generated Traffic Projections – Construction Peak and Operational Conditions.....	15
Table 3.4 Estimated Trip Distribution	16
Table 4.1 CMAP Projected Growth Rates	21
Table 4.2 Future (2038) Peak Construction Levels of Service	27
Table 4.3 Future (2039) Operational Levels of Service	29

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 (2038) Traffic Projections	22
Exhibit 10. No-Build (2039) Traffic Projections	23
Exhibit 11. Build (2038) Peak Construction Traffic Projections	24
Exhibit 12. Build (2039) 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 eleven buildings, totaling approximately 3,795,000 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.

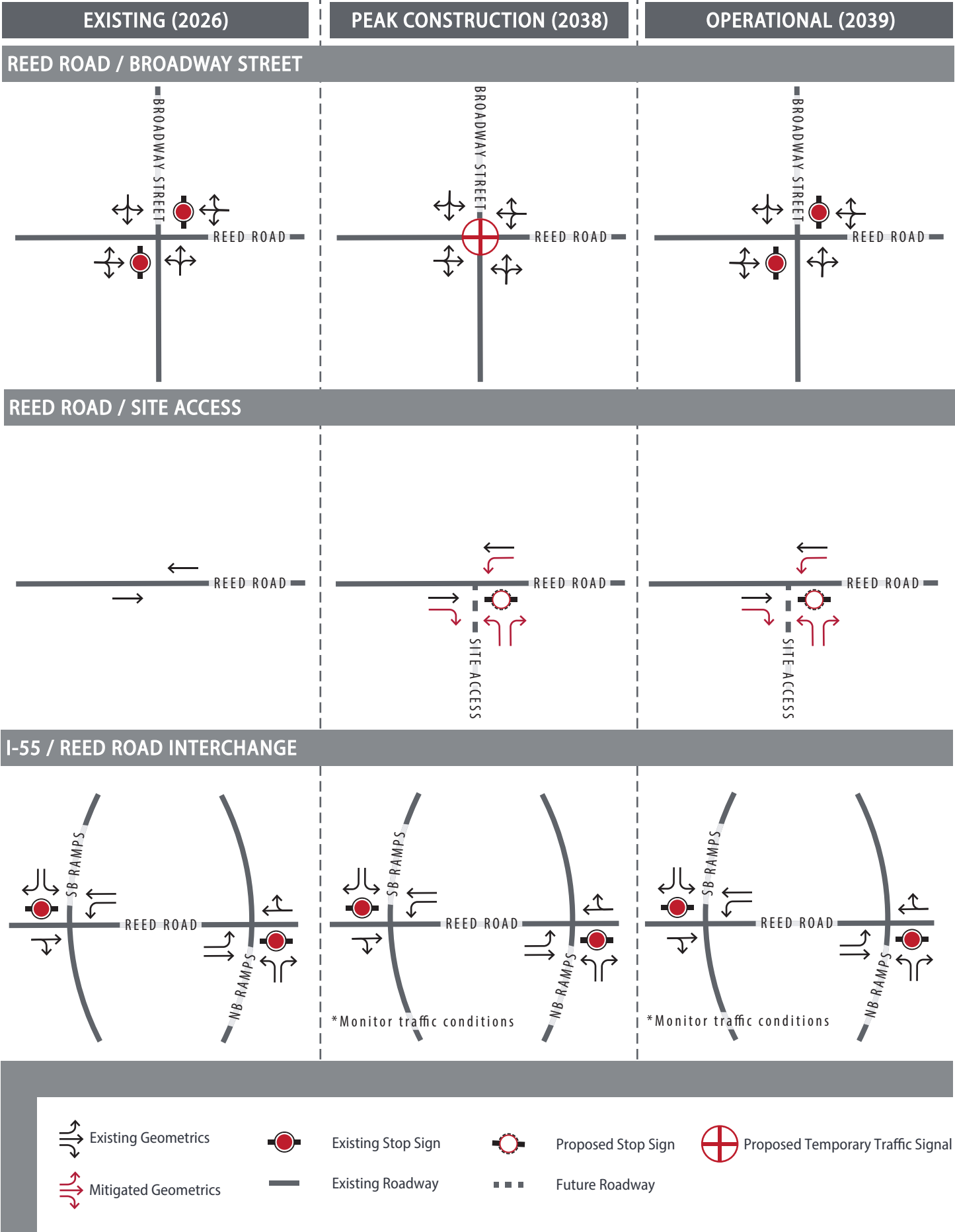
The development is anticipated to be at peak construction in 2033 and fully operational by 2034. Therefore, conditions were analyzed for 2038 and 2039 which reflects a build-plus-five scenario, per typical Illinois Department of Transportation (IDOT) standards.

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 (2038): Assumes nine buildings, totaling approximately 3,105,000 square feet, are operational while the final two are under construction, representing the highest anticipated site-generated traffic
- Operational (2039): All eleven buildings are operational, totaling 3,795,000 square feet.

Based on projected traffic volumes, the following improvements were identified and should be installed under Peak Construction (2038) conditions. A temporary traffic signal should be installed at the Reed Road/Broadway Street intersection, to be removed once construction is complete. 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.



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 eleven buildings, totaling approximately 3,795,000 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 2033 and be fully operational by 2034; therefore, Year 2038 and 2039 (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.

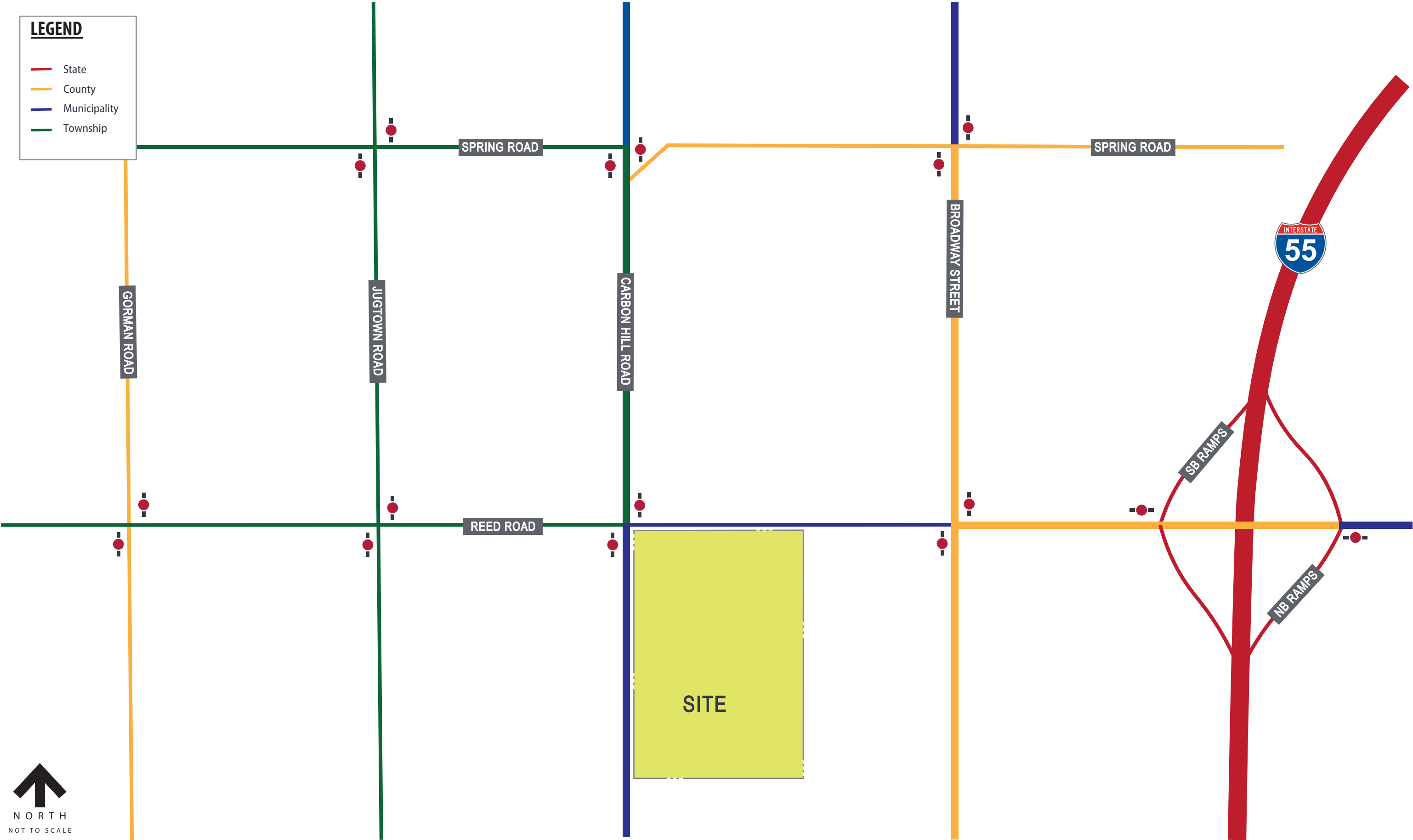
Spring Road is an east-west roadway located approximately one-half mile north of the site. Spring Road provides one travel lane in each direction. Spring Road is classified as a Local Road west of Carbon Hill Road and a Minor Collector east of Carbon Hill Road and is under the jurisdiction of Maine Township. 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-intersections 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.

Jugtown Road is a north-south roadway located approximately one mile west of the site. Jugtown Road provides one travel lane in each direction. Jugtown Road is classified as a Local Road and is under the jurisdiction of Maine Township. At its respective unsignalized intersections with Spring Road and Reed Road, Jugtown Road operates under free-flow condition and provides a shared left/through/right lane on each leg. There is no posted speed limit; therefore, a posted speed limit of 45 mph was assumed.

Gorman Road is a north-south roadway located approximately two miles west of the site. Gorman Road provides one travel lane in each direction. Gorman Road is classified as a Local Road and is under jurisdiction of Grundy County. At its respective unsignalized intersections with Spring Road and Reed Road, Gorman Road operates under free-flow condition and provides a shared left/through/right lane on each leg. There is no posted speed limit; therefore, a posted speed limit of 45 mph was assumed.

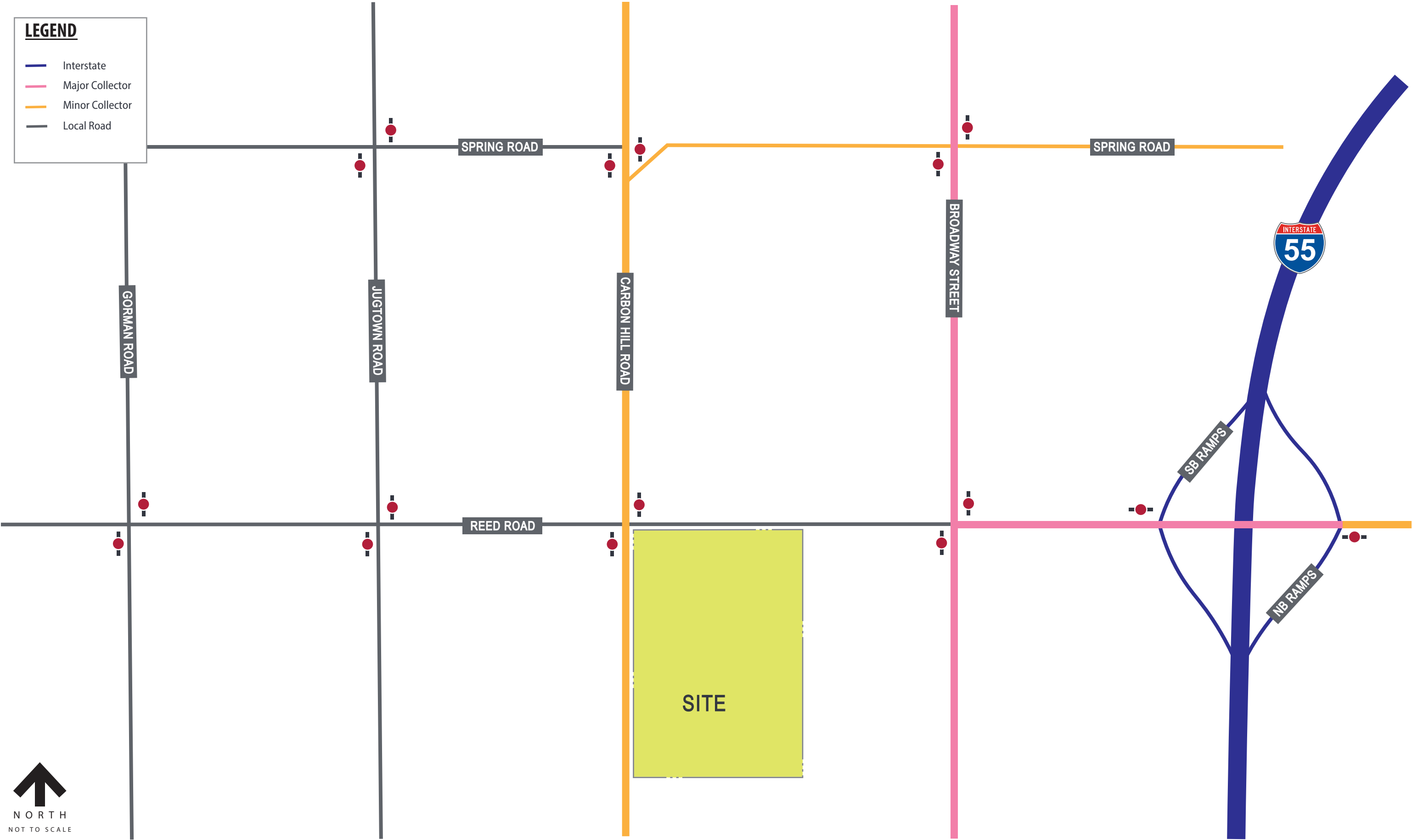
LEGEND

- State
- County
- Municipality
- Township



LEGEND

- Interstate
- Major Collector
- Minor Collector
- Local Road



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.

LEGEND

xx

Weekday AM Peak
(7:15 – 8:15am)

(xx)

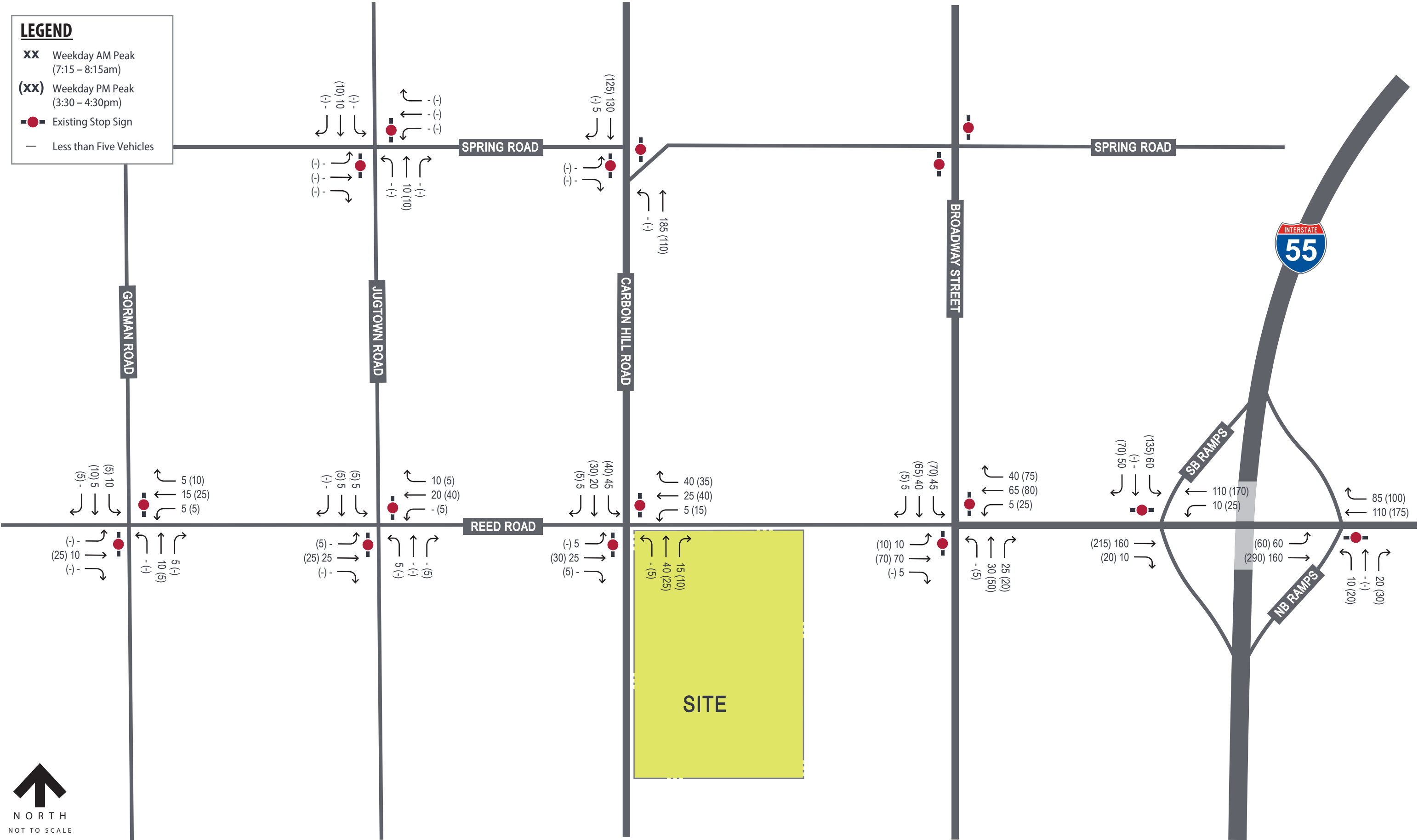
Weekday PM Peak
(3:30 – 4:30pm)

●

Existing Stop Sign

—

Less than Five Vehicles



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	12	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
Reed Road / Jughtown Road △				
Eastbound	9	A	9	A
Westbound	9	A	9	A
Northbound (Left)	7	A	7	A
Southbound (Left)	7	A	7	A
Reed Road / Gorman Road △				
Eastbound	9	A	9	A
Westbound	9	A	9	A
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
Jughtown Road / Spring Road △				
Eastbound	9	A	9	A
Westbound	9	A	9	A
Northbound (Left)	7	A	7	A
Southbound (Left)	7	A	7	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 eleven buildings totaling approximately 3,795,000 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 2034. 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	$\ln(T) = 0.71 \ln(X) + 1.51$ 50% in/50% out	$T = 0.05X + 9.87$ 71% in/29% out	$T = 0.05X$ 19% in/81% out

T – Trips

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 10-11, after Buildings 1 – 9 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 – 9 Operational, Buildings 10 – 11 Under Construction)								
9 Operational Buildings	Cars	1,370	115	50	165	20	125	155
2 Buildings Under Construction	Cars	1,800	450	-	450	-	450	450
2 Buildings Under Construction	Trucks	80	40	40	80	-	-	-
Peak Construction Total Traffic		3,250	605	90	695	20	575	605
Full Buildout (Buildings 1 – 11 Operational)								
11 Operational Buildings	Cars	1,570	140	60	200	35	155	190

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	<5%	-	35%
East on Reed Road	10%	-	25%
North on Jugtown Road	<5%	-	<5%
North on Gorman Road	<5%	-	<5%
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**.

Based on the anticipated construction traffic volumes and trip distribution, no significant impacts to agricultural vehicle operations are expected. The majority of development-related traffic is anticipated to travel to and from the site and I-55 during the weekday morning and afternoon peak hours.

LEGEND

xx

Weekday AM Peak
(7:15 – 8:15am)

(xx)

Weekday PM Peak
(3:30 – 4:30pm)

●

Existing Stop Sign

⊕

Proposed Temporary Traffic Signal

—

Less than Five Vehicles



LEGEND

- xx** Weekday AM Peak
(7:15 – 8:15am)
- (xx)** Weekday PM Peak
(3:30 – 4:30pm)
- Existing Stop Sign
- ⊕ Proposed Temporary Traffic Signal
- Less than Five Vehicles



LEGEND

xx

Weekday AM Peak
(7:15 – 8:15am)

(xx)

Weekday PM Peak
(3:30 – 4:30pm)

●

Existing Stop Sign

⊕

Proposed Temporary Traffic Signal

—

Less than Five Vehicles



LEGEND

xx

Weekday AM Peak
(7:15 – 8:15am)

(xx)

Weekday PM Peak
(3:30 – 4:30pm)

●

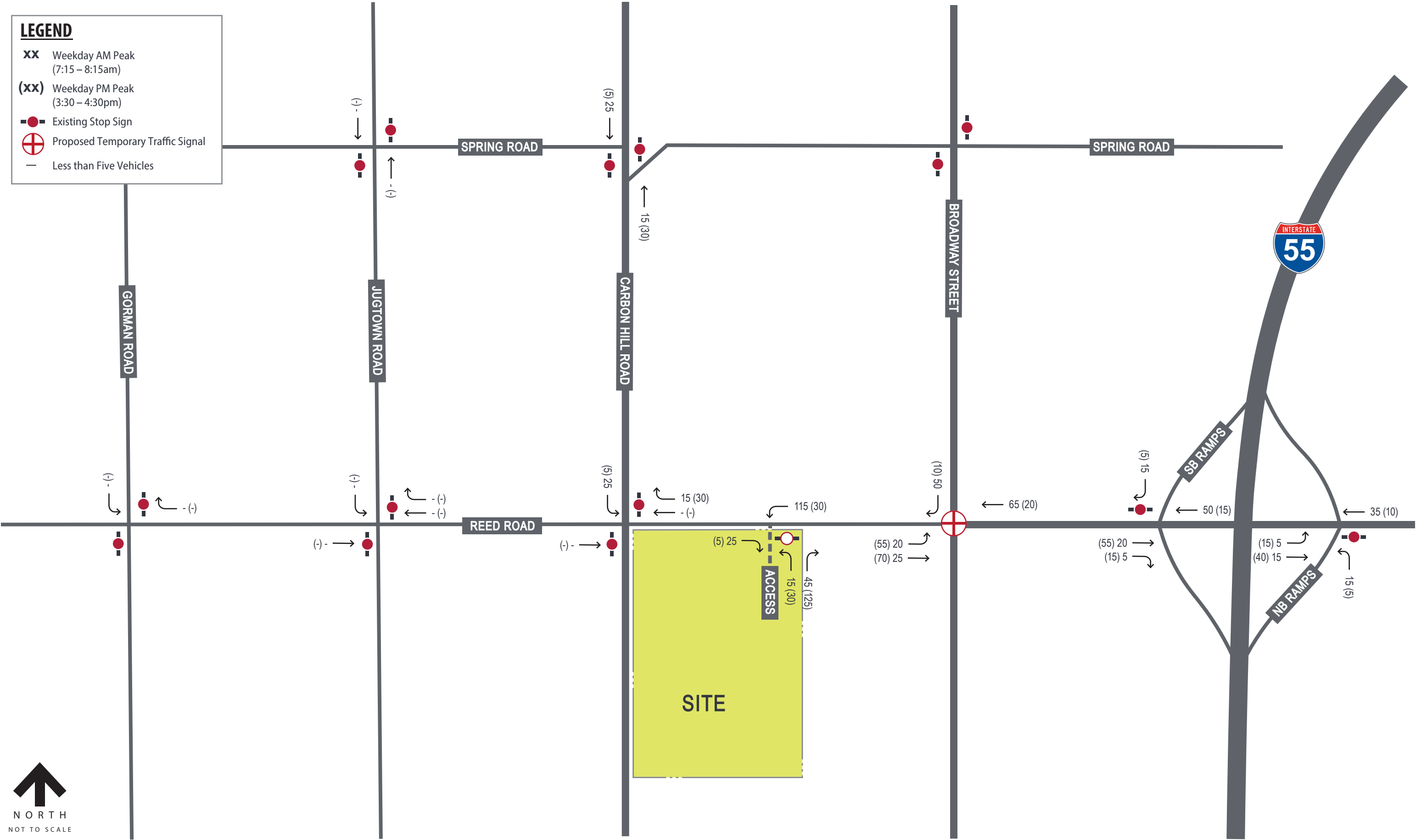
Existing Stop Sign

⊕

Proposed Temporary Traffic Signal

—

Less than Five Vehicles



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 2033, while Buildings 1 – 9 are operational and during the construction of Buildings 10 – 11. The site is expected to be fully constructed and operational by 2034. Therefore, conditions were analyzed for 2038 and 2039 which reflects a build-plus-five scenario, per typical Illinois Department of Transportation (IDOT) standards.

Future No-Build Traffic Projections

Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). As shown in **Table 4.1**, the background annual compounded growth rate based on CMAP year 2050 traffic projections for the study network was 0.93%. The growth rate was applied for a period of twelve and thirteen years to reflect traffic growth between the existing (2026) traffic counts and peak construction and full buildout conditions in 2038 and 2039, respectively. The resulting traffic projections for Future (2038) No-Build conditions and Future (2039) No-Build conditions are presented in **Exhibit 9** and **Exhibit 10**, respectively. A copy of the CMAP letter is provided in the appendix.

Table 4.1 CMAP Projected Growth Rates

Roadway Segment	CMAP Projected Growth Rate
Reed Road, east of I-55	1.12%
Reed Road, west of I-55	0.91%
Gorman Road, north of Reed Road	0.70%
Gorman Road, south of Reed Road	1.22%
Broadway Street, north of Reed Road	0.48%
Broadway Street, south of Reed Road	1.26%
Carbon Hill Road at Reed Road	1.26%
IL 113, east of Carbon Hill Road	0.69%
IL 113, west of Carbon Hill Road	0.70%
Average Annual Growth Rate	0.93%

Future (2038) 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 (2038) Traffic Projections (Exhibit 9). The resulting Build (2038) Peak Construction Traffic Projections are illustrated in **Exhibit 11**.

Future (2039) 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 (2039) Traffic Projections (Exhibit 10). The resulting Build (2039) Operational Traffic Projections are illustrated in **Exhibit 12**.

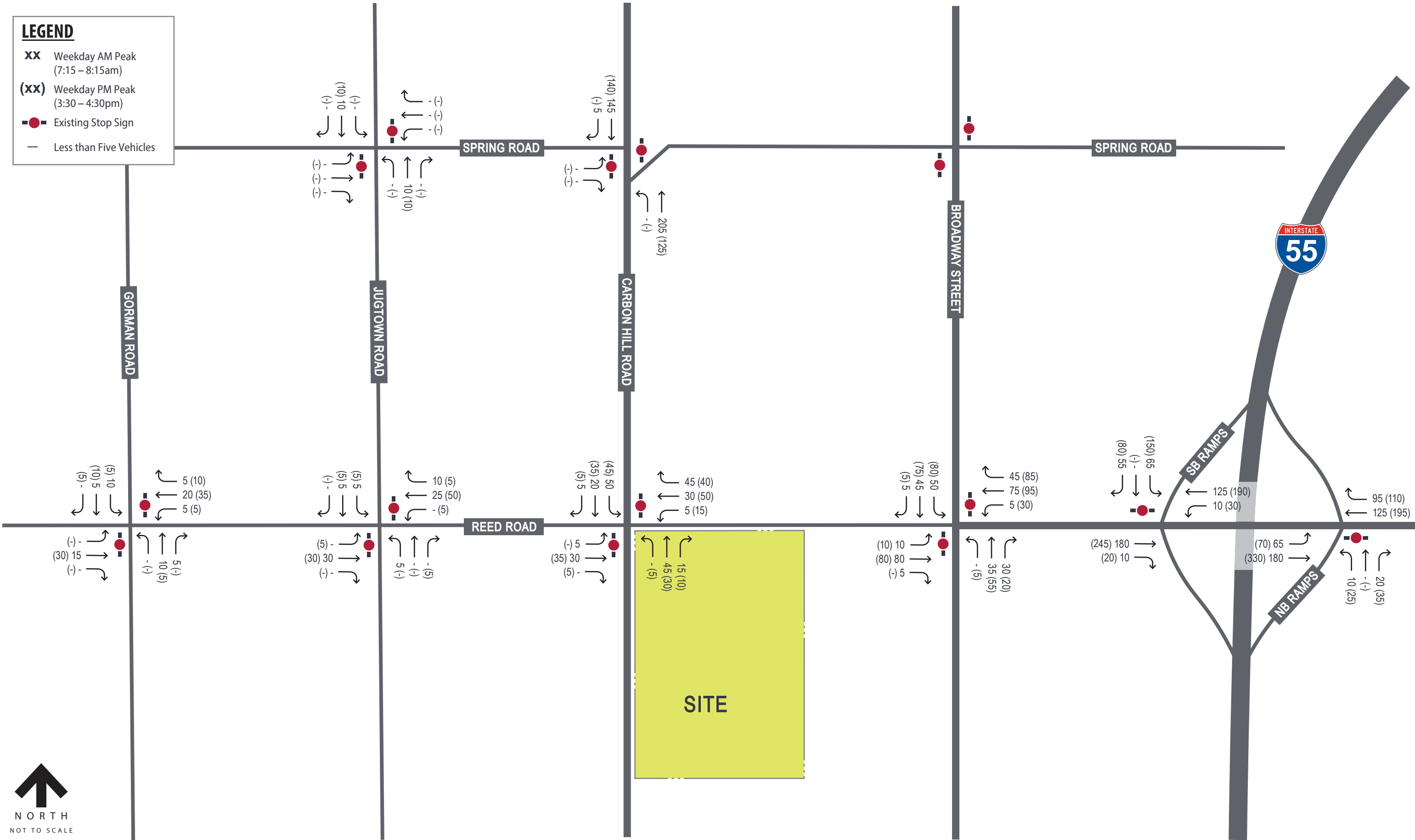
LEGEND

xx Weekday AM Peak
(7:15 – 8:15am)

(xx) Weekday PM Peak
(3:30 – 4:30pm)

● Existing Stop Sign

— Less than Five Vehicles



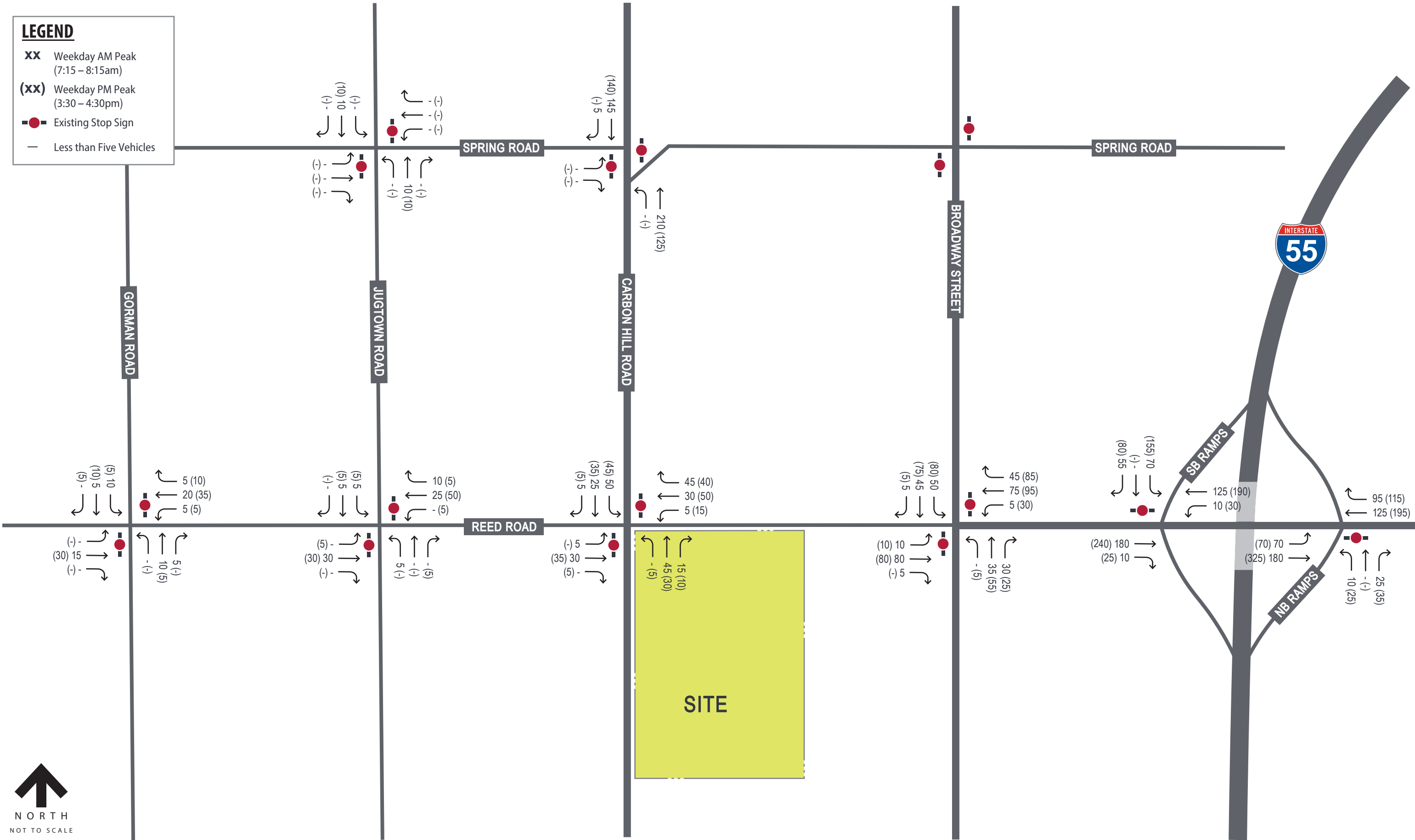
LEGEND

xx Weekday AM Peak
(7:15 – 8:15am)

(xx) Weekday PM Peak
(3:30 – 4:30pm)

● Existing Stop Sign

— Less than Five Vehicles



LEGEND

xx

Weekday AM Peak
(7:15 – 8:15am)

(xx)

Weekday PM Peak
(3:30 – 4:30pm)

●

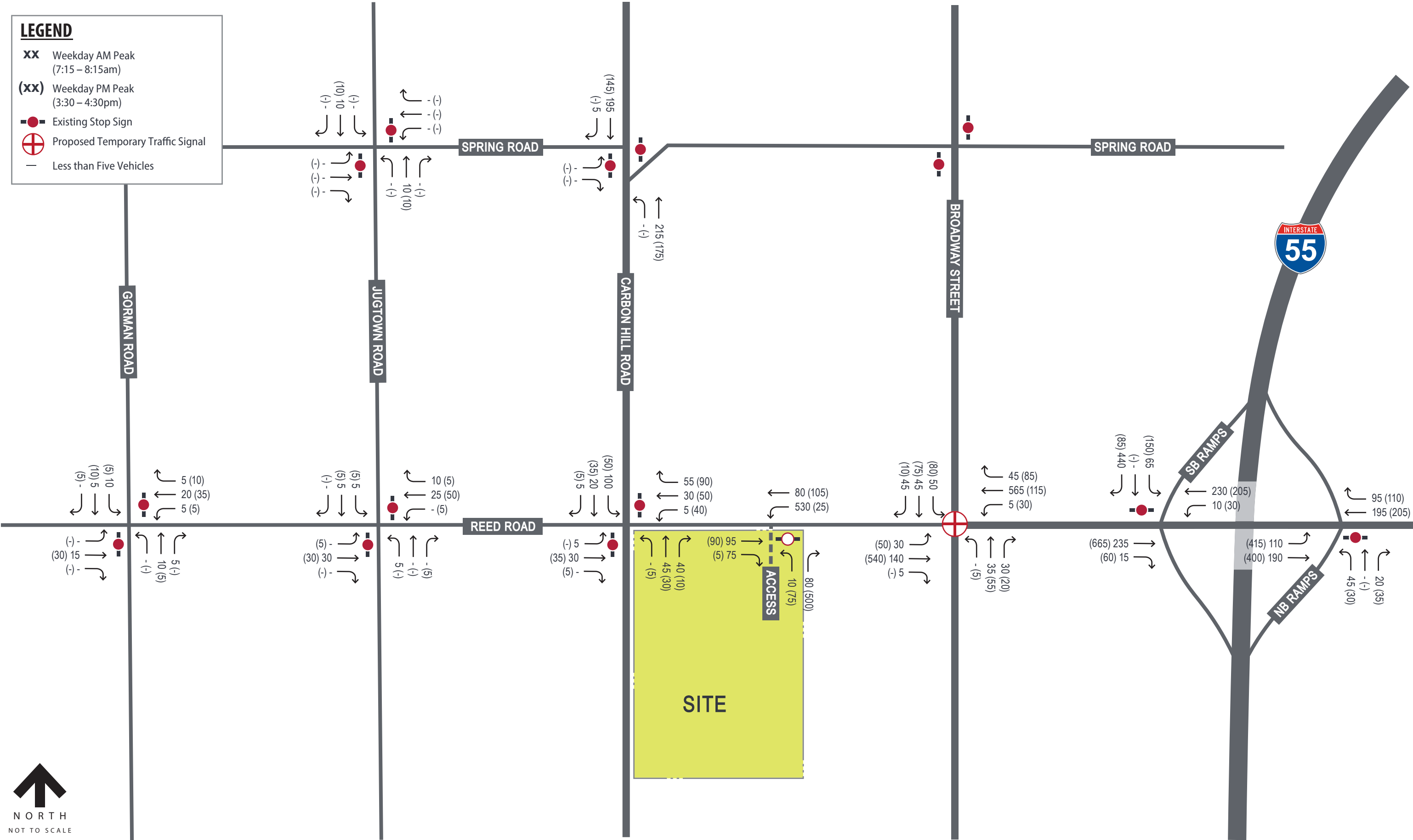
Existing Stop Sign

⊕

Proposed Temporary Traffic Signal

—

Less than Five Vehicles



LEGEND

Weekday AM Peak

(7:15 – 8:15am)

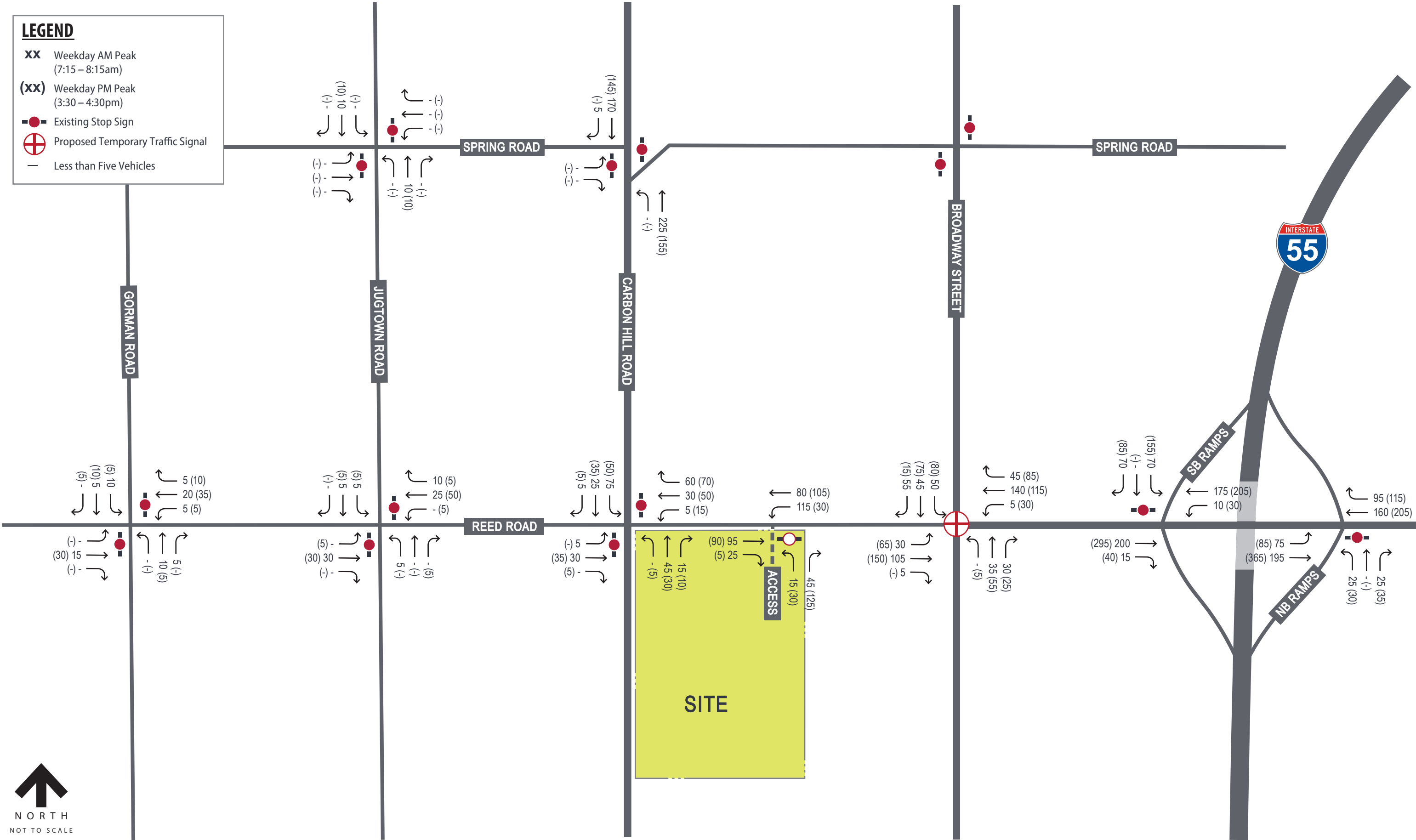
Weekday PM Peak

(3:30 – 4:30pm)

Existing Stop Sign

Proposed Temporary Traffic Signal

Less than Five Vehicles



Future Geometry & Traffic Control

Based on the analysis of Peak Construction (2038) and Operational (2039) 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

Per coordination with the Village of Coal City and Grundy County, a temporary traffic signal should be installed at the Reed Road/Broadway Street intersection under Peak Construction conditions. The traffic signal would serve the temporary construction traffic and would be removed once construction is complete.

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 (2038) 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 (2038) conditions. The projected No-Build and Build (2038) traffic operation is summarized in **Table 4.2**. 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 4.2 Future (2038) Peak Construction Levels of Service

Intersection	No-Build (2038)				Build (2038) 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	12	B	14	B	41	E
I-55 SB Ramps / Reed Road △								
Westbound (Left)	8	A	8	A	8	A	10-	A
Southbound	10+	B	13	B	16	C	27	D ¹
Reed Road / Broadway Street △/★								
Eastbound	12	B	13	B	4	A	6	A
Westbound	11	B	13	B	6	A	4	A
Northbound (Left)	7	A	7	A	10+	B	10-	A
Southbound (Left)	7	A	8	A	11	B	10+	B
Intersection					7	A	7	A
Reed Road / Carbon Hill Road △								
Eastbound	11	B	10	B	12	B	10+	B
Westbound	10-	A	10	B	10+	B	11	B
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	8	A	7	A
Reed Road / Jugtown Road △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Reed Road / Gorman Road △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Carbon Hill Road / Spring Road △								
Eastbound	10-	A	10-	A	10	B	10-	A
Northbound (Left)	8	A	8	A	8	A	8	A

Table 4.2 Future (2038) Peak Construction Levels of Service (continued)

Intersection	No-Build (2038)				Build (2038) 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
Jugtown Road / Spring Road △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Reed Road / Site Access △								
Eastbound (Left)					9	A	8	A
Northbound					13	B	13	B

★ - Signalized Intersection △ 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).

With the inclusion of the temporary traffic signal at Reed Road/Broadway Street, all movements of the intersection are projected to operate at LOS B or better and experience 95th percentile queues of less than one vehicle (25 feet).

Future (2039) 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 (2039) conditions. The results of the capacity analysis are summarized in **Table 4.3**. 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 4.3 Future (2039) Operational Levels of Service

Intersection	No-Build (2039)				Build (2039) 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	8	A
Northbound	10+	B	12	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	12	B	13	B	13	B	19	C
Westbound	11	B	13	B	13	B	15	B
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	8	A	7	A	8	A
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
Reed Road / Jugtown Road △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Reed Road / Gorman Road △								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Carbon Hill Road / Spring Road △								
Eastbound	10-	A	10-	A	10+	B	10-	A
Northbound (Left)	8	A	8	A	8	A	8	A

△ Minor-Leg Stop-Controlled Intersection

Table 4.3 Future (2039) Peak Construction Levels of Service (continued)

Intersection	No-Build (2038)				Build (2038) 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
Jugtown Road / Spring Road $\triangle$								
Eastbound	9	A	9	A	9	A	9	A
Westbound	9	A	9	A	9	A	9	A
Northbound (Left)	7	A	7	A	7	A	7	A
Southbound (Left)	7	A	7	A	7	A	7	A
Reed Road / Site Access $\triangle$								
Eastbound (Left)					8	A	8	A
Northbound					10-	A	10-	A

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 three vehicles (75 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

- Install a temporary traffic signal, to be removed once construction is complete.

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

CMAP Correspondence

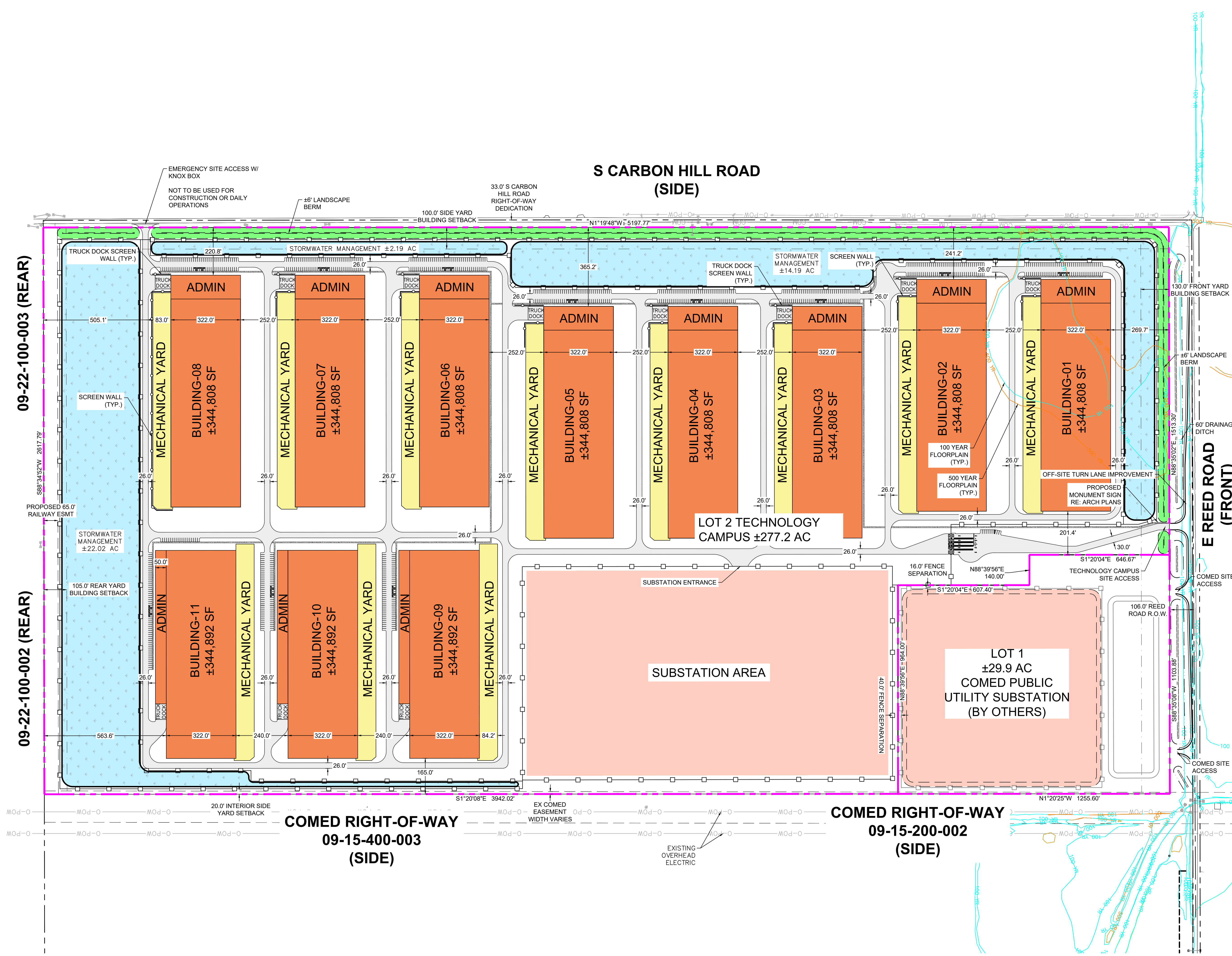
Future No-Build (2038) Capacity Reports

Future Build (2038) Peak Construction Capacity Reports

Future No-Build (2039) Capacity Reports

Future Build (2039) Operational Capacity Reports

CONCEPTUAL SITE PLAN

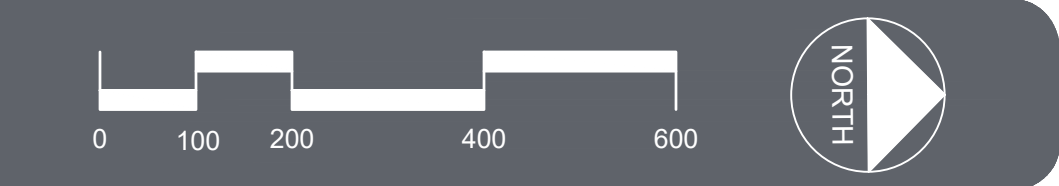


LEGEND	
	PROPOSED PROPERTY EXTENTS
	EXISTING PROPERTY LINE/ROW LINE
	SETBACK LINE
	PROPOSED FENCE LINE
	PROPOSED SCREEN WALL
	PAVEMENT
	GRAVEL
	LANDSCAPE BERM
	STORMWATER DETENTION
	CONCRETE SIDEWALK

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	I-1 LIGHT INDUSTRIAL	PUD
ZONING REQUIREMENTS		
DESCRIPTION	REQUIRED	PROVIDED
MINIMUM LOT AREA	15,000 SF	±12,074,800 SF
MINIMUM LOT WIDTH	100'	±2617.20'
MAX BUILDING HEIGHT	45'	35' PROVIDED (75' PUD DEVIATION)
MAX FLOOR AREA RATIO	3.0	0.31
LANDSCAPE AREA	61.4 AC	±106.2 AC
SETBACKS		
LOT SIDE	REQUIRED	PROVIDED
FRONT	40' + 2' FOR EACH 1' OF BUILDING HEIGHT OVER 30'	SEE PLANS
SIDE	10' + 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 = 0 STALLS	0 (UNMANNED CONDITIONAL PUBLIC USE)
LOT 2 (TECHNOLOGY CAMPUS)	2.25 STALLS PER 10,000 SF GFA = 854 STALLS REQUIRED (PUD DEVIATION)	868 STALLS PROVIDED

PRELIMINARY - NOT FOR CONSTRUCTION



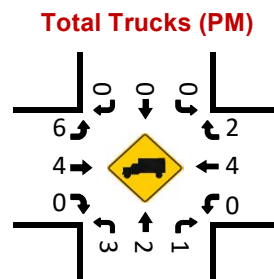
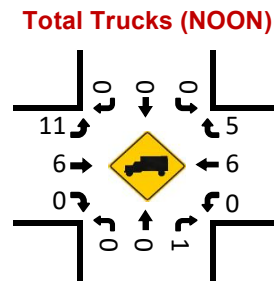
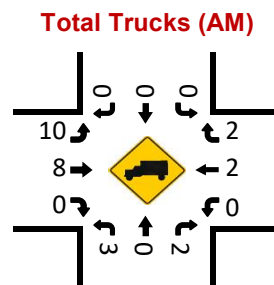
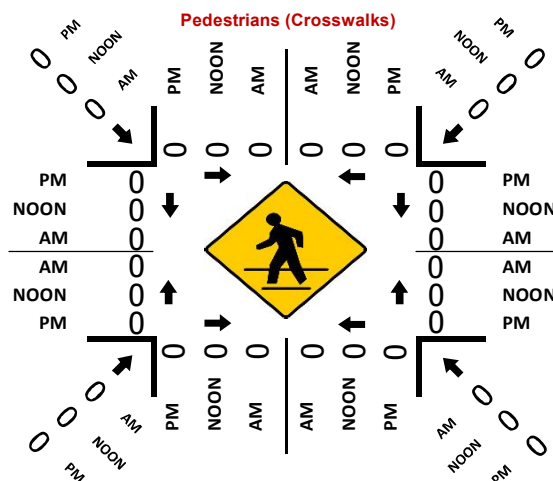
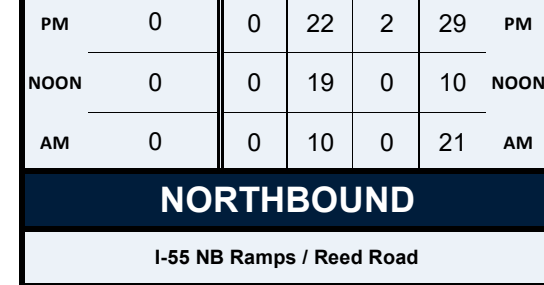
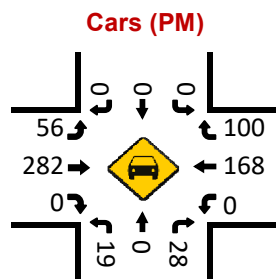
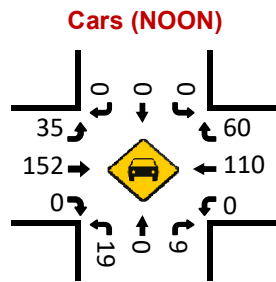
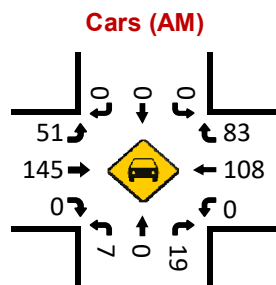
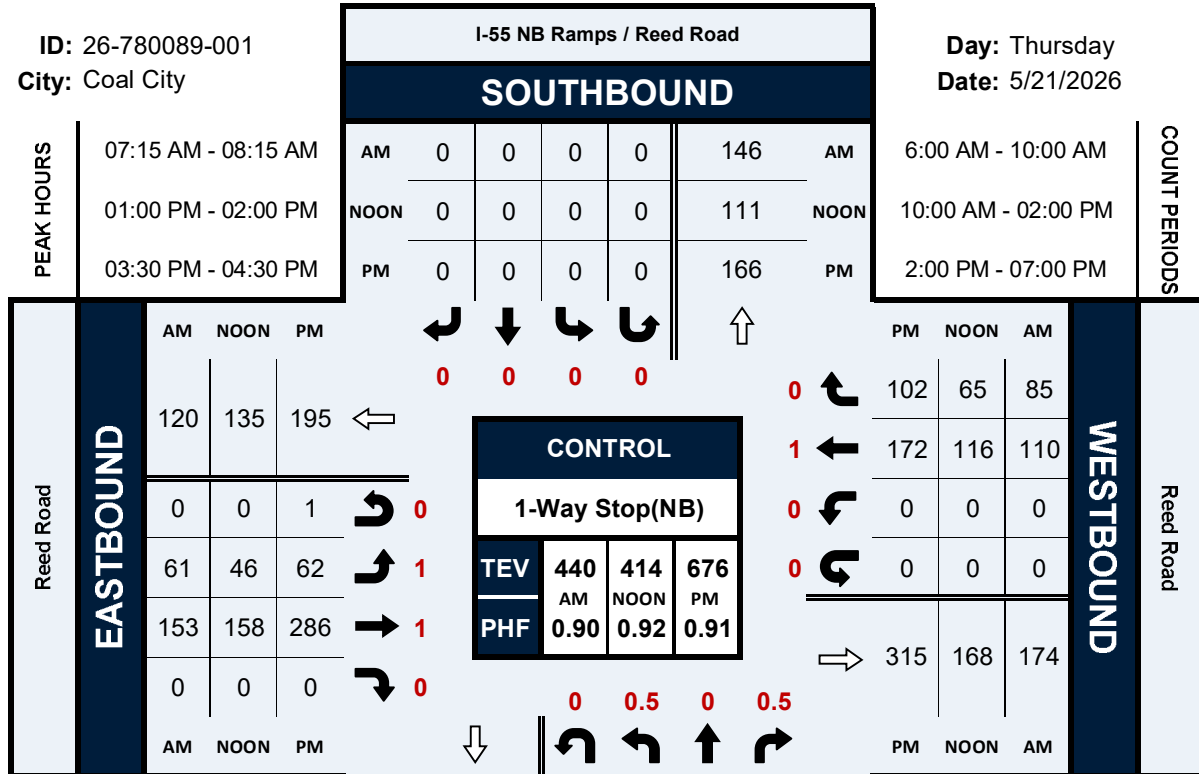
TRAFFIC COUNT DATA

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



I-55 SB Ramps & Reed Road

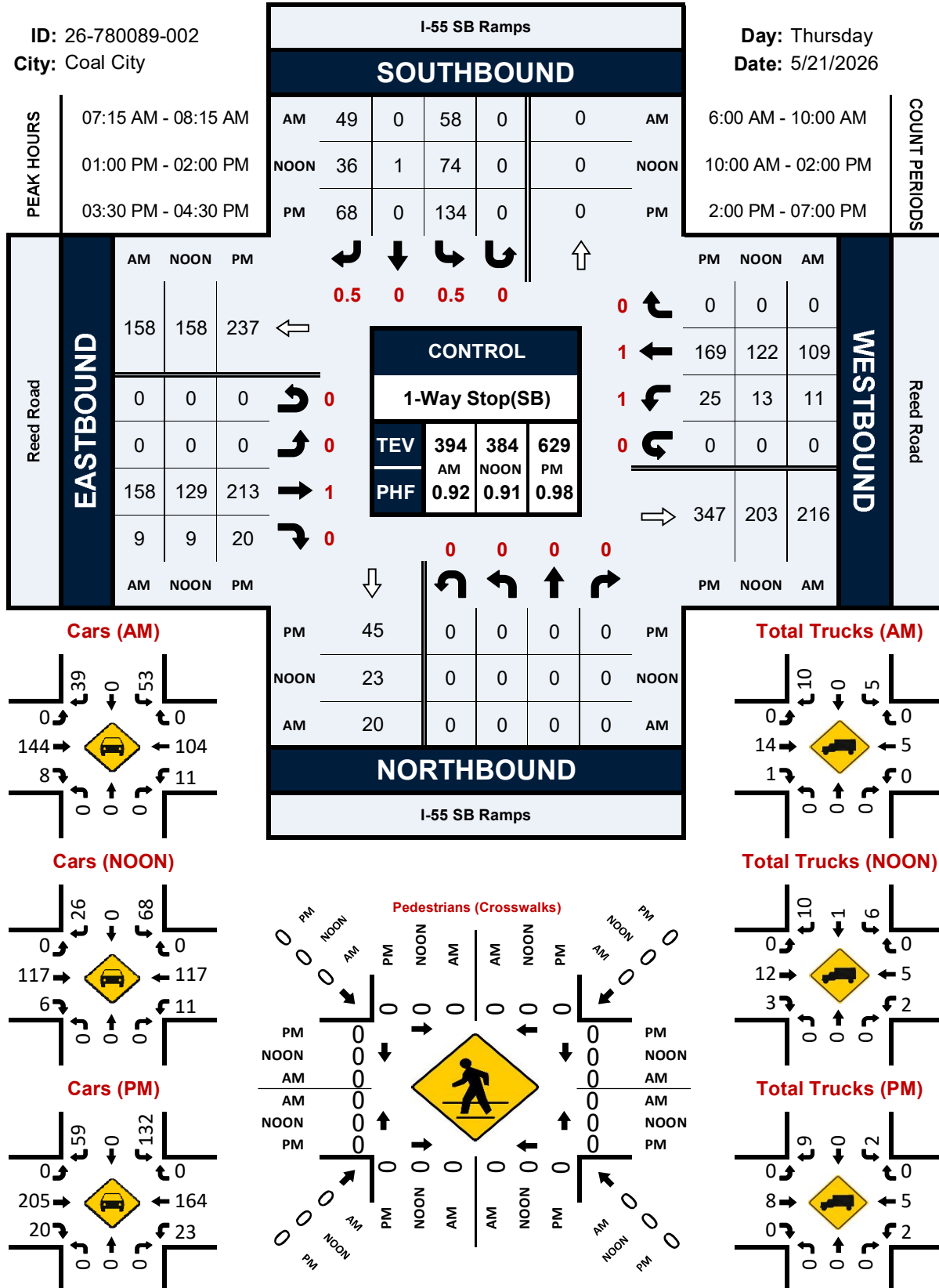
Peak Hour Turning Movement Count

ID: 26-780089-002

City: Coal City

Day: Thursday

Date: 5/21/2026

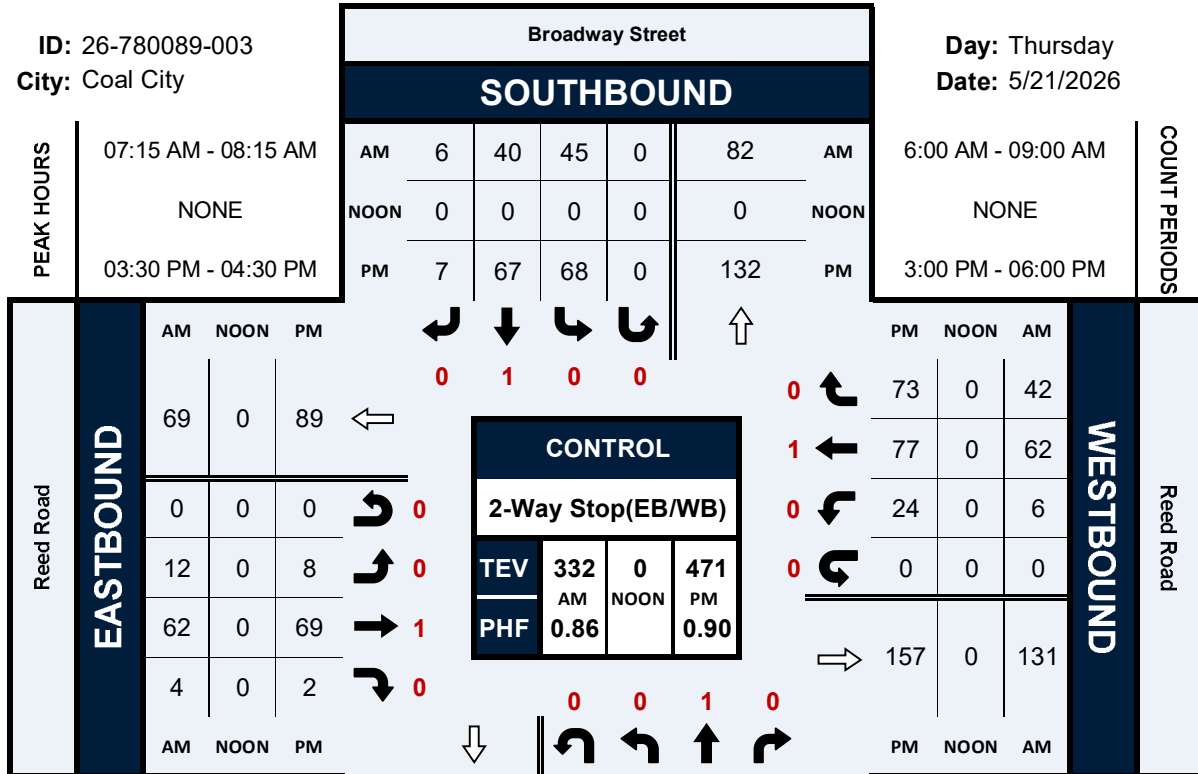


Broadway Street & Reed Road

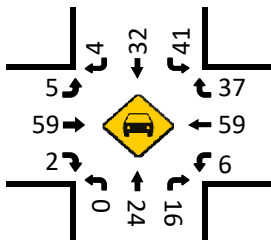
Peak Hour Turning Movement Count

ID: 26-780089-003
City: Coal City

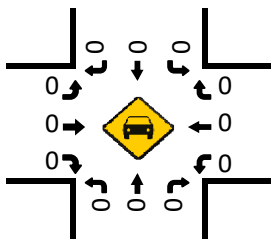
Day: Thursday
Date: 5/21/2026



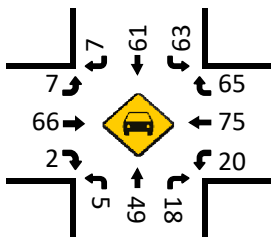
Cars (AM)



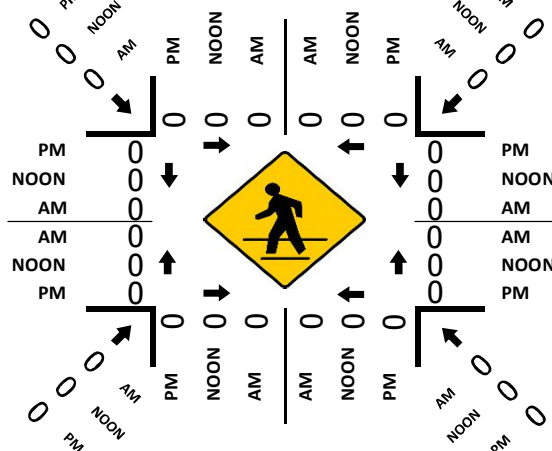
Cars (NOON)



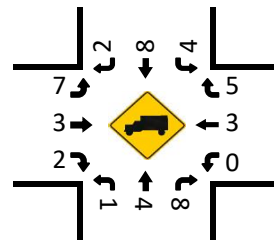
Cars (PM)



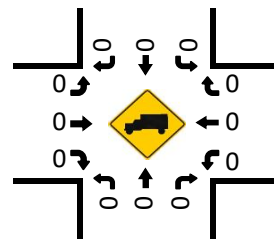
Pedestrians (Crosswalks)



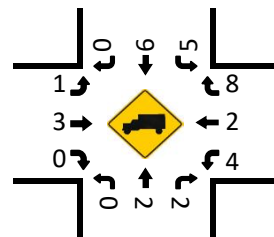
Total Trucks (AM)



Total Trucks (NOON)



Total Trucks (PM)

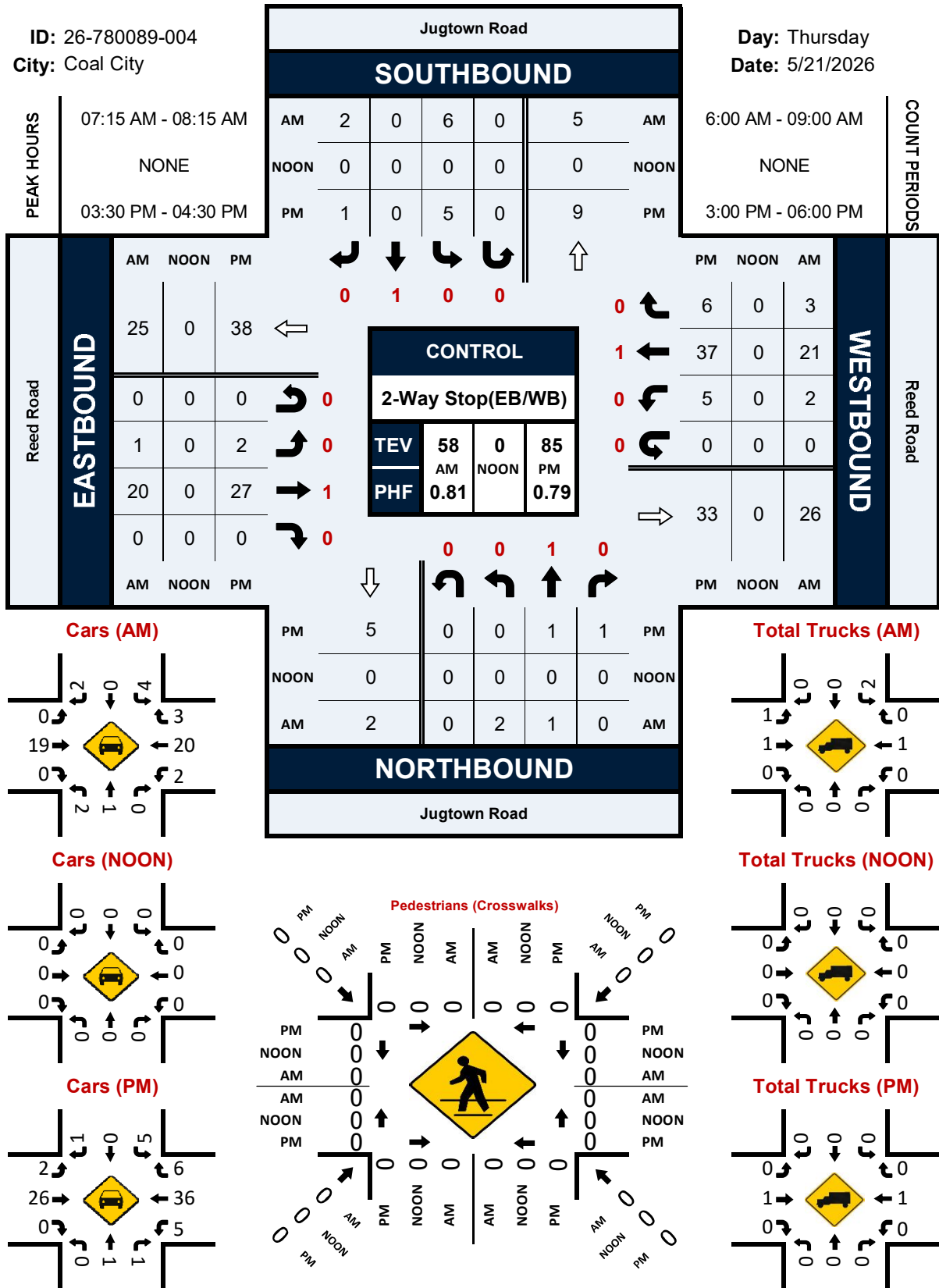


Jugtown Road & Reed Road

Peak Hour Turning Movement Count

ID: 26-780089-004
City: Coal City

Day: Thursday
Date: 5/21/2026



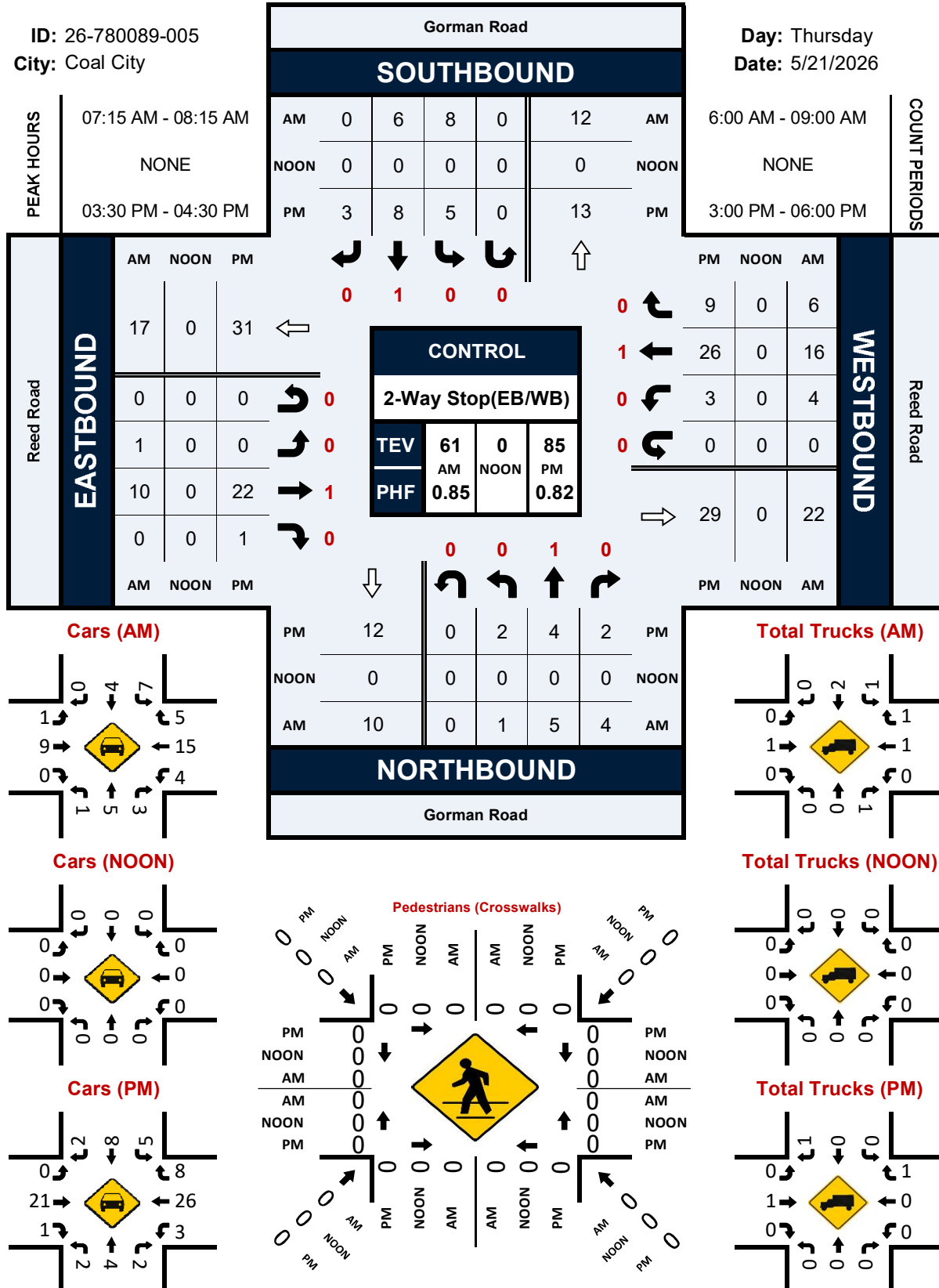
Gorman Road & Reed Road**Peak Hour Turning Movement Count**

ID: 26-780089-005

City: Coal City

Day: Thursday

Date: 5/21/2026

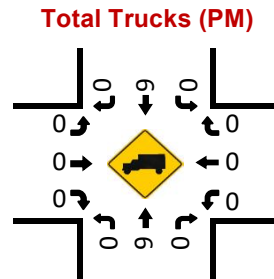
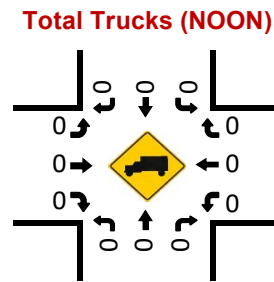
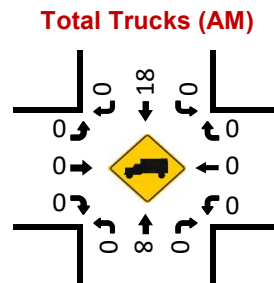
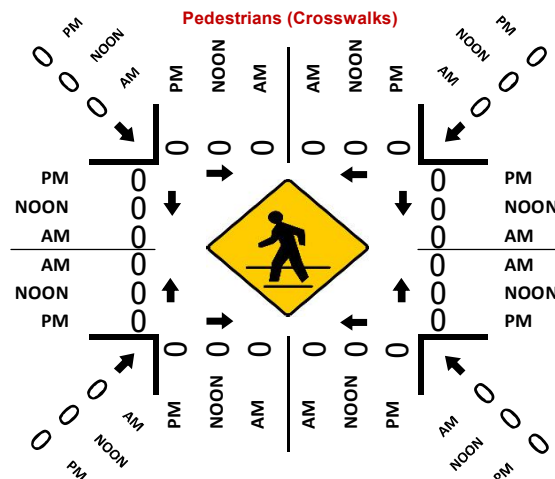
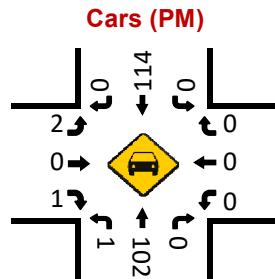
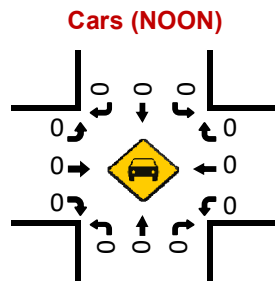
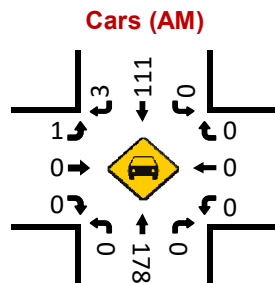
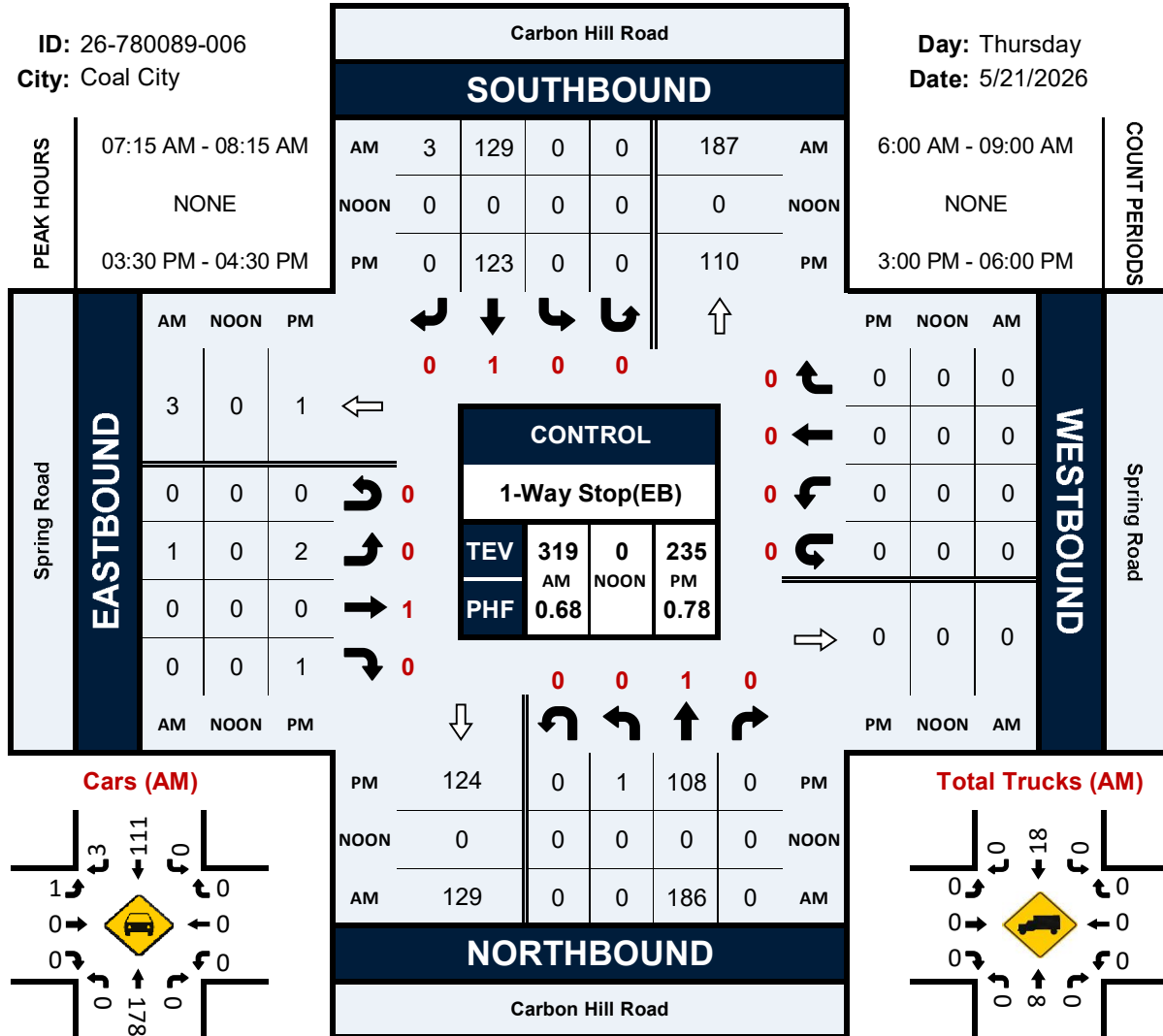


Carbon Hill Road & Spring Road

Peak Hour Turning Movement Count

ID: 26-780089-006
City: Coal City

Day: Thursday
Date: 5/21/2026

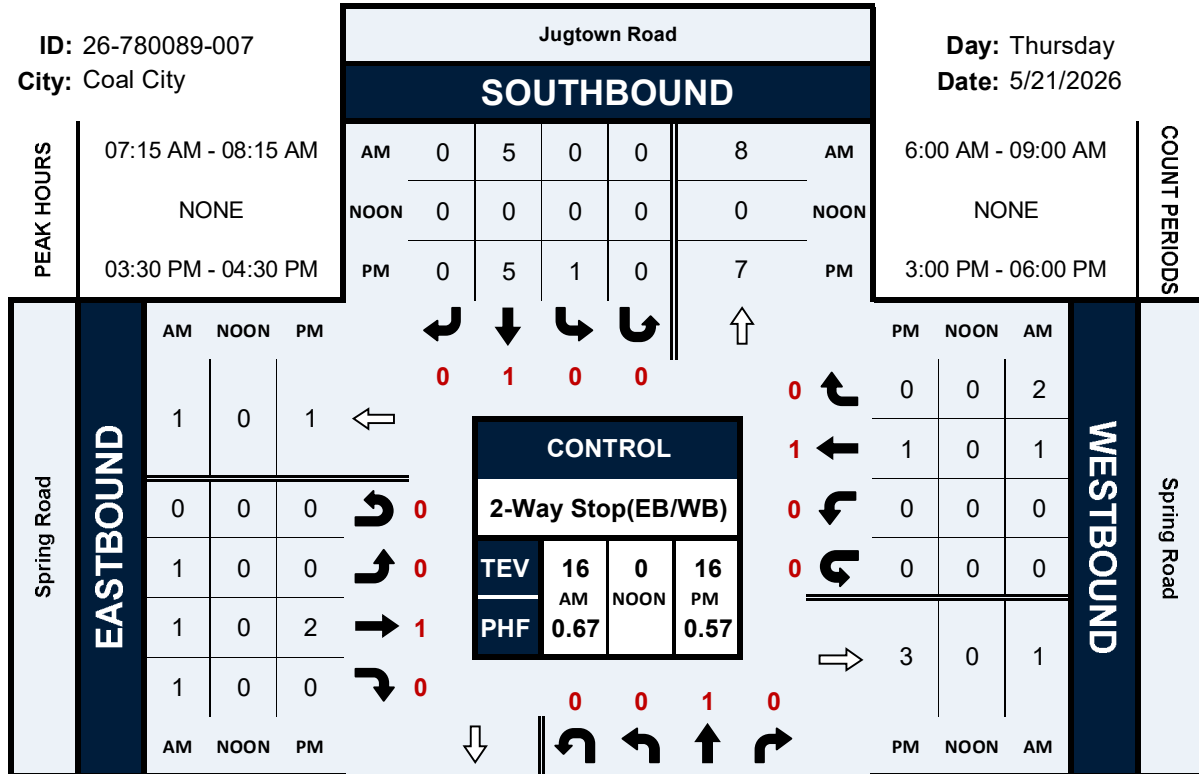


Jugtown Road & Spring Road

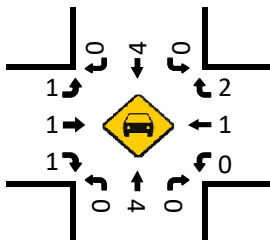
Peak Hour Turning Movement Count

ID: 26-780089-007
City: Coal City

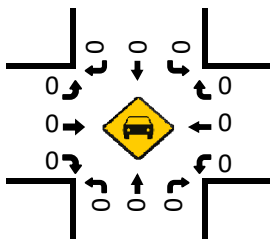
Day: Thursday
Date: 5/21/2026



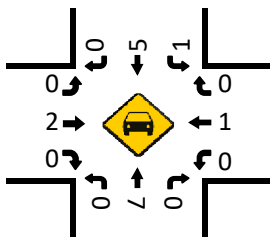
Cars (AM)



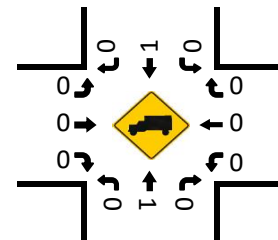
Cars (NOON)



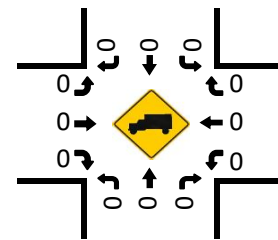
Cars (PM)



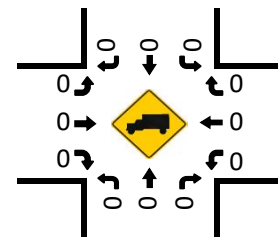
Total Trucks (AM)



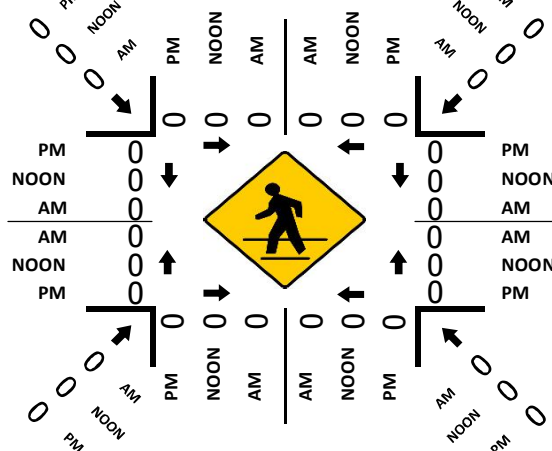
Total Trucks (NOON)



Total Trucks (PM)



Pedestrians (Crosswalks)

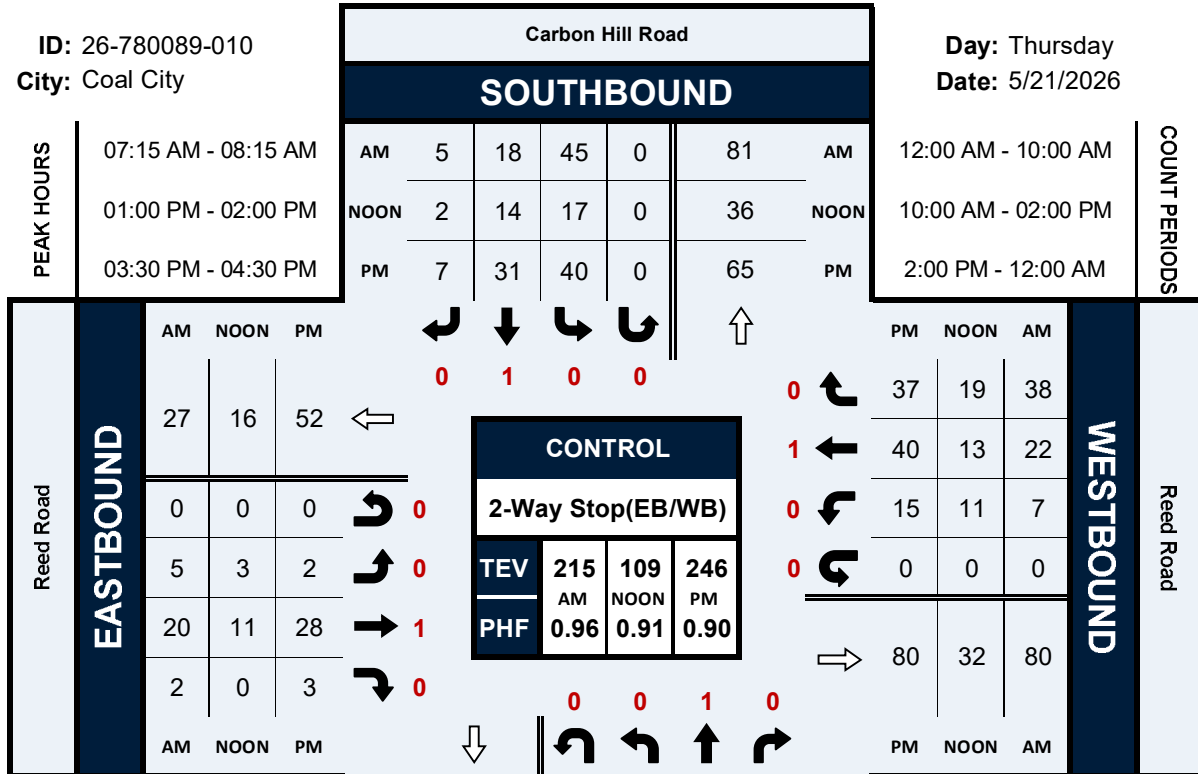


Carbon Hill Road & Reed Road

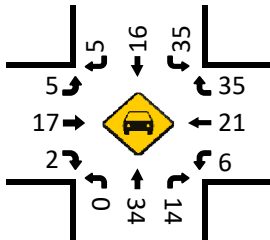
Peak Hour Turning Movement Count

ID: 26-780089-010
City: Coal City

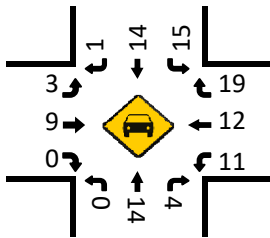
Day: Thursday
Date: 5/21/2026



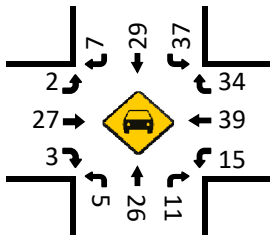
Cars (AM)



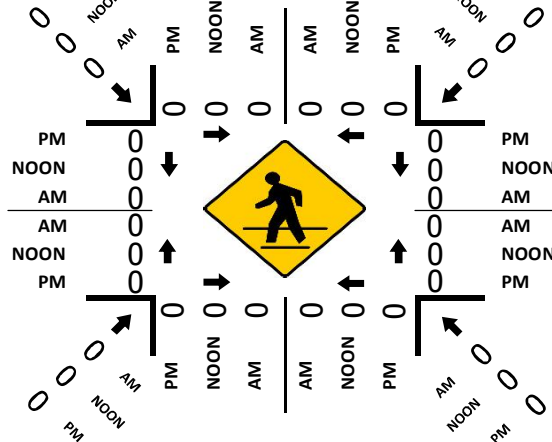
Cars (NOON)



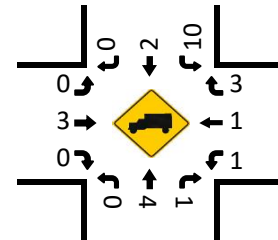
Cars (PM)



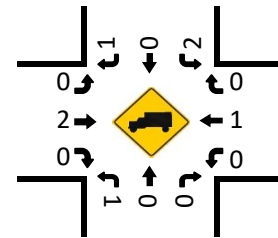
Pedestrians (Crosswalks)



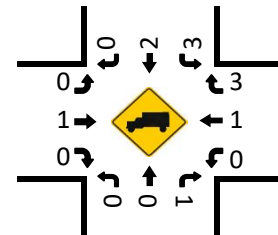
Total Trucks (AM)



Total Trucks (NOON)



Total Trucks (PM)



EXISTING (2026) CAPACITY REPORTS

HCM 7th TWSC
100: I-55 NB Ramps & Reed Road

Existing (2026) Traffic Volumes
AM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	160	0	0	110	85	10	0	20	0	0	0
Future Vol, veh/h	60	160	0	0	110	85	10	0	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	0	21	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	205	0	-	-	-	0	411	500	168
Stage 1	-	-	-	-	-	-	295	295	-
Stage 2	-	-	-	-	-	-	116	205	-
Critical Hdwy	4.23	-	-	-	-	-	6.6	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.6	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.6	5.52	-
Follow-up Hdwy	2.317	-	-	-	-	-	3.68	4.018	3.345
Pot Cap-1 Maneuver	1303	-	0	0	-	-	564	473	868
Stage 1	-	-	0	0	-	-	716	669	-
Stage 2	-	-	0	0	-	-	866	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1303	-	-	-	-	-	537	0	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	537	0	-
Stage 1	-	-	-	-	-	-	682	0	-
Stage 2	-	-	-	-	-	-	866	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	2.16	0	10.11
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	537	868	1303	-	-	-
HCM Lane V/C Ratio	0.02	0.024	0.048	-	-	-
HCM Ctrl Dly (s/v)	11.8	9.3	7.9	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	-

HCM 7th TWSC
200: Reed Road & I-55 SB Ramps

Existing (2026) Traffic Volumes
AM Peak Hour

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	0	50
Future Vol, veh/h	0	160	10	10	110	0	0	0	0	60	0	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	0	53

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	179	0	0	305	316	116
Stage 1	-	-	-	-	-	-	137	137	-
Stage 2	-	-	-	-	-	-	168	179	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1397	-	0	687	600	905
Stage 1	0	-	-	-	-	0	890	783	-
Stage 2	0	-	-	-	-	0	861	751	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1397	-	-	681	0	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	681	0	-
Stage 1	-	-	-	-	-	-	890	0	-
Stage 2	-	-	-	-	-	-	855	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.63	10.09
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1397	-	681	905
HCM Lane V/C Ratio	-	-	0.008	-	0.093	0.058
HCM Ctrl Dly (s/v)	-	-	7.6	-	10.8	9.2
HCM Lane LOS	-	-	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.3	0.2

HCM 7th TWSC
300: Broadway Street & Reed Road

Existing (2026) Traffic Volumes
AM Peak Hour

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	-	-				

HCM 7th TWSC
400: Carbon Hill Road & Reed Road

Existing (2026) Traffic Volumes
AM Peak Hour

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	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-

HCM 7th TWSC
500: Jugtown Road & Reed Road

Existing (2026) Traffic Volumes
AM Peak Hour

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	25	1	1	20	10	5	1	1	5	5	1
Future Vol, veh/h	1	25	1	1	20	10	5	1	1	5	5	1
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	2	2	2
Mvmt Flow	1	26	1	1	21	11	5	1	1	5	5	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	38	29	6	41	29	2	6	0	0	2	0	0
Stage 1	16	16	-	12	12	-	-	-	-	-	-	-
Stage 2	22	13	-	29	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	-	-	2.218	-	-
Pot Cap-1 Maneuver	966	858	1077	963	864	1083	1615	-	-	1620	-	-
Stage 1	1003	876	-	1008	885	-	-	-	-	-	-	-
Stage 2	996	879	-	988	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	928	853	1077	926	858	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	928	853	-	926	858	-	-	-	-	-	-	-
Stage 1	1000	873	-	1005	883	-	-	-	-	-	-	-
Stage 2	960	876	-	954	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.32	9.05	5.17	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	862 922	792	-	-
HCM Lane V/C Ratio	0.003	-	-	0.033 0.035	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3 9	7.2	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0	-	-

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	10	1	5	15	5	1	10	5	10	5	1
Future Vol, veh/h	1	10	1	5	15	5	1	10	5	10	5	1
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	2	2	2	25	2	2	2
Mvmt Flow	1	11	1	5	16	5	1	11	5	11	5	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	47	45	6	47	43	13	6	0	0	16	0	0
Stage 1	27	27	-	15	15	-	-	-	-	-	-	-
Stage 2	21	18	-	32	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	954	847	1077	954	849	1067	1615	-	-	1602	-	-
Stage 1	991	873	-	1005	883	-	-	-	-	-	-	-
Stage 2	998	880	-	985	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	924	841	1077	935	843	1067	1615	-	-	1602	-	-
Mov Cap-2 Maneuver	924	841	-	935	843	-	-	-	-	-	-	-
Stage 1	984	867	-	1004	882	-	-	-	-	-	-	-
Stage 2	975	880	-	966	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.23	9.13	0.45	4.54
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	105	-	-	863 898	1089	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015 0.029	0.007	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.2 9.1	7.3	0	-
HCM Lane LOS	A	A	-	A A	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

HCM 7th TWSC
700: Carbon Hill Road & Spring Road

Existing (2026) Traffic Volumes
AM Peak Hour

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	-	-	

HCM 7th TWSC
800: Jugtown Road & Spring Road

Existing (2026) Traffic Volumes
AM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.74		8.74		0.6		0.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	965	965	147	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

HCM 7th TWSC
100: I-55 NB Ramps & Reed Road

Existing (2026) Traffic Volumes
PM Peak Hour

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	0	30	0	0	0
Future Vol, veh/h	60	290	0	0	175	100	20	0	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	0	32	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	289	0	-	-	-	0	616	721	305
Stage 1	-	-	-	-	-	-	432	432	-
Stage 2	-	-	-	-	-	-	184	289	-
Critical Hdwy	4.17	-	-	-	-	-	6.49	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.49	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.49	5.52	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.581	4.018	3.318
Pot Cap-1 Maneuver	1244	-	0	0	-	-	443	353	735
Stage 1	-	-	0	0	-	-	640	583	-
Stage 2	-	-	0	0	-	-	831	673	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1244	-	-	-	-	-	421	0	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	421	0	-
Stage 1	-	-	-	-	-	-	608	0	-
Stage 2	-	-	-	-	-	-	831	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	1.38	0	11.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	421	735	1244	-	-	-
HCM Lane V/C Ratio	0.05	0.043	0.051	-	-	-
HCM Ctrl Dly (s/v)	14	10.1	8	-	-	-
HCM Lane LOS	B	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	-

HCM 7th TWSC
200: Reed Road & I-55 SB Ramps

Existing (2026) Traffic Volumes
PM Peak Hour

Intersection												
Int Delay, s/veh	4.3											
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	0	70
Future Vol, veh/h	0	215	20	25	170	0	0	0	0	135	0	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	0	74

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	247	0	0	458	479	179
Stage 1	-	-	-	-	-	-	232	232	-
Stage 2	-	-	-	-	-	-	226	247	-
Critical Hdwy	-	-	-	4.14	-	-	6.42	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1307	-	0	561	486	851
Stage 1	0	-	-	-	-	0	807	713	-
Stage 2	0	-	-	-	-	0	811	702	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1307	-	-	550	0	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	550	0	-
Stage 1	-	-	-	-	-	-	807	0	-
Stage 2	-	-	-	-	-	-	795	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	1	12.39
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1307	-	550	851
HCM Lane V/C Ratio	-	-	0.02	-	0.259	0.087
HCM Ctrl Dly (s/v)	-	-	7.8	-	13.8	9.6
HCM Lane LOS	-	-	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	-	1	0.3

HCM 7th TWSC
300: Broadway Street & Reed Road

Existing (2026) Traffic Volumes
PM Peak Hour

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	-

HCM 7th TWSC
400: Carbon Hill Road & Reed Road

Existing (2026) Traffic Volumes
PM Peak Hour

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	EBLn1WBLn1	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 Q(veh)	0	-	-	0.2	0.4	0.1	-

HCM 7th TWSC
500: Jugtown Road & Reed Road

Existing (2026) Traffic Volumes
PM Peak Hour

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	1	5	40	5	1	1	5	5	5	1
Future Vol, veh/h	5	25	1	5	40	5	1	1	5	5	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	5	26	1	5	42	5	1	1	5	5	5	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	41	25	6	35	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	24	8	-	29	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	963	869	1077	972	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	994	889	-	988	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	909	865	1077	938	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	909	865	-	938	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	941	888	-	954	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.26	9.29	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	878 892	792	-	-
HCM Lane V/C Ratio	0.001	-	-	0.037 0.059	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3 9.3	7.2	0	-
HCM Lane LOS	A	A	-	A A	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2	0	-	-

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	25	1	5	25	10	1	5	1	5	10	5
Future Vol, veh/h	1	25	1	5	25	10	1	5	1	5	10	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	2	2	2	2	2	2	2
Mvmt Flow	1	26	1	5	26	11	1	5	1	5	11	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	44	32	13	42	34	6	16	0	0	6	0	0
Stage 1	24	24	-	8	8	-	-	-	-	-	-	-
Stage 2	21	8	-	34	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	958	861	1067	961	858	1077	1602	-	-	1615	-	-
Stage 1	994	875	-	1014	889	-	-	-	-	-	-	-
Stage 2	998	889	-	982	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	916	857	1067	927	855	1077	1602	-	-	1615	-	-
Mov Cap-2 Maneuver	916	857	-	927	855	-	-	-	-	-	-	-
Stage 1	991	873	-	1013	889	-	-	-	-	-	-	-
Stage 2	958	888	-	948	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	9.14	1.04	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	866	911	422	-
HCM Lane V/C Ratio	0.001	-	-	0.033	0.046	0.003	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.1	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM 7th TWSC
700: Carbon Hill Road & Spring Road

Existing (2026) Traffic Volumes
PM Peak Hour

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	0	-	0
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	-	-

HCM 7th TWSC
800: Jugtown Road & Spring Road

Existing (2026) Traffic Volumes
PM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.74		8.74		0.6		0.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	965	965	147	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	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

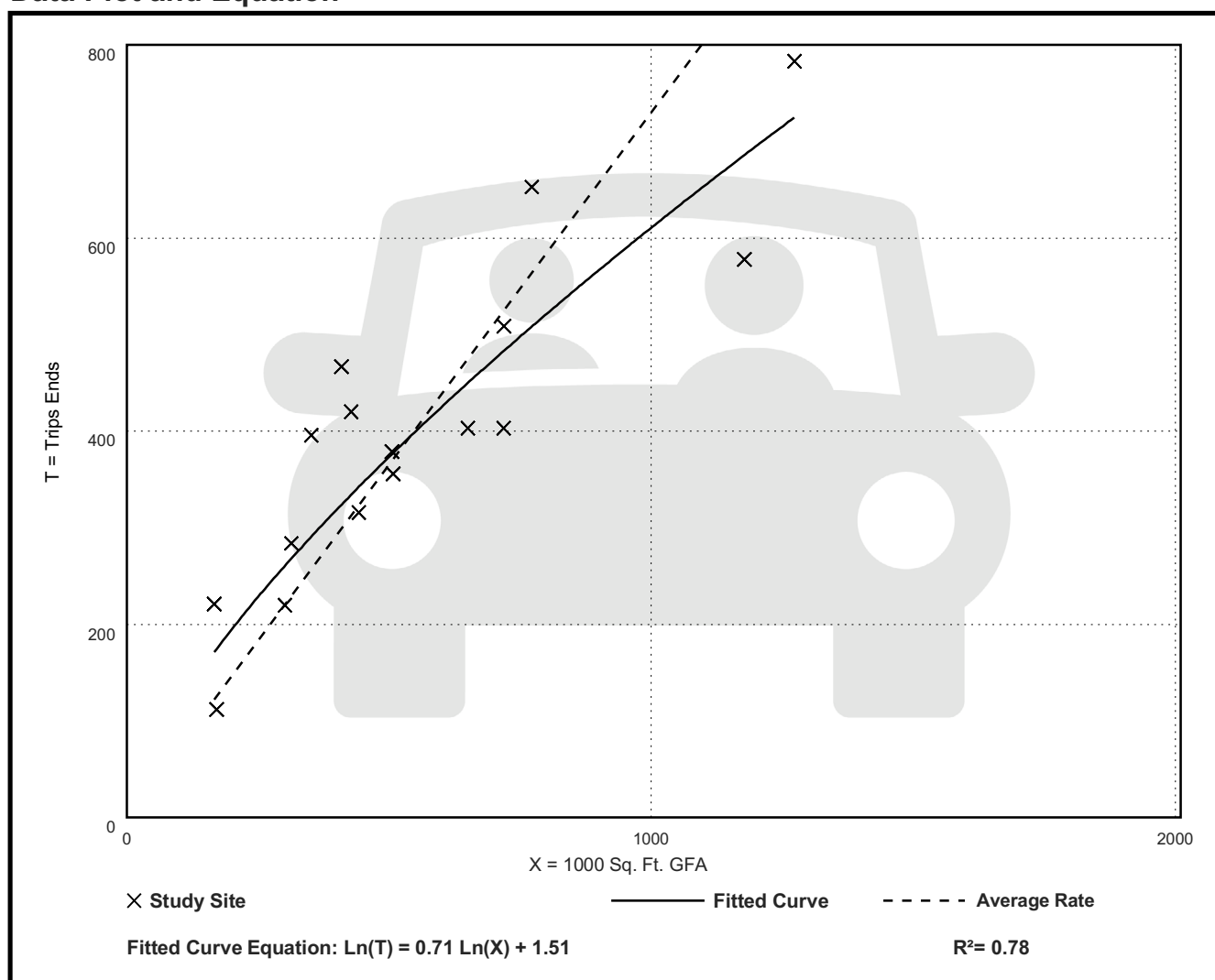
Avg. 1000 Sq. Ft. GFA: 557

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

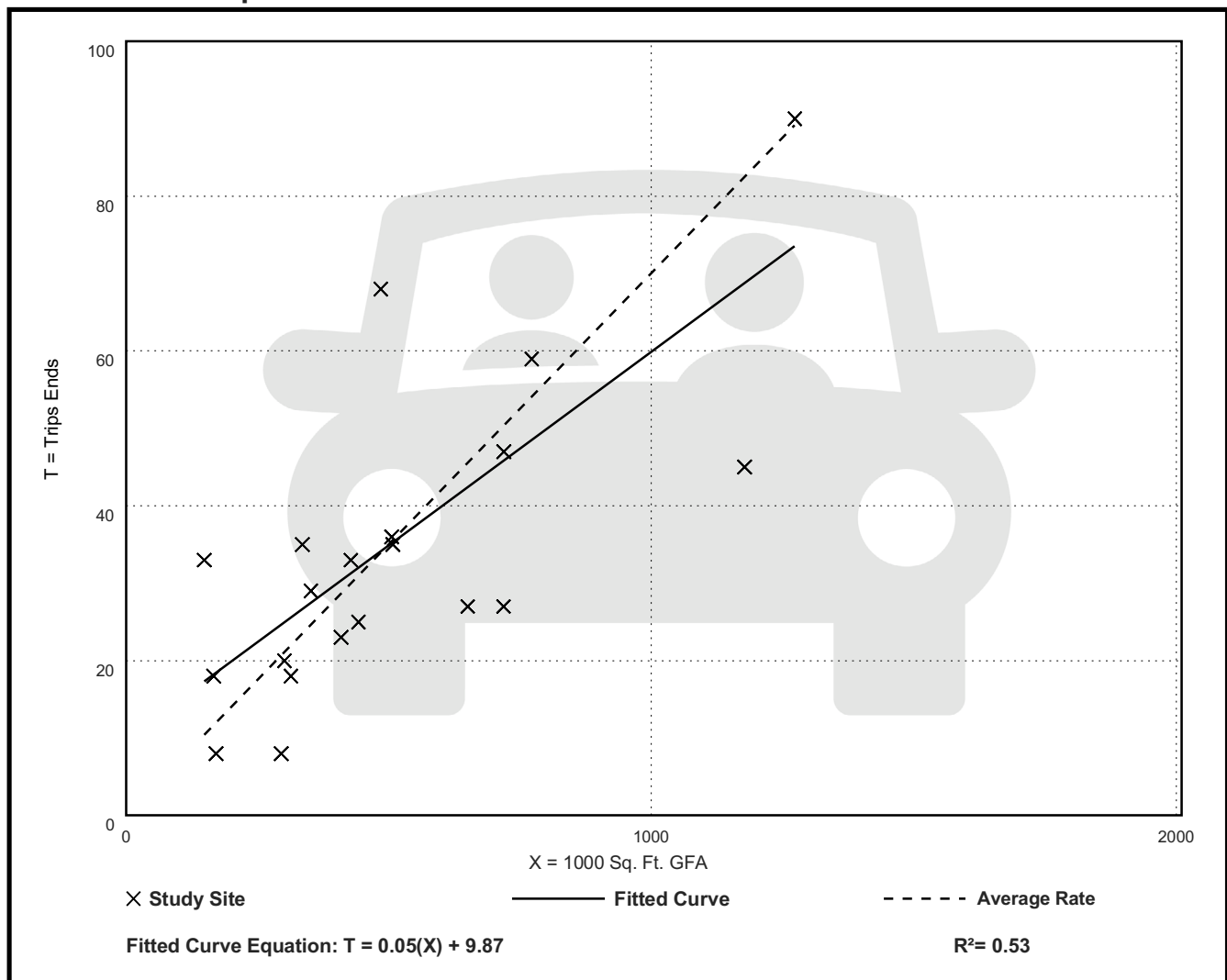
Avg. 1000 Sq. Ft. GFA: 509

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

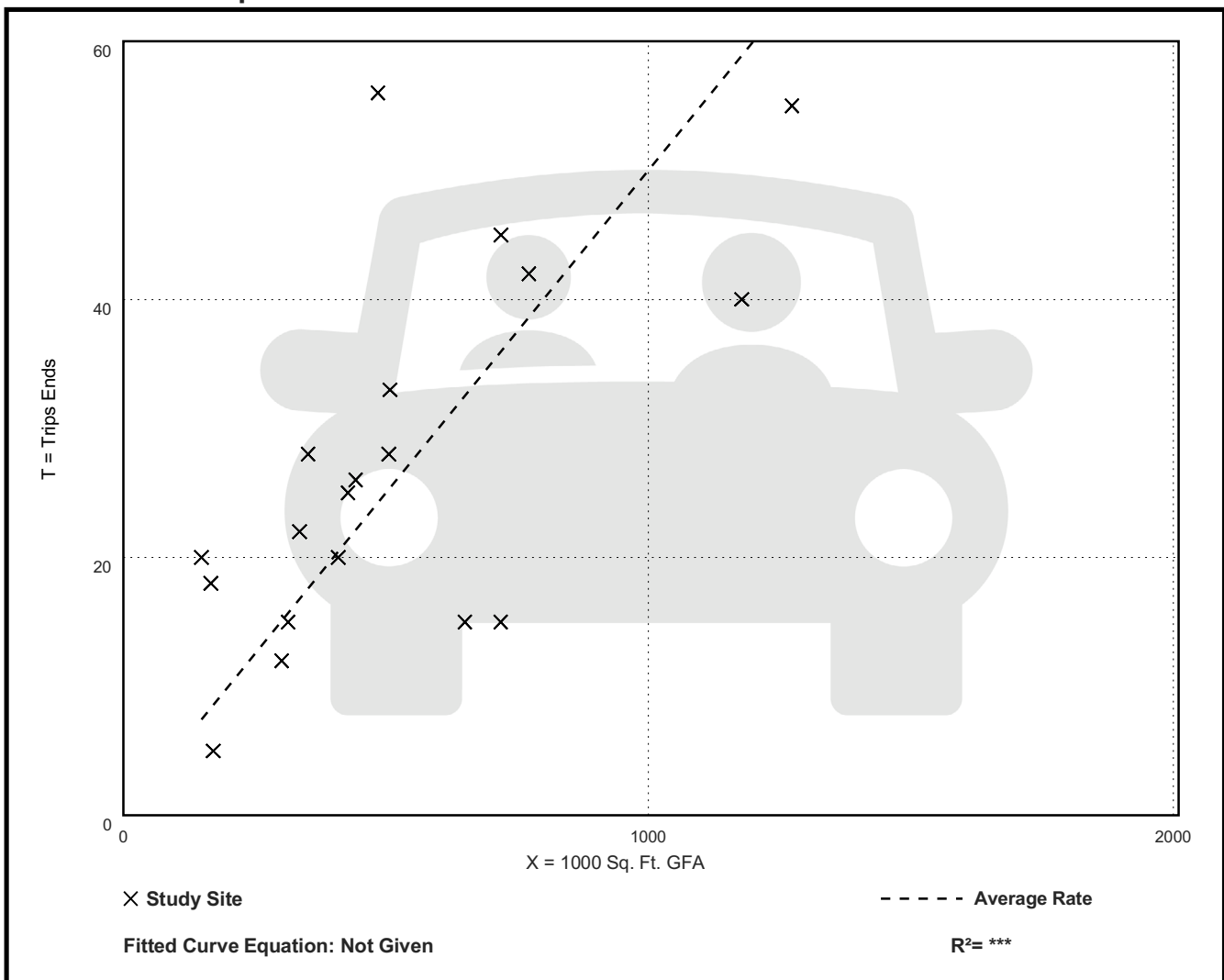
Avg. 1000 Sq. Ft. GFA: 520

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



CMAP CORRESPONDENCE



September 22, 2026

Galena Fessler
Planning Analyst
Kimley-Horn
111 W. Jackson Boulevard
Suite 1320
Chicago, IL 60604

Subject: Reed Road
IDOT

Dear Ms. Fessler:

In response to a request made on your behalf and dated September 21, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Reed Road east of I-55	1,850	2,500
Reed Road west of I-55	2,450	3,100
Broadway Street north of Reed Road	2,650	3,000
Broadway Street south of Reed Road	1,300	1,800
Carbon Hill Road at Reed Road	650	900
Gorman Road north of Reed Road	250	300
Gorman Road south of Reed Road	175	240
IL 113 east of Carbon Hill Road	10,100	12,000
IL 113 west of Carbon Hill Road	7,900	9,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

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

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2026_TrafficForecasts\Forecastletters_2026_c25q4.docx

TRAFFIC FORECAST RECORD

Record Number: gr-05-26

Type of Report: Projection

Year Sought: 2050

Analyst: MLS

Organization Requesting Forecast: Kimley-Horn

Contact: Galena Fessler

Email or Phone: Galena.Fessler@kimley-horn.com

Sponsor: IDOT

Date request was received: September 21, 2026

Date that response was emailed: September 22, 2026

Facility Location: Reed Road

Municipality: Coal City

U.S. CENSUS *ONTHEMAP* STATISTICS

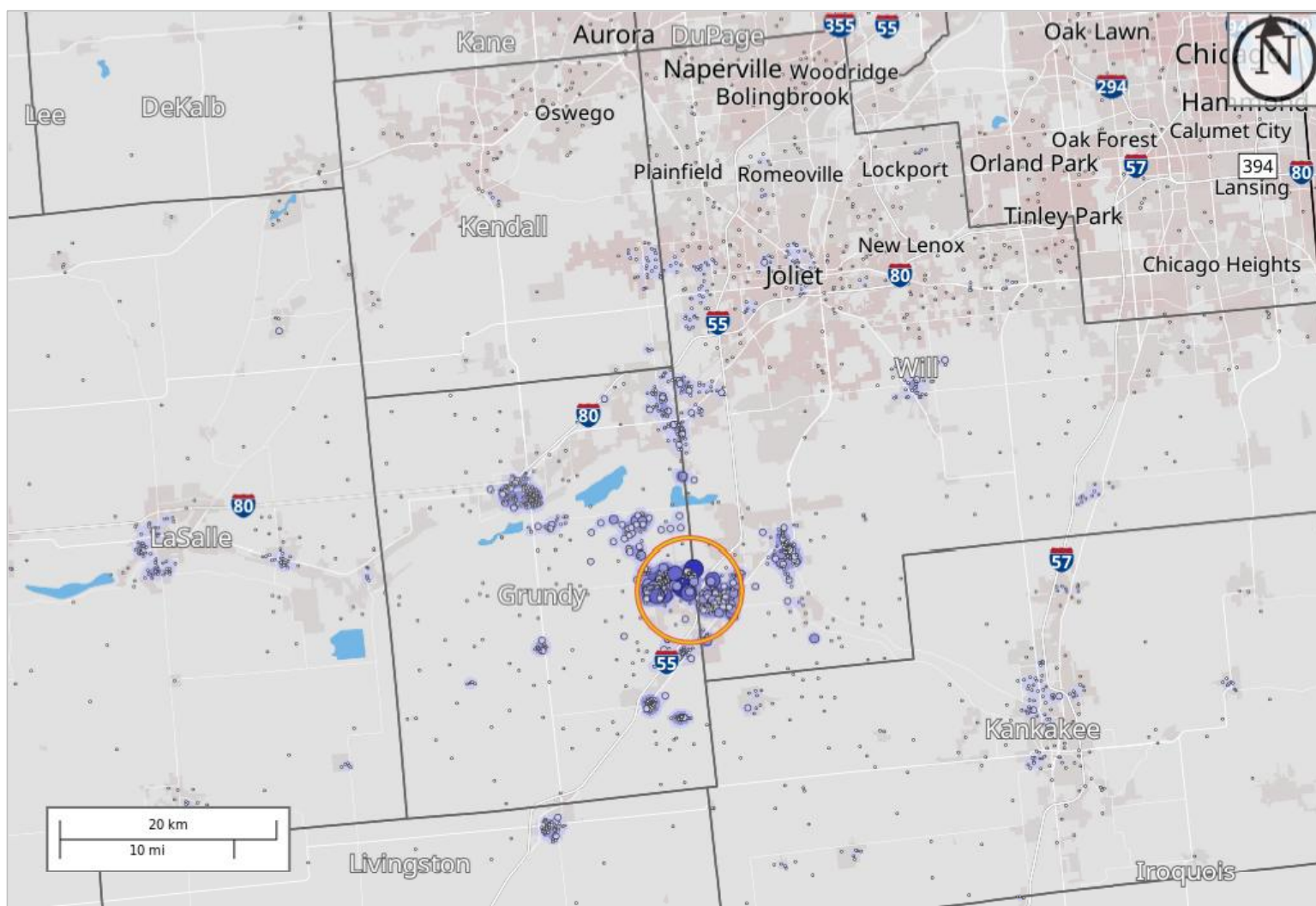
Distance/Direction Analysis

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

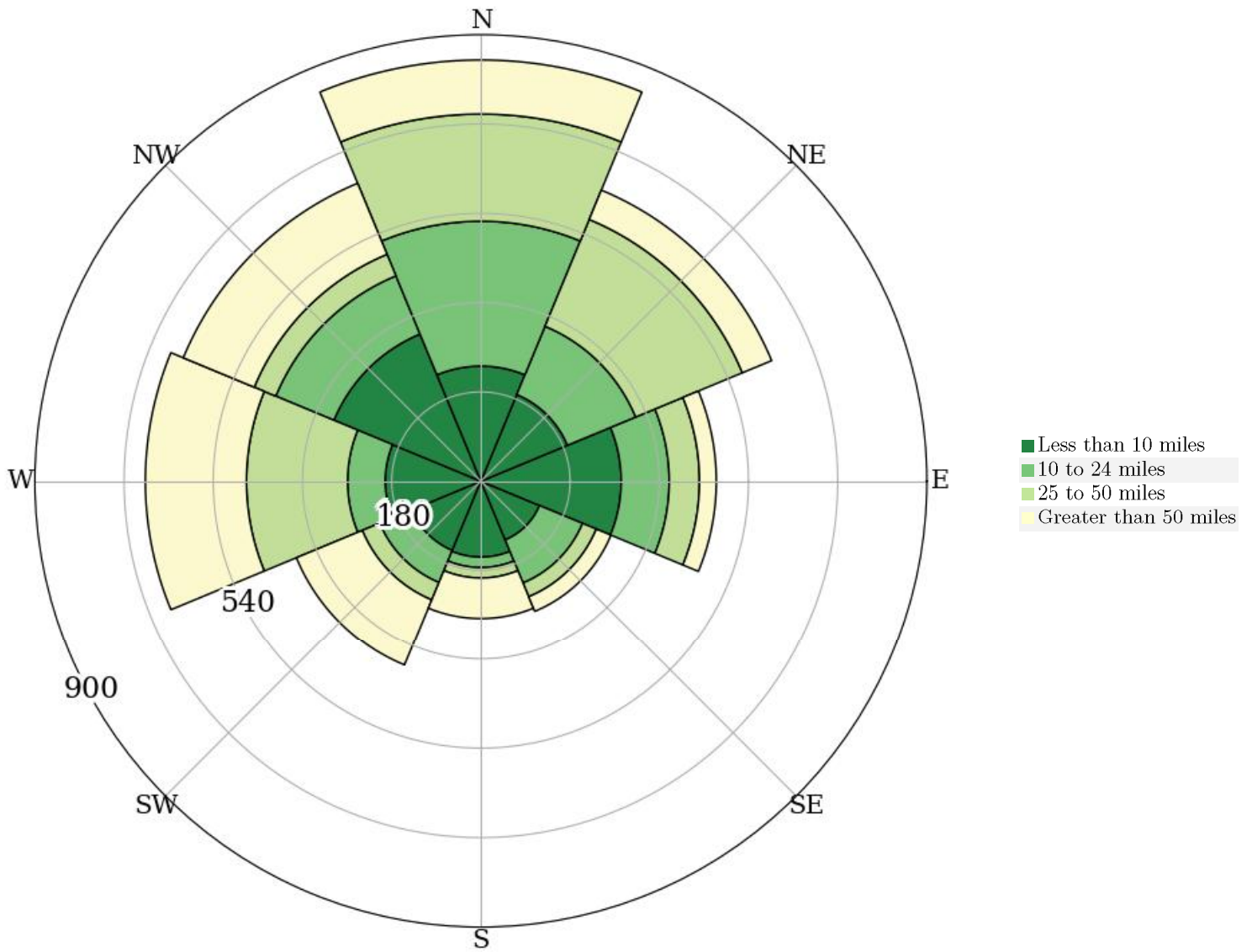
Selection Areas

- 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 (2038) CAPACITY REPORTS

HCM 7th TWSC
100: I-55 NB Ramps & Reed Road

No-Build (2038) Traffic Projections
AM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	180	0	0	125	95	10	0	20	0	0	0
Future Vol, veh/h	65	180	0	0	125	95	10	0	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	189	0	0	132	100	11	0	21	0	0	0

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	232	0	-	-	0	458	558 189
Stage 1	-	-	-	-	-	326	326 -
Stage 2	-	-	-	-	-	132	232 -
Critical Hdwy	4.23	-	-	-	-	6.6	6.52 6.25
Critical Hdwy Stg 1	-	-	-	-	-	5.6	5.52 -
Critical Hdwy Stg 2	-	-	-	-	-	5.6	5.52 -
Follow-up Hdwy	2.317	-	-	-	-	3.68	4.018 3.345
Pot Cap-1 Maneuver	1274	-	0	0	-	529	438 845
Stage 1	-	-	0	0	-	693	648 -
Stage 2	-	-	0	0	-	852	713 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1274	-	-	-	-	501	0 845
Mov Cap-2 Maneuver	-	-	-	-	-	501	0 -
Stage 1	-	-	-	-	-	655	0 -
Stage 2	-	-	-	-	-	852	0 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	2.12	0	10.36
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	501	845	1274	-	-	-
HCM Lane V/C Ratio	0.021	0.025	0.054	-	-	-
HCM Ctrl Dly (s/v)	12.3	9.4	8	-	-	-
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	180	10	10	125	0	0	0	0	65	0	55
Future Vol, veh/h	0	180	10	10	125	0	0	0	0	65	0	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	189	11	11	132	0	0	0	0	68	0	58

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	200	0	0	342	353	132
Stage 1	-	-	-	-	-	-	153	153	-
Stage 2	-	-	-	-	-	-	189	200	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1372	-	0	654	572	887
Stage 1	0	-	-	-	-	0	875	771	-
Stage 2	0	-	-	-	-	0	843	736	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1372	-	-	649	0	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	649	0	-
Stage 1	-	-	-	-	-	-	875	0	-
Stage 2	-	-	-	-	-	-	836	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.57	10.35
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1372	-	649	887
HCM Lane V/C Ratio	-	-	0.008	-	0.105	0.065
HCM Ctrl Dly (s/v)	-	-	7.6	-	11.2	9.3
HCM Lane LOS	-	-	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.2

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	80	5	5	75	45	1	35	30	50	45	5
Future Vol, veh/h	10	80	5	5	75	45	1	35	30	50	45	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	84	5	5	79	47	1	37	32	53	47	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	234	226	50	249	213	53	53	0	0	68	0	0
Stage 1	155	155	-	55	55	-	-	-	-	-	-	-
Stage 2	78	71	-	195	158	-	-	-	-	-	-	-
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	721	673	898	704	685	1015	1553	-	-	1533	-	-
Stage 1	847	769	-	958	849	-	-	-	-	-	-	-
Stage 2	930	836	-	807	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	586	649	898	590	660	1015	1553	-	-	1533	-	-
Mov Cap-2 Maneuver	586	649	-	590	660	-	-	-	-	-	-	-
Stage 1	817	742	-	957	849	-	-	-	-	-	-	-
Stage 2	804	836	-	686	740	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.53		10.81		0.11		3.72	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	25	-	-	651	751	882	-
HCM Lane V/C Ratio	0.001	-	-	0.154	0.175	0.034	-
HCM Ctrl Dly (s/v)	7.3	0	-	11.5	10.8	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	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	30	1	5	30	45	1	45	15	50	20	5
Future Vol, veh/h	5	30	1	5	30	45	1	45	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	32	1	5	32	47	1	47	16	53	21	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	194	194	24	199	189	55	26	0	0	63	0	0
Stage 1	129	129	-	57	57	-	-	-	-	-	-	-
Stage 2	65	65	-	142	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	765	696	1053	759	706	1012	1588	-	-	1527	-	-
Stage 1	875	784	-	954	847	-	-	-	-	-	-	-
Stage 2	945	835	-	861	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	672	671	1053	698	681	1012	1588	-	-	1527	-	-
Mov Cap-2 Maneuver	672	671	-	698	681	-	-	-	-	-	-	-
Stage 1	844	756	-	954	846	-	-	-	-	-	-	-
Stage 2	867	834	-	795	760	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.62		9.79		0.12		4.96	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	28	-	-	678 836	1154	-	-
HCM Lane V/C Ratio	0.001	-	-	0.056 0.101	0.034	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	10.6 9.8	7.4	0	-
HCM Lane LOS	A	A	-	B A	A A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.3	0.1	-	-

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
Future Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
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	2	2	2
Mvmt Flow	1	32	1	1	26	11	5	1	1	5	5	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	41	29	6	44	29	2	6	0	0	2	0	0
Stage 1	16	16	-	12	12	-	-	-	-	-	-	-
Stage 2	25	13	-	32	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	-	-	2.218	-	-
Pot Cap-1 Maneuver	963	858	1077	959	864	1083	1615	-	-	1620	-	-
Stage 1	1003	876	-	1008	885	-	-	-	-	-	-	-
Stage 2	993	879	-	985	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	918	853	1077	917	858	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	918	853	-	917	858	-	-	-	-	-	-	-
Stage 1	1000	873	-	1005	883	-	-	-	-	-	-	-
Stage 2	951	876	-	945	878	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.36		9.12		5.17		3.29					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1169	-	-	860	913	792	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.039	0.042	0.003	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	9.4	9.1	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
Future Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
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	2	2	2	25	2	2	2
Mvmt Flow	1	16	1	5	21	5	1	11	5	11	5	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	50	45	6	49	43	13	6	0	0	16	0	0
Stage 1	27	27	-	15	15	-	-	-	-	-	-	-
Stage 2	23	18	-	34	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	950	847	1077	951	849	1067	1615	-	-	1602	-	-
Stage 1	991	873	-	1005	883	-	-	-	-	-	-	-
Stage 2	995	880	-	982	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	915	841	1077	925	843	1067	1615	-	-	1602	-	-
Mov Cap-2 Maneuver	915	841	-	925	843	-	-	-	-	-	-	-
Stage 1	984	867	-	1004	882	-	-	-	-	-	-	-
Stage 2	966	880	-	957	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	9.21	0.45	4.54
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	105	-	-	856	887	1089	-
HCM Lane V/C Ratio	0.001	-	-	0.021	0.036	0.007	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	205	145	5
Future Vol, veh/h	1	1	1	205	145	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	153	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	373	155	158	0	-	0
Stage 1	155	-	-	-	-	-
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	628	890	1422	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	890	1422	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.91	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	736	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	8.74	0.6	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	965	965	147	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

HCM 7th TWSC
100: I-55 NB Ramps & Reed Road

No-Build (2038) Traffic Projections
PM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	330	0	0	195	110	25	0	35	0	0	0
Future Vol, veh/h	65	330	0	0	195	110	25	0	35	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	347	0	0	205	116	26	0	37	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	321	0	-	-	-	0	689	805	347	
Stage 1	-	-	-	-	-	-	484	484	-	
Stage 2	-	-	-	-	-	-	205	321	-	
Critical Hdwy	4.17	-	-	-	-	-	6.49	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.49	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.49	5.52	-	
Follow-up Hdwy	2.263	-	-	-	-	-	3.581	4.018	3.318	
Pot Cap-1 Maneuver	1211	-	0	0	-	-	401	316	696	
Stage 1	-	-	0	0	-	-	605	552	-	
Stage 2	-	-	0	0	-	-	813	652	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1211	-	-	-	-	-	378	0	696	
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	0	-	
Stage 1	-	-	-	-	-	-	571	0	-	
Stage 2	-	-	-	-	-	-	813	0	-	

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	1.34	0	12.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	378	696	1211	-	-	-
HCM Lane V/C Ratio	0.07	0.053	0.056	-	-	-
HCM Ctrl Dly (s/v)	15.2	10.5	8.2	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.2	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	245	20	30	190	0	0	0	0	150	0	80
Future Vol, veh/h	0	245	20	30	190	0	0	0	0	150	0	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	258	21	32	200	0	0	0	0	158	0	84
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	279	0	0				521	542	200
Stage 1	-	-	-	-	-	-				263	263	-
Stage 2	-	-	-	-	-	-				258	279	-
Critical Hdwy	-	-	-	4.14	-	-				6.42	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-				3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1272	-	0				516	447	828
Stage 1	0	-	-	-	-	0				781	691	-
Stage 2	0	-	-	-	-	0				785	680	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1272	-	-				503	0	828
Mov Cap-2 Maneuver	-	-	-	-	-	-				503	0	-
Stage 1	-	-	-	-	-	-				781	0	-
Stage 2	-	-	-	-	-	-				766	0	-
Approach	EB			WB			SB					
HCM Ctrl Dly, s/v	0			1.08			13.47					
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1272	-	503	828						
HCM Lane V/C Ratio	-	-	0.025	-	0.314	0.102						
HCM Ctrl Dly (s/v)	-	-	7.9	-	15.4	9.8						
HCM Lane LOS	-	-	A	-	C	A						
HCM 95th %tile Q(veh)	-	-	0.1	-	1.3	0.3						

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	80	1	30	95	85	5	55	20	80	75	5
Future Vol, veh/h	10	80	1	30	95	85	5	55	20	80	75	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	84	1	32	100	89	5	58	21	84	79	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	368	339	82	368	332	68	84	0	0	79	0	0
Stage 1	250	250	-	79	79	-	-	-	-	-	-	-
Stage 2	118	89	-	289	253	-	-	-	-	-	-	-
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	588	582	978	584	588	995	1513	-	-	1519	-	-
Stage 1	754	700	-	925	829	-	-	-	-	-	-	-
Stage 2	886	821	-	714	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	416	546	978	468	552	995	1513	-	-	1519	-	-
Mov Cap-2 Maneuver	416	546	-	468	552	-	-	-	-	-	-	-
Stage 1	710	659	-	921	826	-	-	-	-	-	-	-
Stage 2	706	818	-	586	657	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	13.28		13.31		0.46		3.75	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	107	-	-	530	653	889	-
HCM Lane V/C Ratio	0.003	-	-	0.181	0.339	0.055	-
HCM Ctrl Dly (s/v)	7.4	0	-	13.3	13.3	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.7	1.5	0.2	-

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	35	5	15	50	40	5	30	10	45	35	5
Future Vol, veh/h	1	35	5	15	50	40	5	30	10	45	35	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	37	5	16	53	42	5	32	11	47	37	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	203	187	39	197	184	37	42	0	0	42	0	0
Stage 1	134	134	-	47	47	-	-	-	-	-	-	-
Stage 2	68	53	-	150	137	-	-	-	-	-	-	-
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	756	708	1032	762	710	1033	1567	-	-	1567	-	-
Stage 1	869	785	-	966	855	-	-	-	-	-	-	-
Stage 2	942	851	-	853	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	683	1032	693	686	1033	1567	-	-	1567	-	-
Mov Cap-2 Maneuver	648	683	-	693	686	-	-	-	-	-	-	-
Stage 1	842	761	-	963	852	-	-	-	-	-	-	-
Stage 2	845	848	-	782	759	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.38		10.31		0.81		3.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	712	788	930	-
HCM Lane V/C Ratio	0.003	-	-	0.061	0.14	0.03	-
HCM Ctrl Dly (s/v)	7.3	0	-	10.4	10.3	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.1	-

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	5	30	1	5	50	5	1	1	5	5	5	1
Future Vol, veh/h	5	30	1	5	50	5	1	1	5	5	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	5	32	1	5	53	5	1	1	5	5	5	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	46	25	6	37	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	29	8	-	32	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	956	869	1077	968	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	987	889	-	985	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	890	865	1077	928	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	890	865	-	928	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	924	888	-	945	878	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.31		9.37		1.03		3.29					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	220	-	-	873	887	792	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.043	0.071	0.003	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.4	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

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	1	30	1	5	35	10	1	5	1	5	10	5
Future Vol, veh/h	1	30	1	5	35	10	1	5	1	5	10	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	2	2	2	2	2	2	2
Mvmt Flow	1	32	1	5	37	11	1	5	1	5	11	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	49	32	13	45	34	6	16	0	0	6	0	0
Stage 1	24	24	-	8	8	-	-	-	-	-	-	-
Stage 2	26	8	-	37	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	951	861	1067	957	858	1077	1602	-	-	1615	-	-
Stage 1	994	875	-	1014	889	-	-	-	-	-	-	-
Stage 2	992	889	-	979	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	857	1067	918	855	1077	1602	-	-	1615	-	-
Mov Cap-2 Maneuver	897	857	-	918	855	-	-	-	-	-	-	-
Stage 1	991	873	-	1013	889	-	-	-	-	-	-	-
Stage 2	941	888	-	939	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	9.26	1.04	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	864 898	422	-	-
HCM Lane V/C Ratio	0.001	-	-	0.039 0.059	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3 9.3	7.2	0	-
HCM Lane LOS	A	A	-	A A	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	125	140	1
Future Vol, veh/h	1	1	1	125	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	132	147	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	282	148	148	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	134	-	-	-	-	-
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	708	899	1433	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	708	899	1433	-	-	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.56	0.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	14	-	792	-	-
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	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	8.74		8.74			0.6			0.6			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	147	-	-	965	965	147	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

FUTURE BUILD (2038) PEAK CONSTRUCTION CAPACITY REPORTS

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	190	0	0	195	95	45	0	20	0	0	0
Future Vol, veh/h	110	190	0	0	195	95	45	0	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	200	0	0	205	100	47	0	21	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	305	0	-	-	-	0	637	737	200
Stage 1	-	-	-	-	-	-	432	432	-
Stage 2	-	-	-	-	-	-	205	305	-
Critical Hdwy	4.23	-	-	-	-	-	6.6	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.6	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.6	5.52	-
Follow-up Hdwy	2.317	-	-	-	-	-	3.68	4.018	3.345
Pot Cap-1 Maneuver	1196	-	0	0	-	-	414	346	833
Stage 1	-	-	0	0	-	-	618	583	-
Stage 2	-	-	0	0	-	-	788	662	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1196	-	-	-	-	-	374	0	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	374	0	-
Stage 1	-	-	-	-	-	-	558	0	-
Stage 2	-	-	-	-	-	-	788	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	3.06	0	13.99
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	374	833	1196	-	-	-
HCM Lane V/C Ratio	0.127	0.025	0.097	-	-	-
HCM Ctrl Dly (s/v)	16	9.4	8.3	-	-	-
HCM Lane LOS	C	A	A	-	-	-
HCM 95th %tile Q(veh)	0.4	0.1	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	0	235	15	10	230	0	0	0	0	65	0	440
Future Vol, veh/h	0	235	15	10	230	0	0	0	0	65	0	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	247	16	11	242	0	0	0	0	68	0	463

Major/Minor	Major1		Major2				Minor2		
Conflicting Flow All	-	0	0	263	0	0	511	526	242
Stage 1	-	-	-	-	-	-	263	263	-
Stage 2	-	-	-	-	-	-	247	263	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1301	-	0	523	457	768
Stage 1	0	-	-	-	-	0	781	691	-
Stage 2	0	-	-	-	-	0	794	691	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1301	-	-	519	0	768
Mov Cap-2 Maneuver	-	-	-	-	-	-	519	0	-
Stage 1	-	-	-	-	-	-	781	0	-
Stage 2	-	-	-	-	-	-	787	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.32	16.09
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1301	-	519	768
HCM Lane V/C Ratio	-	-	0.008	-	0.132	0.603
HCM Ctrl Dly (s/v)	-	-	7.8	-	13	16.5
HCM Lane LOS	-	-	A	-	B	C
HCM 95th %tile Q(veh)	-	-	0	-	0.5	4.1

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	30	140	5	5	565	45	1	35	30	50
Future Volume (veh/h)	30	140	5	5	565	45	1	35	30	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1159	1870	1870	1870	1870	1870	1470	1870
Adj Flow Rate, veh/h	32	147	5	5	595	47	1	37	32	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	50	2	2	2	2	2	29	2
Cap, veh/h	217	762	23	130	859	67	131	165	141	245
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.18	0.18	0.18	0.18
Sat Flow, veh/h	134	1514	46	4	1707	134	11	925	788	403
Grp Volume(v), veh/h	184	0	0	647	0	0	70	0	0	147
Grp Sat Flow(s),veh/h/ln	1694	0	0	1844	0	0	1724	0	0	1460
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	1.5	0.0	0.0	7.6	0.0	0.0	1.0	0.0	0.0	2.5
Prop In Lane	0.17		0.03	0.01		0.07	0.01		0.46	0.36
Lane Grp Cap(c), veh/h	1002	0	0	1057	0	0	437	0	0	434
V/C Ratio(X)	0.18	0.00	0.00	0.61	0.00	0.00	0.16	0.00	0.00	0.34
Avail Cap(c_a), veh/h	1958	0	0	2226	0	0	1273	0	0	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	0.0	0.0	5.4	0.0	0.0	9.9	0.0	0.0	10.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0	0.4
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	4.0	0.0	0.0	5.9	0.0	0.0	10.1	0.0	0.0	11.0
LnGrp LOS	A			A			B			B
Approach Vol, veh/h		184			647			70		
Approach Delay, s/veh		4.0			5.9			10.1		
Approach LOS		A			A			B		
Timer - Assigned Phs		2		4		6		8		
Phs Duration (G+Y+Rc), s		9.5		18.7		9.5		18.7		
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5		
Max Green Setting (Gmax), s		18.8		32.2		18.8		32.2		
Max Q Clear Time (g_c+I1), s		3.0		3.5		4.5		9.6		
Green Ext Time (p_c), s		0.2		1.1		0.5		4.7		
Intersection Summary										
HCM 7th Control Delay, s/veh			6.6							
HCM 7th LOS			A							

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	45	45
Future Volume (veh/h)	45	45
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1707	1870
Adj Flow Rate, veh/h	47	47
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	13	2
Cap, veh/h	105	83
Arrive On Green	0.18	0.18
Sat Flow, veh/h	591	467
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.32
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	147	
Approach Delay, s/veh	11.0	
Approach LOS	B	
Timer - Assigned Phs		

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	30	140	5	5	565	45	1	35	30	50
Future Volume (veh/h)	30	140	5	5	565	45	1	35	30	50
Number	7	4	14	3	8	18	5	2	12	1
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1870	1870	1159	1870	1870	1870	1870	1870	1470	1870
Adj Flow Rate, veh/h	32	147	5	5	595	47	1	37	32	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	50	2	2	2	2	2	29	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes
Cap, veh/h	217	762	23	130	859	67	131	165	141	245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.18	0.18	0.18	0.18
Unsig. Movement Delay										
Ln Grp Delay, s/veh	4.0	0.0	0.0	5.9	0.0	0.0	10.1	0.0	0.0	11.0
Ln Grp LOS	A			A			B			B
Approach Vol, veh/h		184			647			70		
Approach Delay, s/veh		4.0			5.9			10.1		
Approach LOS		A			A			B		
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs			2		4		6		8	
Case No			8.0		8.0		8.0		8.0	
Phs Duration (G+Y+Rc), s			9.5		18.7		9.5		18.7	
Change Period (Y+Rc), s			4.5		4.5		4.5		4.5	
Max Green (Gmax), s			18.8		32.2		18.8		32.2	
Max Allow Headway (MAH), s			4.9		5.3		4.9		5.3	
Max Q Clear (g_c+I1), s			3.0		3.5		4.5		9.6	
Green Ext Time (g_e), s			0.2		1.1		0.5		4.7	
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00	
Prob of Max Out (p_x)			0.00		0.00		0.00		0.05	
Left-Turn Movement Data										
Assigned Mvmt			5		7		1		3	
Mvmt Sat Flow, veh/h			11		134		403		4	
Through Movement Data										
Assigned Mvmt			2		4		6		8	
Mvmt Sat Flow, veh/h			925		1514		591		1707	
Right-Turn Movement Data										
Assigned Mvmt			12		14		16		18	
Mvmt Sat Flow, veh/h			788		46		467		134	
Left Lane Group Data										
Assigned Mvmt		0	5	0	7	0	1	0	3	

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	45	45
Future Volume (veh/h)	45	45
Number	6	16
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj. (A_pbT)		1.00
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1707	1870
Adj Flow Rate, veh/h	47	47
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	13	2
Opposing Right Turn Influence		
Cap, veh/h	105	83
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.18	0.18
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	0.0
Ln Grp LOS		
Approach Vol, veh/h	147	
Approach Delay, s/veh	11.0	
Approach LOS	B	
Timer:		

Lane Assignment	L+T+R		L+T+R		L+T+R		L+T+R	
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	70	0	184	0	147	0	647
Grp Sat Flow (s), veh/h/ln	0	1724	0	1694	0	1460	0	1844
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.0	0.0	1.5	0.0	2.5	0.0	7.6
Perm LT Sat Flow (s_l), veh/h/ln	0	1323	0	800	0	1353	0	1255
Shared LT Sat Flow (s_sh), veh/h/ln	0	1869	0	1854	0	1677	0	1870
Perm LT Eff Green (g_p), s	0.0	5.0	0.0	14.2	0.0	5.0	0.0	14.2
Perm LT Serve Time (g_u), s	0.0	2.5	0.0	6.7	0.0	4.1	0.0	12.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
Time to First Blk (g_f), s	0.0	2.8	0.0	7.1	0.0	1.1	0.0	10.7
Serve Time pre Blk (g_fs), s	0.0	1.0	0.0	1.5	0.0	1.1	0.0	7.6
Prop LT Inside Lane (P_L)	0.00	0.01	0.00	0.17	0.00	0.36	0.00	0.01
Lane Grp Cap (c), veh/h	0	437	0	1002	0	434	0	1057
V/C Ratio (X)	0.00	0.16	0.00	0.18	0.00	0.34	0.00	0.61
Avail Cap (c_a), veh/h	0	1273	0	1958	0	1124	0	2226
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.9	0.0	3.9	0.0	10.5	0.0	5.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.0	0.5	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.1	0.0	4.0	0.0	11.0	0.0	5.9
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.1	0.0	0.4	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.1	0.0	0.4	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
300: Broadway Street & Reed Road

Build (2038) Traffic Projections
AM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.46	0.00	0.03	0.00	0.32	0.00	0.07
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	6.6
HCM 7th LOS	A

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	30	1	5	30	55	1	45	40	100	20	5
Future Vol, veh/h	5	30	1	5	30	55	1	45	40	100	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	32	1	5	32	58	1	47	42	105	21	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	299	326	24	318	307	68	26	0	0	89	0	0
Stage 1	234	234	-	71	71	-	-	-	-	-	-	-
Stage 2	65	92	-	247	237	-	-	-	-	-	-	-
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	653	588	1053	635	607	995	1588	-	-	1493	-	-
Stage 1	769	705	-	939	836	-	-	-	-	-	-	-
Stage 2	945	813	-	757	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	541	545	1053	557	563	995	1588	-	-	1493	-	-
Mov Cap-2 Maneuver	541	545	-	557	563	-	-	-	-	-	-	-
Stage 1	714	655	-	939	836	-	-	-	-	-	-	-
Stage 2	856	813	-	668	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12	10.37	0.08	6.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	19	-	-	552	765	1385	-
HCM Lane V/C Ratio	0.001	-	-	0.069	0.124	0.07	-
HCM Ctrl Dly (s/v)	7.3	0	-	12	10.4	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	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
Future Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	32	1	1	26	11	5	1	1	5	5	1

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	41	29	6	44	29	2	6	0
Stage 1	16	16	-	12	12	-	-	-
Stage 2	25	13	-	32	17	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-
Pot Cap-1 Maneuver	963	864	1077	959	864	1083	1615	-
Stage 1	1003	882	-	1008	885	-	-	-
Stage 2	993	885	-	985	881	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	918	858	1077	917	858	1083	1615	-
Mov Cap-2 Maneuver	918	858	-	917	858	-	-	-
Stage 1	1000	879	-	1005	883	-	-	-
Stage 2	951	882	-	945	878	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.33	9.12	5.17	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	866	913	792	-
HCM Lane V/C Ratio	0.003	-	-	0.039	0.042	0.003	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.1	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
Future Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	16	1	5	21	5	1	11	5	11	5	1

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	50	45	6	49	43	13	6	0
Stage 1	27	27	-	15	15	-	-	-
Stage 2	23	18	-	34	27	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-
Pot Cap-1 Maneuver	950	847	1077	951	849	1067	1615	-
Stage 1	991	873	-	1005	883	-	-	-
Stage 2	995	880	-	982	872	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	915	841	1077	925	843	1067	1615	-
Mov Cap-2 Maneuver	915	841	-	925	843	-	-	-
Stage 1	984	867	-	1004	882	-	-	-
Stage 2	966	880	-	957	867	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	9.21	0.45	4.54
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	105	-	-	856	887	1089
HCM Lane V/C Ratio	0.001	-	-	0.021	0.036	0.007
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.2	7.3
HCM Lane LOS	A	A	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	215	195	5
Future Vol, veh/h	1	1	1	215	195	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	226	205	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	436	208	211	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	228	-	-	-	-	-
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	577	832	1360	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	577	832	1360	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.3	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	8	-	681	-
HCM Lane V/C Ratio	0.001	-	0.003	-
HCM Ctrl Dly (s/v)	7.6	0	10.3	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	8.74	0.6	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	965	965	147	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection							
Int Delay, s/veh	7						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↘	↑	↘	↗	
Traffic Vol, veh/h	95	75	530	80	10	80	
Future Vol, veh/h	95	75	530	80	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	100	79	558	84	11	84	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	179	0	1300	100	
Stage 1	-	-	-	-	100	-	
Stage 2	-	-	-	-	1200	-	
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	-	-	1397	-	178	956	
Stage 1	-	-	-	-	924	-	
Stage 2	-	-	-	-	285	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1397	-	107	956	
Mov Cap-2 Maneuver	-	-	-	-	107	-	
Stage 1	-	-	-	-	924	-	
Stage 2	-	-	-	-	171	-	
Approach	EB		WB		NB		
HCM Ctrl Dly, s/v	0		8.06		12.82		
HCM LOS	B						
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	107		956	-	-	1397	-
HCM Lane V/C Ratio	0.099		0.088	-	-	0.399	-
HCM Ctrl Dly (s/v)	42.3		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	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	415	400	0	0	205	110	30	0	35	0	0	0
Future Vol, veh/h	415	400	0	0	205	110	30	0	35	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	437	421	0	0	216	116	32	0	37	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	332	0	-	-	-	-	1511	1626	421
Stage 1	-	-	-	-	-	-	1295	1295	-
Stage 2	-	-	-	-	-	-	216	332	-
Critical Hdwy	4.17	-	-	-	-	-	6.49	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.49	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.49	5.52	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.581	4.018	3.318
Pot Cap-1 Maneuver	1200	-	0	0	-	-	128	102	632
Stage 1	-	-	0	0	-	-	248	233	-
Stage 2	-	-	0	0	-	-	804	645	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1200	-	-	-	-	-	81	0	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	0	-
Stage 1	-	-	-	-	-	-	158	0	-
Stage 2	-	-	-	-	-	-	804	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	4.94	0	40.65
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	81	632	1200	-	-	-
HCM Lane V/C Ratio	0.389	0.058	0.364	-	-	-
HCM Ctrl Dly (s/v)	75.2	11	9.7	-	-	-
HCM Lane LOS	F	B	A	-	-	-
HCM 95th %tile Q(veh)	1.5	0.2	1.7	-	-	-

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	665	60	30	205	0	0	0	0	150	0	85
Future Vol, veh/h	0	665	60	30	205	0	0	0	0	150	0	85
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	700	63	32	216	0	0	0	0	158	0	89

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	763	0	0	979	1042	216
Stage 1	-	-	-	-	-	-	279	279	-
Stage 2	-	-	-	-	-	-	700	763	-
Critical Hdwy	-	-	-	4.14	-	-	6.42	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	841	-	0	277	230	812
Stage 1	0	-	-	-	-	0	768	680	-
Stage 2	0	-	-	-	-	0	493	413	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	841	-	-	267	0	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	0	-
Stage 1	-	-	-	-	-	-	768	0	-
Stage 2	-	-	-	-	-	-	474	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	1.21	26.77
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	841	-	267	812
HCM Lane V/C Ratio	-	-	0.038	-	0.591	0.11
HCM Ctrl Dly (s/v)	-	-	9.5	-	36.3	10
HCM Lane LOS	-	-	A	-	E	A
HCM 95th %tile Q(veh)	-	-	0.1	-	3.5	0.4

HCM 7th Signalized Intersection Summary
300: Broadway Street & Reed Road

Build (2038) Traffic Projections
PM Peak Hour

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	50	540	1	30	115	85	5	55	20	80
Future Volume (veh/h)	50	540	1	30	115	85	5	55	20	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	568	1	32	121	89	5	58	21	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2
Cap, veh/h	182	832	1	193	457	291	150	243	84	320
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.19	0.19	0.19	0.19
Sat Flow, veh/h	81	1737	3	91	953	607	51	1276	442	652
Grp Volume(v), veh/h	622	0	0	242	0	0	84	0	0	174
Grp Sat Flow(s),veh/h/ln	1821	0	0	1650	0	0	1769	0	0	1605
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	7.2	0.0	0.0	2.3	0.0	0.0	1.1	0.0	0.0	2.6
Prop In Lane	0.09		0.00	0.13		0.37	0.06		0.25	0.48
Lane Grp Cap(c), veh/h	1016	0	0	941	0	0	477	0	0	502
V/C Ratio(X)	0.61	0.00	0.00	0.26	0.00	0.00	0.18	0.00	0.00	0.35
Avail Cap(c_a), veh/h	2287	0	0	2029	0	0	1331	0	0	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	0.0	4.3	0.0	0.0	9.4	0.0	0.0	9.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.5
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	6.1	0.0	0.0	4.4	0.0	0.0	9.5	0.0	0.0	10.3
LnGrp LOS	A			A			A			B
Approach Vol, veh/h		622			242			84		
Approach Delay, s/veh		6.1			4.4			9.5		
Approach LOS		A			A			A		
Timer - Assigned Phs		2		4		6		8		
Phs Duration (G+Y+Rc), s		9.7		17.6		9.7		17.6		
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5		
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5		
Max Q Clear Time (g_c+I1), s		3.1		9.2		4.6		4.3		
Green Ext Time (p_c), s		0.2		3.9		0.6		1.6		
Intersection Summary										
HCM 7th Control Delay, s/veh			6.7							
HCM 7th LOS			A							

	↓	↙
Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	75	10
Future Volume (veh/h)	75	10
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	79	11
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	162	19
Arrive On Green	0.19	0.19
Sat Flow, veh/h	852	101
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.06
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	174	
Approach Delay, s/veh	10.3	
Approach LOS	B	
Timer - Assigned Phs		

										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (veh/h)	50	540	1	30	115	85	5	55	20	80
Future Volume (veh/h)	50	540	1	30	115	85	5	55	20	80
Number	7	4	14	3	8	18	5	2	12	1
Initial Q, veh	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	568	1	32	121	89	5	58	21	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2
Opposing Right Turn Influence Yes				Yes			Yes			Yes
Cap, veh/h	182	832	1	193	457	291	150	243	84	320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.19	0.19	0.19	0.19
Unsig. Movement Delay										
Ln Grp Delay, s/veh	6.1	0.0	0.0	4.4	0.0	0.0	9.5	0.0	0.0	10.3
Ln Grp LOS	A			A			A			B
Approach Vol, veh/h		622			242			84		
Approach Delay, s/veh		6.1			4.4			9.5		
Approach LOS		A			A			A		
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs			2		4		6		8	
Case No			8.0		8.0		8.0		8.0	
Phs Duration (G+Y+Rc), s			9.7		17.6		9.7		17.6	
Change Period (Y+Rc), s			4.5		4.5		4.5		4.5	
Max Green (Gmax), s			18.5		32.5		18.5		32.5	
Max Allow Headway (MAH), s			4.8		4.9		4.8		5.6	
Max Q Clear (g_c+I1), s			3.1		9.2		4.6		4.3	
Green Ext Time (g_e), s			0.2		3.9		0.6		1.6	
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00	
Prob of Max Out (p_x)			0.00		0.02		0.00		0.00	
Left-Turn Movement Data										
Assigned Mvmt			5		7		1		3	
Mvmt Sat Flow, veh/h			51		81		652		91	
Through Movement Data										
Assigned Mvmt			2		4		6		8	
Mvmt Sat Flow, veh/h			1276		1737		852		953	
Right-Turn Movement Data										
Assigned Mvmt			12		14		16		18	
Mvmt Sat Flow, veh/h			442		3		101		607	
Left Lane Group Data										
Assigned Mvmt		0	5	0	7	0	1	0	3	

		
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	75	10
Future Volume (veh/h)	75	10
Number	6	16
Initial Q, veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj. (A_pbT)		1.00
Parking Bus Adj	1.00	1.00
Work Zone On Approach	No	
Lanes Open During Work Zone		
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	79	11
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Opposing Right Turn Influence		
Cap, veh/h	162	19
HCM Platoon Ratio	1.00	1.00
Prop Arrive On Green	0.19	0.19
Unsig. Movement Delay		
Ln Grp Delay, s/veh	0.0	0.0
Ln Grp LOS		
Approach Vol, veh/h	174	
Approach Delay, s/veh	10.3	
Approach LOS	B	
Timer:		

Lane Assignment	L+T+R		L+T+R		L+T+R		L+T+R	
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	84	0	622	0	174	0	242
Grp Sat Flow (s), veh/h/ln	0	1769	0	1821	0	1605	0	1650
Q Serve Time (g_s), s	0.0	0.0	0.0	1.1	0.0	1.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	7.2	0.0	2.6	0.0	2.3
Perm LT Sat Flow (s_l), veh/h/ln	0	1327	0	1190	0	1341	0	856
Shared LT Sat Flow (s_sh), veh/h/ln	0	1865	0	1862	0	1826	0	1858
Perm LT Eff Green (g_p), s	0.0	5.2	0.0	13.1	0.0	5.2	0.0	13.1
Perm LT Serve Time (g_u), s	0.0	2.6	0.0	10.8	0.0	4.1	0.0	5.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.1	0.0	1.5	0.0	0.0
Time to First Blk (g_f), s	0.0	2.6	0.0	6.0	0.0	0.7	0.0	7.2
Serve Time pre Blk (g_fs), s	0.0	1.1	0.0	6.0	0.0	0.7	0.0	2.3
Prop LT Inside Lane (P_L)	0.00	0.06	0.00	0.09	0.00	0.48	0.00	0.13
Lane Grp Cap (c), veh/h	0	477	0	1016	0	502	0	941
V/C Ratio (X)	0.00	0.18	0.00	0.61	0.00	0.35	0.00	0.26
Avail Cap (c_a), veh/h	0	1331	0	2287	0	1256	0	2029
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	5.5	0.0	9.9	0.0	4.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.6	0.0	0.4	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.5	0.0	6.1	0.0	10.3	0.0	4.4
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.3	0.0	0.4	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.5	0.0	0.5	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 7th Signalized Intersection Capacity Analysis
300: Broadway Street & Reed Road

Build (2038) Traffic Projections
PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.25	0.00	0.00	0.00	0.06	0.00	0.37
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	6.7
HCM 7th LOS	A

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	35	5	40	50	90	5	30	10	50	35	5
Future Vol, veh/h	1	35	5	40	50	90	5	30	10	50	35	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	37	5	42	53	95	5	32	11	53	37	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	213	197	39	208	195	37	42	0	0	42	0	0
Stage 1	145	145	-	47	47	-	-	-	-	-	-	-
Stage 2	68	53	-	161	147	-	-	-	-	-	-	-
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	744	698	1032	750	701	1033	1567	-	-	1567	-	-
Stage 1	858	777	-	966	855	-	-	-	-	-	-	-
Stage 2	942	851	-	842	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	601	672	1032	680	674	1033	1567	-	-	1567	-	-
Mov Cap-2 Maneuver	601	672	-	680	674	-	-	-	-	-	-	-
Stage 1	828	750	-	963	852	-	-	-	-	-	-	-
Stage 2	800	848	-	769	748	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.48		10.73		0.81		4.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	700	818	976	-
HCM Lane V/C Ratio	0.003	-	-	0.062	0.232	0.034	-
HCM Ctrl Dly (s/v)	7.3	0	-	10.5	10.7	7.4	0
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0.1	-

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	5	30	1	5	50	5	1	1	5	5	5	1
Future Vol, veh/h	5	30	1	5	50	5	1	1	5	5	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	5	32	1	5	53	5	1	1	5	5	5	1

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	46	25	6	37	23	4	6	0
Stage 1	16	16	-	6	6	-	-	-
Stage 2	29	8	-	32	17	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-
Pot Cap-1 Maneuver	956	869	1077	968	871	1080	1615	-
Stage 1	1003	882	-	1016	891	-	-	-
Stage 2	987	889	-	985	881	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	890	865	1077	928	867	1080	1615	-
Mov Cap-2 Maneuver	890	865	-	928	867	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-
Stage 2	924	888	-	945	878	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.31	9.37	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	873	887	792	-
HCM Lane V/C Ratio	0.001	-	-	0.043	0.071	0.003	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.4	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

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	1	30	1	5	35	10	1	5	1	5	10	5
Future Vol, veh/h	1	30	1	5	35	10	1	5	1	5	10	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	2	2	2	2	2	2	2
Mvmt Flow	1	32	1	5	37	11	1	5	1	5	11	5

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	49	32	13	45	34	6	16	0
Stage 1	24	24	-	8	8	-	-	-
Stage 2	26	8	-	37	26	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-
Pot Cap-1 Maneuver	951	861	1067	957	858	1077	1602	-
Stage 1	994	875	-	1014	889	-	-	-
Stage 2	992	889	-	979	873	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	897	857	1067	918	855	1077	1602	-
Mov Cap-2 Maneuver	897	857	-	918	855	-	-	-
Stage 1	991	873	-	1013	889	-	-	-
Stage 2	941	888	-	939	870	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	9.26	1.04	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	864	898	422
HCM Lane V/C Ratio	0.001	-	-	0.039	0.059	0.003
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.3	7.2
HCM Lane LOS	A	A	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	175	145	1
Future Vol, veh/h	1	1	1	175	145	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	184	153	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	339	153	154	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	186	-	-	-	-	-
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	656	893	1427	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	656	893	1427	-	-	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.77	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	10	-	756	-
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	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	8.74		8.74		0.6		0.6					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	147	-	-	965	965	147	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection								
Int Delay, s/veh	9.5							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↘	↑	↘	↗		
Traffic Vol, veh/h	90	5	25	105	75	500		
Future Vol, veh/h	90	5	25	105	75	500		
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	5	26	111	79	526		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	100	0	258	95		
Stage 1	-	-	-	-	95	-		
Stage 2	-	-	-	-	163	-		
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	-	-	1493	-	731	962		
Stage 1	-	-	-	-	929	-		
Stage 2	-	-	-	-	866	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1493	-	718	962		
Mov Cap-2 Maneuver	-	-	-	-	718	-		
Stage 1	-	-	-	-	929	-		
Stage 2	-	-	-	-	851	-		
Approach	EB		WB		NB			
HCM Ctrl Dly, s/v	0		1.43		12.84			
HCM LOS	B							
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	718		962		-	-	1493	-
HCM Lane V/C Ratio	0.11		0.547		-	-	0.018	-
HCM Ctrl Dly (s/v)	10.6		13.2		-	-	7.5	-
HCM Lane LOS	B		B		-	-	A	-
HCM 95th %tile Q(veh)	0.4		3.4		-	-	0.1	-

FUTURE NO-BUILD (2039) CAPACITY REPORTS

HCM 7th TWSC
100: I-55 NB Ramps & Reed Road

No-Build (2039) Traffic Projections
AM Peak Hour

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	70	180	0	0	125	95	10	0	25	0	0	0
Future Vol, veh/h	70	180	0	0	125	95	10	0	25	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	189	0	0	132	100	11	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	232	0	-	-	-	0	468	568	189
Stage 1	-	-	-	-	-	-	337	337	-
Stage 2	-	-	-	-	-	-	132	232	-
Critical Hdwy	4.23	-	-	-	-	-	6.6	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.6	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.6	5.52	-
Follow-up Hdwy	2.317	-	-	-	-	-	3.68	4.018	3.345
Pot Cap-1 Maneuver	1274	-	0	0	-	-	522	432	845
Stage 1	-	-	0	0	-	-	685	641	-
Stage 2	-	-	0	0	-	-	852	713	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1274	-	-	-	-	-	491	0	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	0	-
Stage 1	-	-	-	-	-	-	645	0	-
Stage 2	-	-	-	-	-	-	852	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	2.24	0	10.28
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	491	845	1274	-	-	-
HCM Lane V/C Ratio	0.021	0.031	0.058	-	-	-
HCM Ctrl Dly (s/v)	12.5	9.4	8	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱		↱	↱						↱	↱
Traffic Vol, veh/h	0	180	10	10	125	0	0	0	0	70	0	55
Future Vol, veh/h	0	180	10	10	125	0	0	0	0	70	0	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	189	11	11	132	0	0	0	0	74	0	58

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	200	0	0	342	353	132
Stage 1	-	-	-	-	-	-	153	153	-
Stage 2	-	-	-	-	-	-	189	200	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1372	-	0	654	572	887
Stage 1	0	-	-	-	-	0	875	771	-
Stage 2	0	-	-	-	-	0	843	736	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1372	-	-	649	0	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	649	0	-
Stage 1	-	-	-	-	-	-	875	0	-
Stage 2	-	-	-	-	-	-	836	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.57	10.41
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1372	-	649	887
HCM Lane V/C Ratio	-	-	0.008	-	0.114	0.065
HCM Ctrl Dly (s/v)	-	-	7.6	-	11.3	9.3
HCM Lane LOS	-	-	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.2

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	80	5	5	75	45	1	35	30	50	45	5
Future Vol, veh/h	10	80	5	5	75	45	1	35	30	50	45	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	84	5	5	79	47	1	37	32	53	47	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	234	226	50	249	213	53	53	0	0	68	0	0
Stage 1	155	155	-	55	55	-	-	-	-	-	-	-
Stage 2	78	71	-	195	158	-	-	-	-	-	-	-
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	721	673	898	704	685	1015	1553	-	-	1533	-	-
Stage 1	847	769	-	958	849	-	-	-	-	-	-	-
Stage 2	930	836	-	807	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	586	649	898	590	660	1015	1553	-	-	1533	-	-
Mov Cap-2 Maneuver	586	649	-	590	660	-	-	-	-	-	-	-
Stage 1	817	742	-	957	849	-	-	-	-	-	-	-
Stage 2	804	836	-	686	740	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.53		10.81		0.11		3.72	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	25	-	-	651	751	882	-
HCM Lane V/C Ratio	0.001	-	-	0.154	0.175	0.034	-
HCM Ctrl Dly (s/v)	7.3	0	-	11.5	10.8	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	30	1	5	30	45	1	45	15	50	25	5
Future Vol, veh/h	5	30	1	5	30	45	1	45	15	50	25	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	32	1	5	32	47	1	47	16	53	26	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	199	199	29	205	194	55	32	0	0	63	0	0
Stage 1	134	134	-	57	57	-	-	-	-	-	-	-
Stage 2	65	65	-	147	137	-	-	-	-	-	-	-
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	759	691	1046	753	701	1012	1581	-	-	1527	-	-
Stage 1	869	780	-	954	847	-	-	-	-	-	-	-
Stage 2	945	835	-	855	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	666	666	1046	692	676	1012	1581	-	-	1527	-	-
Mov Cap-2 Maneuver	666	666	-	692	676	-	-	-	-	-	-	-
Stage 1	839	752	-	954	846	-	-	-	-	-	-	-
Stage 2	867	834	-	790	756	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.67		9.81		0.12		4.65	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	28	-	-	673	833	1089	-
HCM Lane V/C Ratio	0.001	-	-	0.056	0.101	0.034	-
HCM Ctrl Dly (s/v)	7.3	0	-	10.7	9.8	7.4	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
Future Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
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	2	2	2
Mvmt Flow	1	32	1	1	26	11	5	1	1	5	5	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	41	29	6	44	29	2	6	0	0	2	0	0
Stage 1	16	16	-	12	12	-	-	-	-	-	-	-
Stage 2	25	13	-	32	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.55	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	-	-	2.218	-	-
Pot Cap-1 Maneuver	963	858	1077	959	864	1083	1615	-	-	1620	-	-
Stage 1	1003	876	-	1008	885	-	-	-	-	-	-	-
Stage 2	993	879	-	985	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	918	853	1077	917	858	1083	1615	-	-	1620	-	-
Mov Cap-2 Maneuver	918	853	-	917	858	-	-	-	-	-	-	-
Stage 1	1000	873	-	1005	883	-	-	-	-	-	-	-
Stage 2	951	876	-	945	878	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.36		9.12		5.17		3.29					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1169	-	-	860	913	792	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.039	0.042	0.003	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	9.4	9.1	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
Future Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
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	2	2	2	25	2	2	2
Mvmt Flow	1	16	1	5	21	5	1	11	5	11	5	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	50	45	6	49	43	13	6	0	0	16	0	0
Stage 1	27	27	-	15	15	-	-	-	-	-	-	-
Stage 2	23	18	-	34	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	950	847	1077	951	849	1067	1615	-	-	1602	-	-
Stage 1	991	873	-	1005	883	-	-	-	-	-	-	-
Stage 2	995	880	-	982	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	915	841	1077	925	843	1067	1615	-	-	1602	-	-
Mov Cap-2 Maneuver	915	841	-	925	843	-	-	-	-	-	-	-
Stage 1	984	867	-	1004	882	-	-	-	-	-	-	-
Stage 2	966	880	-	957	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	9.21	0.45	4.54
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	105	-	-	856	887	1089	-
HCM Lane V/C Ratio	0.001	-	-	0.021	0.036	0.007	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	210	145	5
Future Vol, veh/h	1	1	1	210	145	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	153	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	378	155	158	0	-	0
Stage 1	155	-	-	-	-	-
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	623	890	1422	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	623	890	1422	-	-	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.93	0.04		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	9	-	733	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Ctrl Dly (s/v)	7.5	0	9.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.74		8.74		0.6		0.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	965	965	147	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	325	0	0	195	115	25	0	35	0	0	0
Future Vol, veh/h	70	325	0	0	195	115	25	0	35	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	74	342	0	0	205	121	26	0	37	0	0	0

Major/Minor	Major1		Major2		Minor1					
Conflicting Flow All	326	0	-	-	-	0	695	816	342	
Stage 1	-	-	-	-	-	-	489	489	-	
Stage 2	-	-	-	-	-	-	205	326	-	
Critical Hdwy	4.17	-	-	-	-	-	6.49	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.49	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.49	5.52	-	
Follow-up Hdwy	2.263	-	-	-	-	-	3.581	4.018	3.318	
Pot Cap-1 Maneuver	1206	-	0	0	-	-	398	311	700	
Stage 1	-	-	0	0	-	-	602	549	-	
Stage 2	-	-	0	0	-	-	813	648	-	
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	1206	-	-	-	-	-	374	0	700	
Mov Cap-2 Maneuver	-	-	-	-	-	-	374	0	-	
Stage 1	-	-	-	-	-	-	565	0	-	
Stage 2	-	-	-	-	-	-	813	0	-	

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	1.45	0	12.48
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	374	700	1206	-	-	-
HCM Lane V/C Ratio	0.07	0.053	0.061	-	-	-
HCM Ctrl Dly (s/v)	15.4	10.4	8.2	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.2	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	240	25	30	190	0	0	0	0	155	0	80
Future Vol, veh/h	0	240	25	30	190	0	0	0	0	155	0	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	253	26	32	200	0	0	0	0	163	0	84
Major/Minor	Major1			Major2			Minor2					
Conflicting Flow All	-	0	0	279	0	0				516	542	200
Stage 1	-	-	-	-	-	-				263	263	-
Stage 2	-	-	-	-	-	-				253	279	-
Critical Hdwy	-	-	-	4.14	-	-				6.42	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-				5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-				3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1272	-	0				519	447	828
Stage 1	0	-	-	-	-	0				781	691	-
Stage 2	0	-	-	-	-	0				789	680	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1272	-	-				506	0	828
Mov Cap-2 Maneuver	-	-	-	-	-	-				506	0	-
Stage 1	-	-	-	-	-	-				781	0	-
Stage 2	-	-	-	-	-	-				770	0	-
Approach	EB			WB			SB					
HCM Ctrl Dly, s/v	0			1.08			13.54					
HCM LOS	B											
Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2						
Capacity (veh/h)	-	-	1272	-	506	828						
HCM Lane V/C Ratio	-	-	0.025	-	0.322	0.102						
HCM Ctrl Dly (s/v)	-	-	7.9	-	15.5	9.8						
HCM Lane LOS	-	-	A	-	C	A						
HCM 95th %tile Q(veh)	-	-	0.1	-	1.4	0.3						

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	80	1	30	95	85	5	55	25	80	75	5
Future Vol, veh/h	10	80	1	30	95	85	5	55	25	80	75	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	84	1	32	100	89	5	58	26	84	79	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	368	345	82	371	334	71	84	0	0	84	0	0
Stage 1	250	250	-	82	82	-	-	-	-	-	-	-
Stage 2	118	95	-	289	253	-	-	-	-	-	-	-
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	588	578	978	582	586	991	1513	-	-	1513	-	-
Stage 1	754	700	-	922	827	-	-	-	-	-	-	-
Stage 2	886	817	-	714	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	415	542	978	465	550	991	1513	-	-	1513	-	-
Mov Cap-2 Maneuver	415	542	-	465	550	-	-	-	-	-	-	-
Stage 1	710	659	-	918	824	-	-	-	-	-	-	-
Stage 2	706	814	-	586	657	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	13.34		13.36		0.43		3.76	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	100	-	-	527	650	889	-
HCM Lane V/C Ratio	0.003	-	-	0.182	0.34	0.056	-
HCM Ctrl Dly (s/v)	7.4	0	-	13.3	13.4	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.7	1.5	0.2	-

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	35	5	15	50	40	5	30	10	45	35	5
Future Vol, veh/h	1	35	5	15	50	40	5	30	10	45	35	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	37	5	16	53	42	5	32	11	47	37	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	203	187	39	197	184	37	42	0	0	42	0	0
Stage 1	134	134	-	47	47	-	-	-	-	-	-	-
Stage 2	68	53	-	150	137	-	-	-	-	-	-	-
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	756	708	1032	762	710	1033	1567	-	-	1567	-	-
Stage 1	869	785	-	966	855	-	-	-	-	-	-	-
Stage 2	942	851	-	853	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	683	1032	693	686	1033	1567	-	-	1567	-	-
Mov Cap-2 Maneuver	648	683	-	693	686	-	-	-	-	-	-	-
Stage 1	842	761	-	963	852	-	-	-	-	-	-	-
Stage 2	845	848	-	782	759	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.38		10.31		0.81		3.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	-	712	788	930	-
HCM Lane V/C Ratio	0.003	-	-	0.061	0.14	0.03	-
HCM Ctrl Dly (s/v)	7.3	0	-	10.4	10.3	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.1	-

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	5	30	1	5	50	5	1	1	5	5	5	1
Future Vol, veh/h	5	30	1	5	50	5	1	1	5	5	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	5	32	1	5	53	5	1	1	5	5	5	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	46	25	6	37	23	4	6	0	0	6	0	0
Stage 1	16	16	-	6	6	-	-	-	-	-	-	-
Stage 2	29	8	-	32	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	956	869	1077	968	871	1080	1615	-	-	1615	-	-
Stage 1	1003	882	-	1016	891	-	-	-	-	-	-	-
Stage 2	987	889	-	985	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	890	865	1077	928	867	1080	1615	-	-	1615	-	-
Mov Cap-2 Maneuver	890	865	-	928	867	-	-	-	-	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-	-	-	-	-
Stage 2	924	888	-	945	878	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	9.31		9.37			1.03			3.29			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	220	-	-	873	887	792	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.043	0.071	0.003	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.4	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

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	1	30	1	5	35	10	1	5	1	5	10	5
Future Vol, veh/h	1	30	1	5	35	10	1	5	1	5	10	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	2	2	2	2	2	2	2
Mvmt Flow	1	32	1	5	37	11	1	5	1	5	11	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	49	32	13	45	34	6	16	0	0	6	0	0
Stage 1	24	24	-	8	8	-	-	-	-	-	-	-
Stage 2	26	8	-	37	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	951	861	1067	957	858	1077	1602	-	-	1615	-	-
Stage 1	994	875	-	1014	889	-	-	-	-	-	-	-
Stage 2	992	889	-	979	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	857	1067	918	855	1077	1602	-	-	1615	-	-
Mov Cap-2 Maneuver	897	857	-	918	855	-	-	-	-	-	-	-
Stage 1	991	873	-	1013	889	-	-	-	-	-	-	-
Stage 2	941	888	-	939	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	9.26	1.04	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	864 898	422	-	-
HCM Lane V/C Ratio	0.001	-	-	0.039 0.059	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3 9.3	7.2	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	125	140	1
Future Vol, veh/h	1	1	1	125	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	132	147	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	282	148	148	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	134	-	-	-	-	-
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	708	899	1433	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	708	899	1433	-	-	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.56	0.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	14	-	792	-	-
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	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	8.74		8.74			0.6			0.6			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	147	-	-	965	965	147	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

FUTURE BUILD (2039) 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	75	195	0	0	160	95	25	0	25	0	0	0
Future Vol, veh/h	75	195	0	0	160	95	25	0	25	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	79	205	0	0	168	100	26	0	26	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	268	0	-	-	-	0	532	632	205
Stage 1	-	-	-	-	-	-	363	363	-
Stage 2	-	-	-	-	-	-	168	268	-
Critical Hdwy	4.23	-	-	-	-	-	6.6	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.6	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.6	5.52	-
Follow-up Hdwy	2.317	-	-	-	-	-	3.68	4.018	3.345
Pot Cap-1 Maneuver	1234	-	0	0	-	-	478	398	828
Stage 1	-	-	0	0	-	-	666	624	-
Stage 2	-	-	0	0	-	-	819	687	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1234	-	-	-	-	-	448	0	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	448	0	-
Stage 1	-	-	-	-	-	-	623	0	-
Stage 2	-	-	-	-	-	-	819	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	2.25	0	11.52
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	448	828	1234	-	-	-
HCM Lane V/C Ratio	0.059	0.032	0.064	-	-	-
HCM Ctrl Dly (s/v)	13.5	9.5	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	200	15	10	175	0	0	0	0	70	0	70
Future Vol, veh/h	0	200	15	10	175	0	0	0	0	70	0	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	211	16	11	184	0	0	0	0	74	0	74

Major/Minor	Major1		Major2				Minor2		
Conflicting Flow All	-	0	0	226	0	0	416	432	184
Stage 1	-	-	-	-	-	-	205	205	-
Stage 2	-	-	-	-	-	-	211	226	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.426
Pot Cap-1 Maneuver	0	-	-	1342	-	0	593	517	828
Stage 1	0	-	-	-	-	0	829	732	-
Stage 2	0	-	-	-	-	0	825	717	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1342	-	-	589	0	828
Mov Cap-2 Maneuver	-	-	-	-	-	-	589	0	-
Stage 1	-	-	-	-	-	-	829	0	-
Stage 2	-	-	-	-	-	-	818	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.42	10.88
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1342	-	589	828
HCM Lane V/C Ratio	-	-	0.008	-	0.125	0.089
HCM Ctrl Dly (s/v)	-	-	7.7	-	12	9.8
HCM Lane LOS	-	-	A	-	B	A
HCM 95th %tile Q(veh)	-	-	0	-	0.4	0.3

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	105	5	5	140	45	1	35	30	50	45	55
Future Vol, veh/h	30	105	5	5	140	45	1	35	30	50	45	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	111	5	5	147	47	1	37	32	53	47	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	294	252	76	263	265	53	105	0	0	68	0	0
Stage 1	182	182	-	55	55	-	-	-	-	-	-	-
Stage 2	113	71	-	208	211	-	-	-	-	-	-	-
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	658	651	866	690	640	1015	1486	-	-	1533	-	-
Stage 1	820	749	-	958	849	-	-	-	-	-	-	-
Stage 2	892	836	-	794	728	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	464	627	866	547	616	1015	1486	-	-	1533	-	-
Mov Cap-2 Maneuver	464	627	-	547	616	-	-	-	-	-	-	-
Stage 1	790	722	-	957	849	-	-	-	-	-	-	-
Stage 2	702	836	-	644	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.15	12.53	0.11	2.48
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	25	-	- 588 677	541	-	-
HCM Lane V/C Ratio	0.001	-	- 0.251 0.295	0.034	-	-
HCM Ctrl Dly (s/v)	7.4	0	- 13.2 12.5	7.4	0	-
HCM Lane LOS	A	A	- B B	A	A	-
HCM 95th %tile Q(veh)	0	-	- 1 1.2	0.1	-	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	30	1	5	30	60	1	45	15	75	25	5
Future Vol, veh/h	5	30	1	5	30	60	1	45	15	75	25	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	32	1	5	32	63	1	47	16	79	26	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	252	252	29	257	247	55	32	0	0	63	0	0
Stage 1	187	187	-	57	57	-	-	-	-	-	-	-
Stage 2	65	65	-	200	189	-	-	-	-	-	-	-
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	701	646	1046	696	656	1012	1581	-	-	1527	-	-
Stage 1	815	740	-	954	847	-	-	-	-	-	-	-
Stage 2	945	835	-	802	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	592	612	1046	626	621	1012	1581	-	-	1527	-	-
Mov Cap-2 Maneuver	592	612	-	626	621	-	-	-	-	-	-	-
Stage 1	772	701	-	954	846	-	-	-	-	-	-	-
Stage 2	853	834	-	725	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.23	9.99	0.12	5.35
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	28	-	-	616	821	1244	-
HCM Lane V/C Ratio	0.001	-	-	0.062	0.122	0.052	-
HCM Ctrl Dly (s/v)	7.3	0	-	11.2	10	7.5	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
Future Vol, veh/h	1	30	1	1	25	10	5	1	1	5	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	32	1	1	26	11	5	1	1	5	5	1

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	41	29	6	44	29	2	6	0
Stage 1	16	16	-	12	12	-	-	-
Stage 2	25	13	-	32	17	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-
Pot Cap-1 Maneuver	963	864	1077	959	864	1083	1615	-
Stage 1	1003	882	-	1008	885	-	-	-
Stage 2	993	885	-	985	881	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	918	858	1077	917	858	1083	1615	-
Mov Cap-2 Maneuver	918	858	-	917	858	-	-	-
Stage 1	1000	879	-	1005	883	-	-	-
Stage 2	951	882	-	945	878	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.33	9.12	5.17	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	866	913	792	-
HCM Lane V/C Ratio	0.003	-	-	0.039	0.042	0.003	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.1	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
Future Vol, veh/h	1	15	1	5	20	5	1	10	5	10	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	16	1	5	21	5	1	11	5	11	5	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	50	45	6	49	43	13	6	0	0	16	0	0
Stage 1	27	27	-	15	15	-	-	-	-	-	-	-
Stage 2	23	18	-	34	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	950	847	1077	951	849	1067	1615	-	-	1602	-	-
Stage 1	991	873	-	1005	883	-	-	-	-	-	-	-
Stage 2	995	880	-	982	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	915	841	1077	925	843	1067	1615	-	-	1602	-	-
Mov Cap-2 Maneuver	915	841	-	925	843	-	-	-	-	-	-	-
Stage 1	984	867	-	1004	882	-	-	-	-	-	-	-
Stage 2	966	880	-	957	867	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.3		9.21		0.45		4.54					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	105	-	-	856	887	1089	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.021	0.036	0.007	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.2	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	225	170	5
Future Vol, veh/h	1	1	1	225	170	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	237	179	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	421	182	184	0	-	0
Stage 1	182	-	-	-	-	-
Stage 2	239	-	-	-	-	-
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	861	1391	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	861	1391	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.16	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	8	-	699	-
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	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	8.74	0.6	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	965	965	147	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.003	0.001	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.7	8.7	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection							
Int Delay, s/veh	3.9						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑	↗	↘	↑	↘	↗	
Traffic Vol, veh/h	95	25	115	80	15	45	
Future Vol, veh/h	95	25	115	80	15	45	
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	100	26	121	84	16	47	
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	126	0	426	100	
Stage 1	-	-	-	-	100	-	
Stage 2	-	-	-	-	326	-	
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	-	-	1460	-	585	956	
Stage 1	-	-	-	-	924	-	
Stage 2	-	-	-	-	731	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1460	-	536	956	
Mov Cap-2 Maneuver	-	-	-	-	536	-	
Stage 1	-	-	-	-	924	-	
Stage 2	-	-	-	-	671	-	
Approach	EB		WB		NB		
HCM Ctrl Dly, s/v	0		4.53		9.7		
HCM LOS	A						
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	536		956	-	-	1460	-
HCM Lane V/C Ratio	0.029		0.05	-	-	0.083	-
HCM Ctrl Dly (s/v)	11.9		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	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	365	0	0	205	115	30	0	35	0	0	0
Future Vol, veh/h	85	365	0	0	205	115	30	0	35	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	89	384	0	0	216	121	32	0	37	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	337	0	-	-	-	0	779	900	384
Stage 1	-	-	-	-	-	-	563	563	-
Stage 2	-	-	-	-	-	-	216	337	-
Critical Hdwy	4.17	-	-	-	-	-	6.49	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.49	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.49	5.52	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.581	4.018	3.318
Pot Cap-1 Maneuver	1195	-	0	0	-	-	355	278	663
Stage 1	-	-	0	0	-	-	556	509	-
Stage 2	-	-	0	0	-	-	804	641	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1195	-	-	-	-	-	328	0	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	0	-
Stage 1	-	-	-	-	-	-	515	0	-
Stage 2	-	-	-	-	-	-	804	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	1.56	0	13.69
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	328	663	1195	-	-	-
HCM Lane V/C Ratio	0.096	0.056	0.075	-	-	-
HCM Ctrl Dly (s/v)	17.1	10.7	8.3	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0.2	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	295	40	30	205	0	0	0	0	155	0	85
Future Vol, veh/h	0	295	40	30	205	0	0	0	0	155	0	85
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	311	42	32	216	0	0	0	0	163	0	89

Major/Minor	Major1		Major2				Minor2		
Conflicting Flow All	-	0	0	353	0	0	589	632	216
Stage 1	-	-	-	-	-	-	279	279	-
Stage 2	-	-	-	-	-	-	311	353	-
Critical Hdwy	-	-	-	4.14	-	-	6.42	6.52	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.236	-	-	3.518	4.018	3.363
Pot Cap-1 Maneuver	0	-	-	1195	-	0	471	398	812
Stage 1	0	-	-	-	-	0	768	680	-
Stage 2	0	-	-	-	-	0	743	631	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1195	-	-	458	0	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	0	-
Stage 1	-	-	-	-	-	-	768	0	-
Stage 2	-	-	-	-	-	-	724	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	1.03	14.61
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1195	-	458	812
HCM Lane V/C Ratio	-	-	0.026	-	0.356	0.11
HCM Ctrl Dly (s/v)	-	-	8.1	-	17.1	10
HCM Lane LOS	-	-	A	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	-	1.6	0.4

Intersection												
Int Delay, s/veh	11.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	150	1	30	115	85	5	55	25	80	75	15
Future Vol, veh/h	65	150	1	30	115	85	5	55	25	80	75	15
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	68	158	1	32	121	89	5	58	26	84	79	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	384	350	87	408	345	71	95	0	0	84	0	0
Stage 1	255	255	-	82	82	-	-	-	-	-	-	-
Stage 2	129	95	-	326	263	-	-	-	-	-	-	-
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	574	574	972	550	578	991	1499	-	-	1513	-	-
Stage 1	749	696	-	922	827	-	-	-	-	-	-	-
Stage 2	875	817	-	682	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	386	538	972	371	542	991	1499	-	-	1513	-	-
Mov Cap-2 Maneuver	386	538	-	371	542	-	-	-	-	-	-	-
Stage 1	705	655	-	918	824	-	-	-	-	-	-	-
Stage 2	676	813	-	487	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.96	14.8	0.44	3.54
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	100	-	-	482	607	820	-
HCM Lane V/C Ratio	0.004	-	-	0.472	0.399	0.056	-
HCM Ctrl Dly (s/v)	7.4	0	-	19	14.8	7.5	0
HCM Lane LOS	A	A	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.5	1.9	0.2	-

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	1	35	5	15	50	70	5	30	10	50	35	5
Future Vol, veh/h	1	35	5	15	50	70	5	30	10	50	35	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	37	5	16	53	74	5	32	11	53	37	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	213	197	39	208	195	37	42	0	0	42	0	0
Stage 1	145	145	-	47	47	-	-	-	-	-	-	-
Stage 2	68	53	-	161	147	-	-	-	-	-	-	-
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	744	698	1032	750	701	1033	1567	-	-	1567	-	-
Stage 1	858	777	-	966	855	-	-	-	-	-	-	-
Stage 2	942	851	-	842	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	614	672	1032	680	674	1033	1567	-	-	1567	-	-
Mov Cap-2 Maneuver	614	672	-	680	674	-	-	-	-	-	-	-
Stage 1	828	750	-	963	852	-	-	-	-	-	-	-
Stage 2	818	848	-	769	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.48	10.28	0.81	4.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	190	-	- 700	823	976	- -
HCM Lane V/C Ratio	0.003	-	- 0.062	0.173	0.034	- -
HCM Ctrl Dly (s/v)	7.3	0	- 10.5	10.3	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	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	30	1	5	50	5	1	1	5	5	5	1
Future Vol, veh/h	5	30	1	5	50	5	1	1	5	5	5	1
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	2	2	2	2	2	2	2
Mvmt Flow	5	32	1	5	53	5	1	1	5	5	5	1

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	46	25	6	37	23	4	6	0
Stage 1	16	16	-	6	6	-	-	-
Stage 2	29	8	-	32	17	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.318	2.218	-
Pot Cap-1 Maneuver	956	869	1077	968	871	1080	1615	-
Stage 1	1003	882	-	1016	891	-	-	-
Stage 2	987	889	-	985	881	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	890	865	1077	928	867	1080	1615	-
Mov Cap-2 Maneuver	890	865	-	928	867	-	-	-
Stage 1	1000	879	-	1015	890	-	-	-
Stage 2	924	888	-	945	878	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.31	9.37	1.03	3.29
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	220	-	-	873	887	792	-
HCM Lane V/C Ratio	0.001	-	-	0.043	0.071	0.003	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	9.4	7.2	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

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	1	30	1	5	35	10	1	5	1	5	10	5
Future Vol, veh/h	1	30	1	5	35	10	1	5	1	5	10	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	2	2	2	2	2	2	2
Mvmt Flow	1	32	1	5	37	11	1	5	1	5	11	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	49	32	13	45	34	6	16	0	0	6	0	0
Stage 1	24	24	-	8	8	-	-	-	-	-	-	-
Stage 2	26	8	-	37	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	951	861	1067	957	858	1077	1602	-	-	1615	-	-
Stage 1	994	875	-	1014	889	-	-	-	-	-	-	-
Stage 2	992	889	-	979	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	857	1067	918	855	1077	1602	-	-	1615	-	-
Mov Cap-2 Maneuver	897	857	-	918	855	-	-	-	-	-	-	-
Stage 1	991	873	-	1013	889	-	-	-	-	-	-	-
Stage 2	941	888	-	939	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	9.26	1.04	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	- 864 898	422	-	-
HCM Lane V/C Ratio	0.001	-	- 0.039 0.059	0.003	-	-
HCM Ctrl Dly (s/v)	7.2	0	- 9.3 9.3	7.2	0	-
HCM Lane LOS	A	A	- A A	A	A	-
HCM 95th %tile Q(veh)	0	-	- 0.1 0.2	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	155	145	1
Future Vol, veh/h	1	1	1	155	145	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	163	153	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	318	153	154	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	165	-	-	-	-	-
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	675	893	1427	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	674	893	1427	-	-	-
Mov Cap-2 Maneuver	674	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.7	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBTEBLn1	SBT	SBR
Capacity (veh/h)	12	-	768	-
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	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
Future Vol, veh/h	1	1	1	1	1	1	1	10	1	1	10	1
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	2	2	2	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	11	1	1	11	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	27	11	26	27	11	12	0	0	12	0	0
Stage 1	13	13	-	13	13	-	-	-	-	-	-	-
Stage 2	13	14	-	13	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	866	1070	984	866	1070	1607	-	-	1607	-	-
Stage 1	1007	885	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	884	-	1007	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	865	1070	980	865	1070	1607	-	-	1607	-	-
Mov Cap-2 Maneuver	980	865	-	980	865	-	-	-	-	-	-	-
Stage 1	1006	884	-	1006	884	-	-	-	-	-	-	-
Stage 2	1004	883	-	1004	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	8.74	0.6	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	- 965 965	147	-	-
HCM Lane V/C Ratio	0.001	-	- 0.003 0.003	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	- 8.7 8.7	7.2	0	-
HCM Lane LOS	A	A	- A A	A	A	-
HCM 95th %tile Q(veh)	0	-	- 0 0	0	-	-

Intersection								
Int Delay, s/veh	4.4							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↘	↑	↘	↗		
Traffic Vol, veh/h	90	5	30	105	30	125		
Future Vol, veh/h	90	5	30	105	30	125		
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	5	32	111	32	132		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	100	0	268	95		
Stage 1	-	-	-	-	95	-		
Stage 2	-	-	-	-	174	-		
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	-	-	1493	-	721	962		
Stage 1	-	-	-	-	929	-		
Stage 2	-	-	-	-	857	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1493	-	706	962		
Mov Cap-2 Maneuver	-	-	-	-	706	-		
Stage 1	-	-	-	-	929	-		
Stage 2	-	-	-	-	838	-		
Approach	EB		WB		NB			
HCM Ctrl Dly, s/v	0		1.66		9.53			
HCM LOS	A							
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	706		962		-	-	1493	-
HCM Lane V/C Ratio	0.045		0.137		-	-	0.021	-
HCM Ctrl Dly (s/v)	10.3		9.3		-	-	7.5	-
HCM Lane LOS	B		A		-	-	A	-
HCM 95th %tile Q(veh)	0.1		0.5		-	-	0.1	-



Kimley»Horn

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