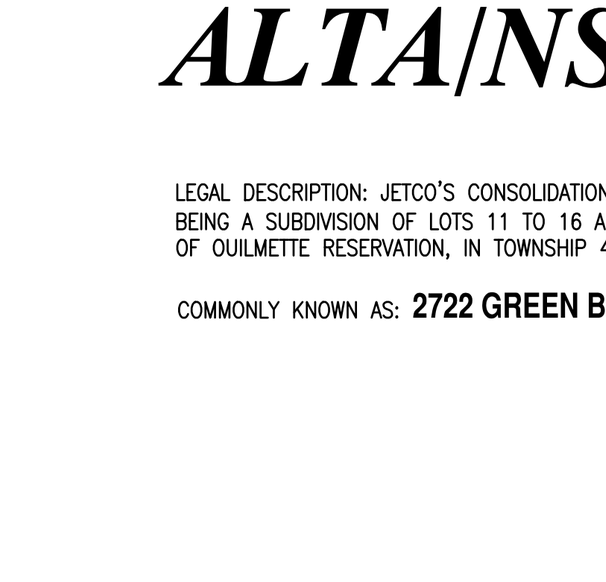
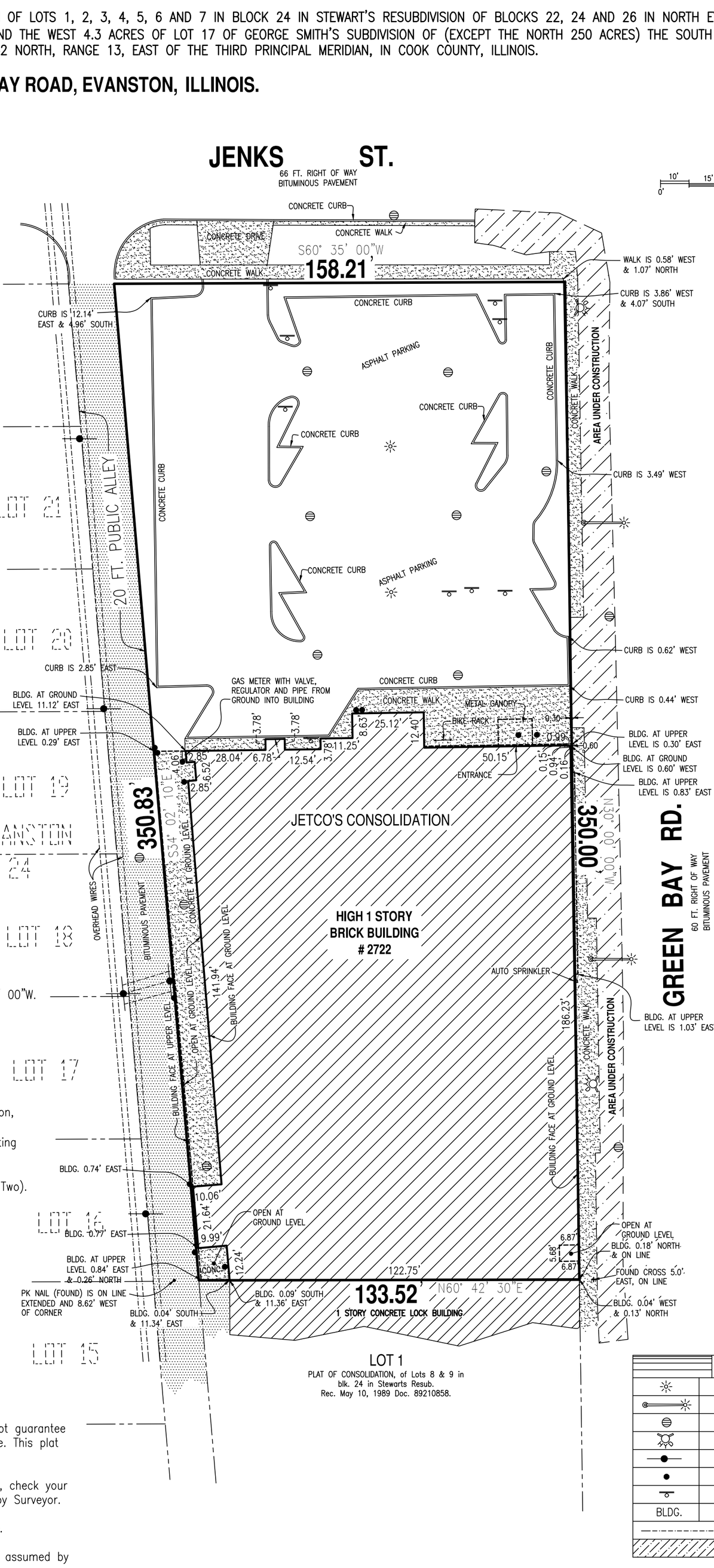
ALTA/NSPS LAND TITLE SURVEY

LEGAL DESCRIPTION: JETCO'S CONSOLIDATION OF LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 24 IN STEWART'S RESUBDIVISION OF BLOCKS 22, 24 AND 26 IN NORTH EVANSTON, BEING A SUBDIVISION OF LOTS 11 TO 16 AND THE WEST 4.3 ACRES OF LOT 17 OF GEORGE SMITH'S SUBDIVISION OF (EXCEPT THE NORTH 250 ACRES) THE SOUTH SECTION OF OUILMETTE RESERVATION, IN TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: **2722 GREEN BAY ROAD, EVANSTON, ILLINOIS.**



VICINITY MAP
(NOT TO SCALE)



10' 15' 20' 25' 30'
0' 100'

GRAPHIC SCALE
SCALE, 1" = 30 FT.

LOT 1
PLAT OF CONSOLIDATION, of Lots 8 & 9 in blk. 24 in Stewarts Resub. Rec. May 10, 1989 Doc. 89210858.

LEGEND	
☼	LIGHT POLE
☼—●	STREET LIGHT POLE
⊜	CATCH BASIN
	FIRE HYDRANT
—●	UTILITY POLE
●	BOLLARD/BARRIER POST
—o	SIGN
BLDG.	BUILDING
- - - - - - - - - -	OVERHEAD WIRES
▨	AREA UNDER CONSTRUCTION

SITE NOTES:
Area = 51,026 sq. ft., more or less.

Bearings are assumed, based on the West line of Green Bay Rd. being N30° 00' 00"W.

Flood Zone Designation:
Per Flood Insurance Rate Map No. (17031C0254K, or per FEMA Map Center), Effective date October 10, 2021.
The Surveyed Property is located in Zone "X", Area of Minimal Flood Hazard.

Reference:
For matters of title we have relied on Landtrust National Title Services Corporation, Title Insurance Company's Commitment for Title Insurance, Commitment No. LN25030613, Commitment Date: April 2, 2025, for all recorded documents affecting the described parcels.

There are no plottable survey related items disclosed on Schedule B Part II (2, Two).

GENERAL NOTES:
All information provided to the surveyor is shown or noted hereon.

Underground utilities are not shown hereon.

Prior to excavation call
J.U.L.I.E. at 811 or 800-892-0123

The legal description on this plat was provided to us by the client, and does not guarantee ownership, and should be compared to your Deed, Abstract or Certificate of Title. This plat does not determine, imply or guarantee ownership.

All building restrictions, building lines and easements may or may not be shown, check your Deed, Abstract, Title Report, and local ordinances, no responsibility is assumed by Surveyor.

Compare all points before building by same and report any discrepancy at once.

Dimensions are shown in feet and decimal parts thereof, no dimension is to be assumed by scaling.

B.H. SUHR & COMPANY, INC.
SURVEYORS ESTABLISHED 1911
450 SKOKIE BLVD. SUITE 105, NORTHBROOK, ILLINOIS, 60062
TEL. (847) 864-6315 / FAX (847) 864-9341
E-MAIL: SURVEYOR@BHSUHR.COM
Professional Design Firm License No. 184.008027-0008

LOCATION 2722 Green Bay Rd. SURVEY DATE, October 30 20 25
ORDER No. 5-084 ORDERED BY : Julie Ann Jelinek
Attorney

DRAFTER

File: J:\BHS Central Docs\2025\1-99\25-084\25-084 P)relim.dwg, Ploted: 10/10/2025 2:52 PM,

PRELIMINARY 10-10-25

NOTE: THIS PRELIMINARY PLAT IS CURRENTLY UNDER REVIEW FOR CORRECTIONS AND IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. THE REQUIRED ALTA CERTIFICATION WILL BE INCLUDED AND SIGNED AFTER ALL REVISIONS ARE FINALIZED. PLEASE CONFIRM THE INFORMATION BELOW THAT WILL APPEAR IN THE CERTIFICATION.

Certified parties: Landtrust National Title Services Corporation; 2722 Green Bay Road, LLC;

Table A Items:
2, 3, 4, 7(a), 8, and 14

Planning Development Application

2722 GREEN BAY RD, EVANSTON

June, 2026

Gensler

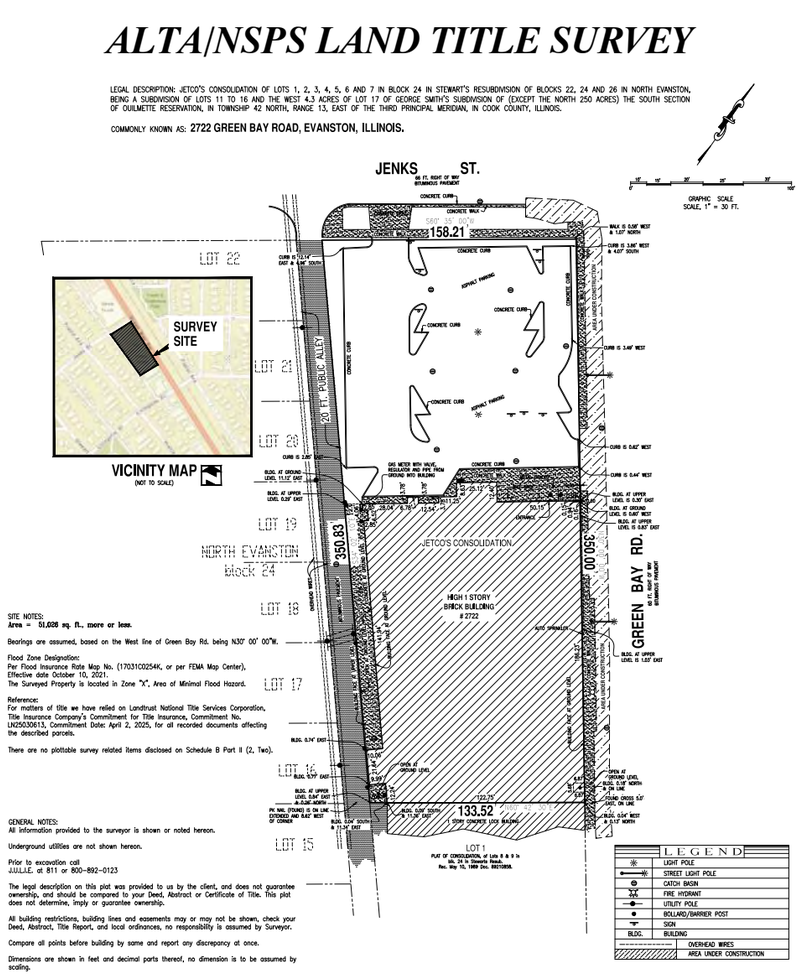
Development Plan Boundary - Parcels and PINs

2722 Green Bay Rd, Evanston, IL 60201

Gensler

Plat of Survey

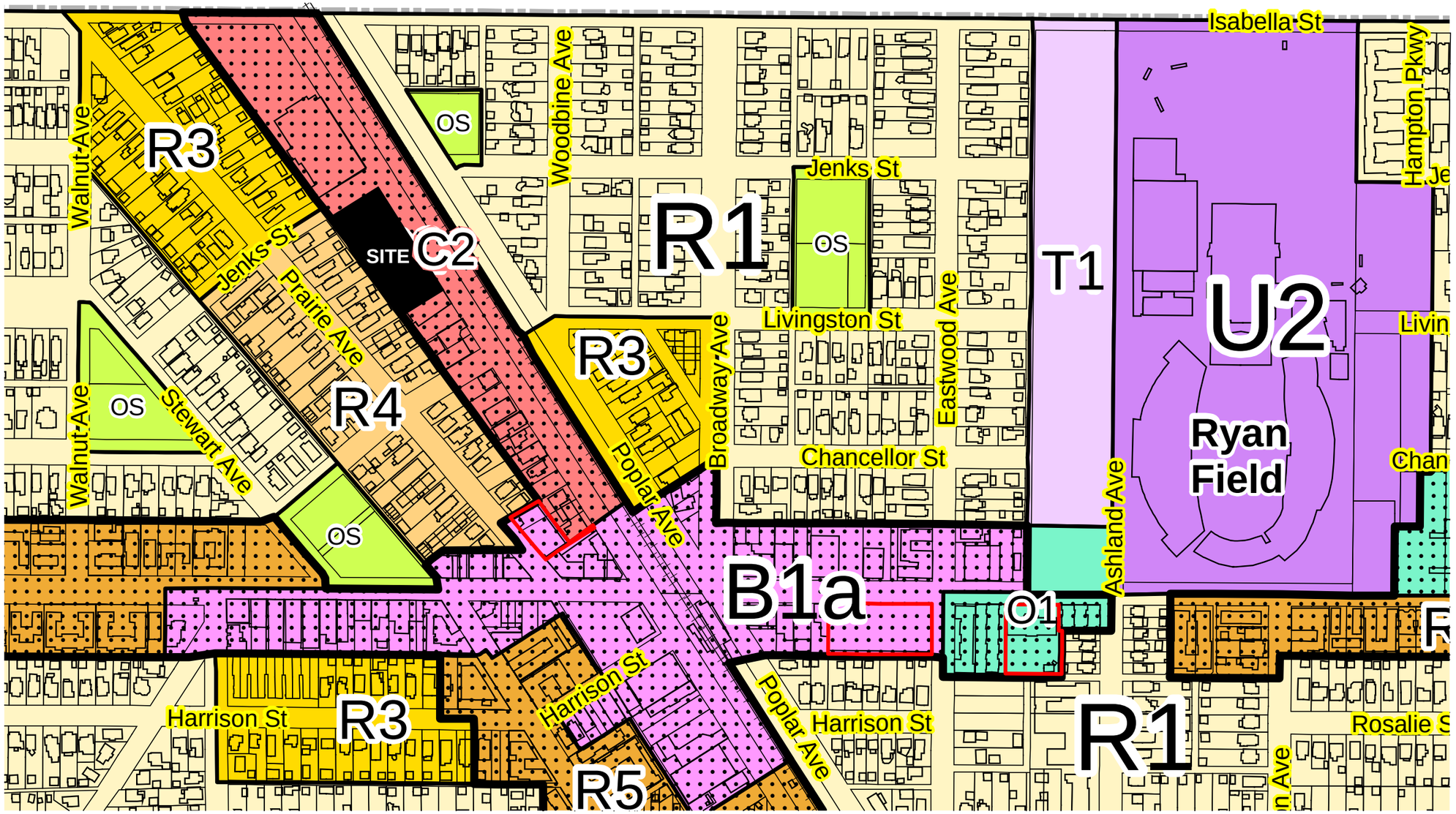
2722 Green Bay Rd, Evanston, IL 60201



Gensler

Development Plan - Zoning Map

2722 Green Bay Rd, Evanston, IL 60201



- C2 - Commercial
- O1 - Office
- OS - Open Space
- T1 - Transitional Campus
- U2 - University Athletic Facilities
- R1 - Single-Family Residential
- R2 - Single-Family Residential
- R3 - Two-Family Residential
- R4 - General Residential
- R4a - General Residential
- R5 - General Residential

Zoning Overlay Districts

- oCSC - Central Street Corridor

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Surrounding Properties

2722 Green Bay Rd, Evanston, IL 60201

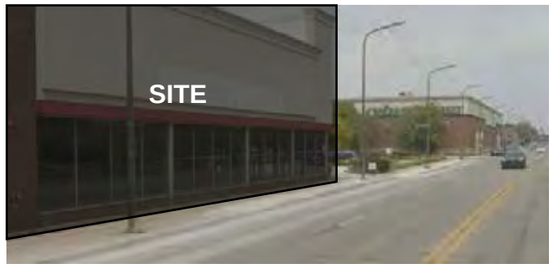
Gensler

Surrounding Properties

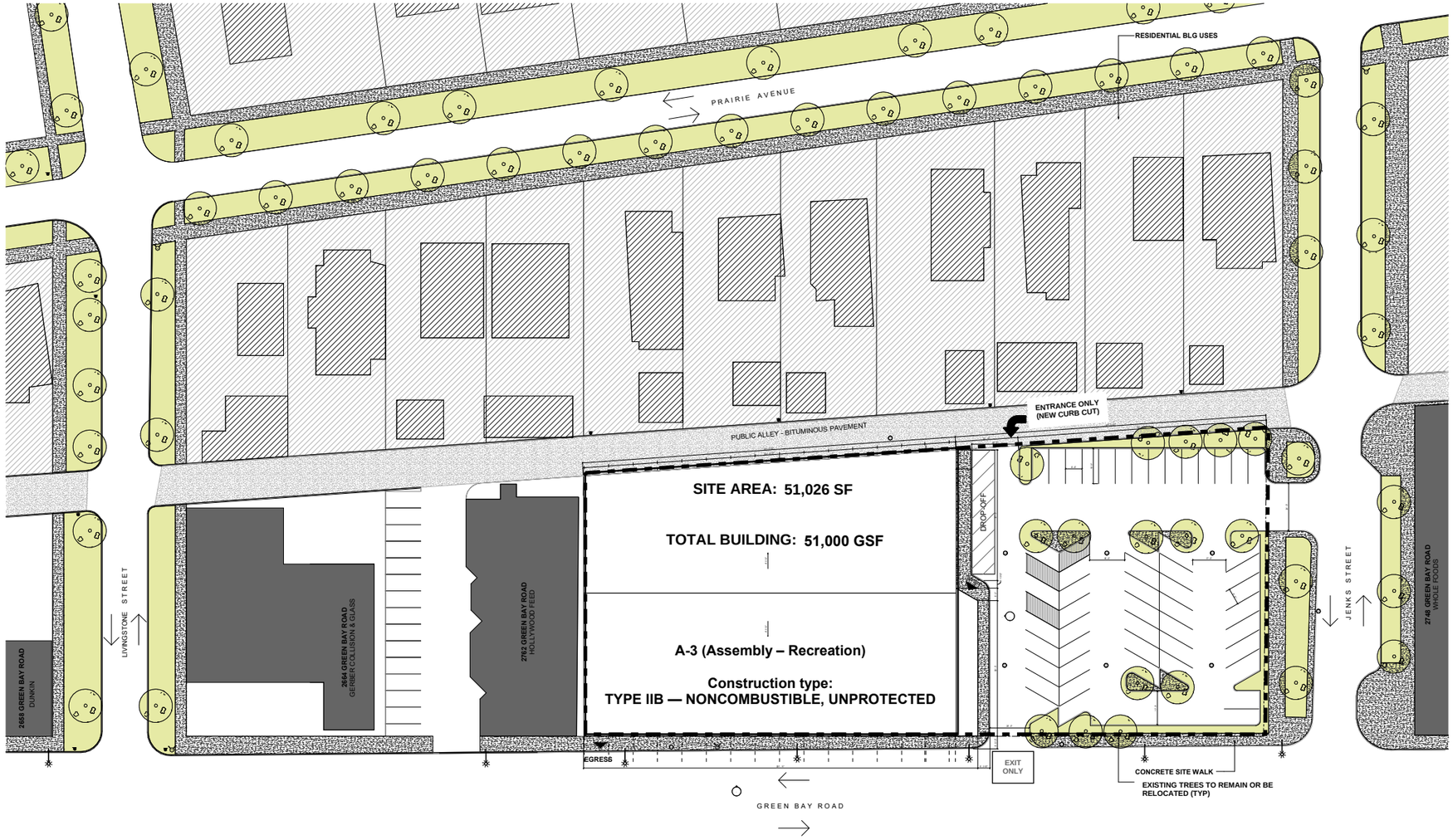
2722 Green Bay Rd, Evanston, IL 60201

Surrounding Properties

2722 Green Bay Rd, Evanston, IL 60201



Development Plan

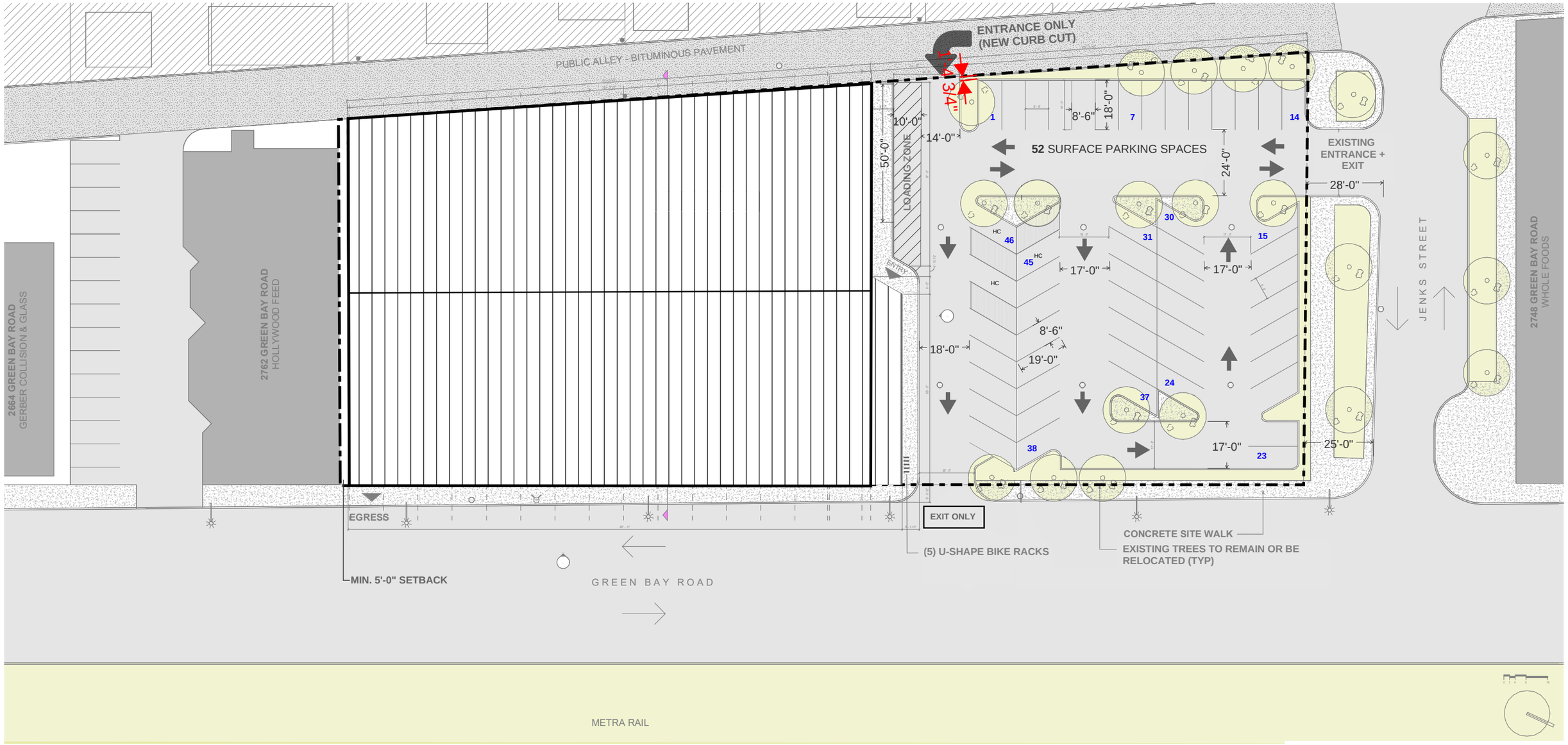


LEGEND

- Concrete Sidewalk
- Bituminous Pavement
- Residential Buildings
- Commercial Buildings
- Existing Fire Hydrant
- Existing Catch Basin
- Existing Street Light Pole
- Existing Utility Pole

Gensler

Landscape & Parking Plan



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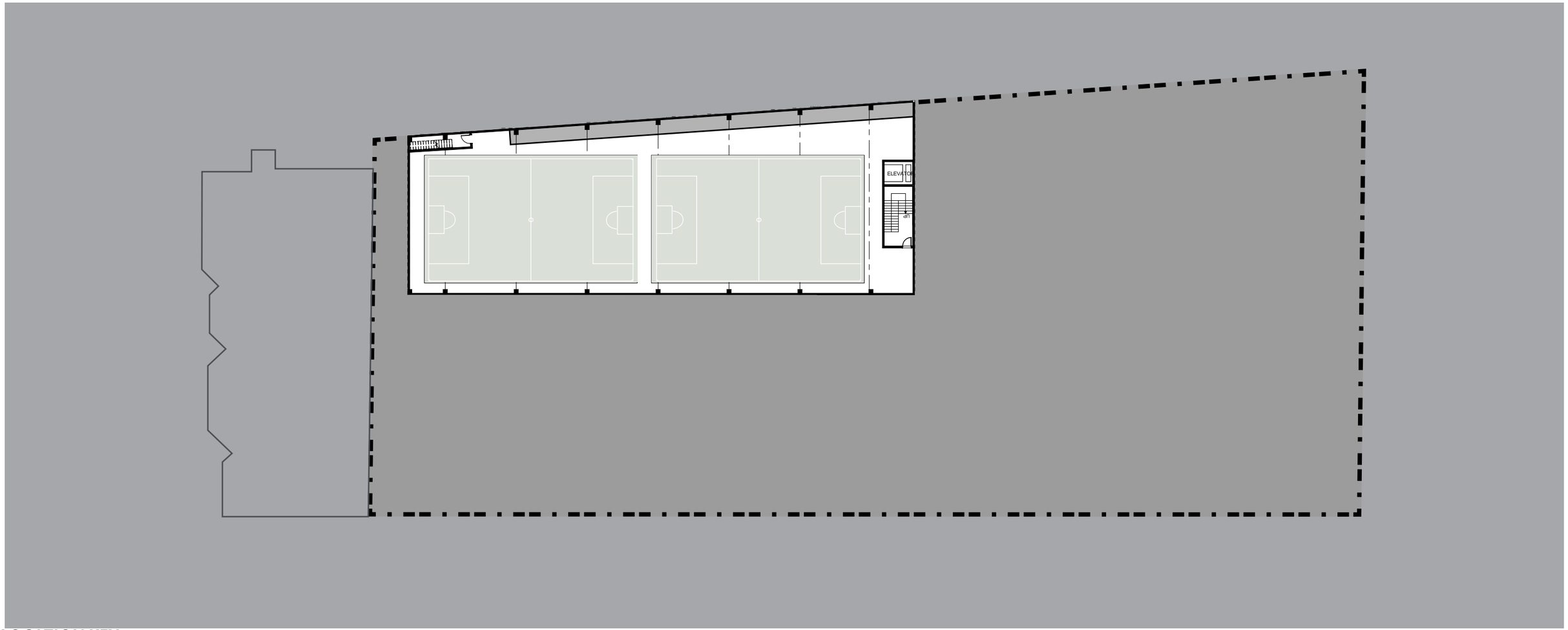
Basement Level

9,500 GSF



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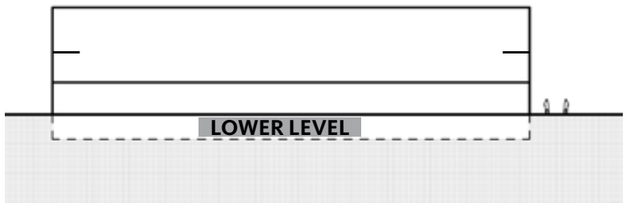
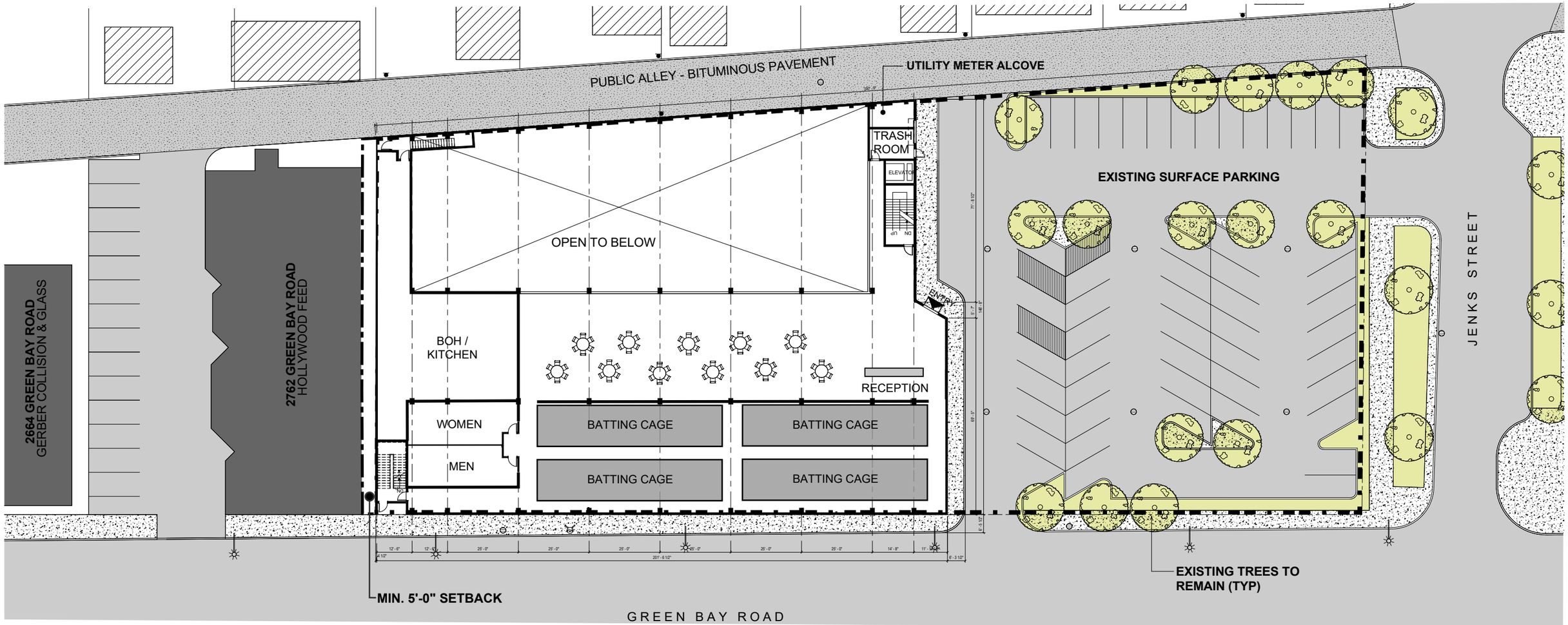


Gensler

Ground Level

16,250 GSF



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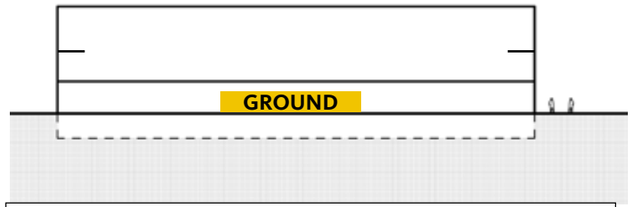
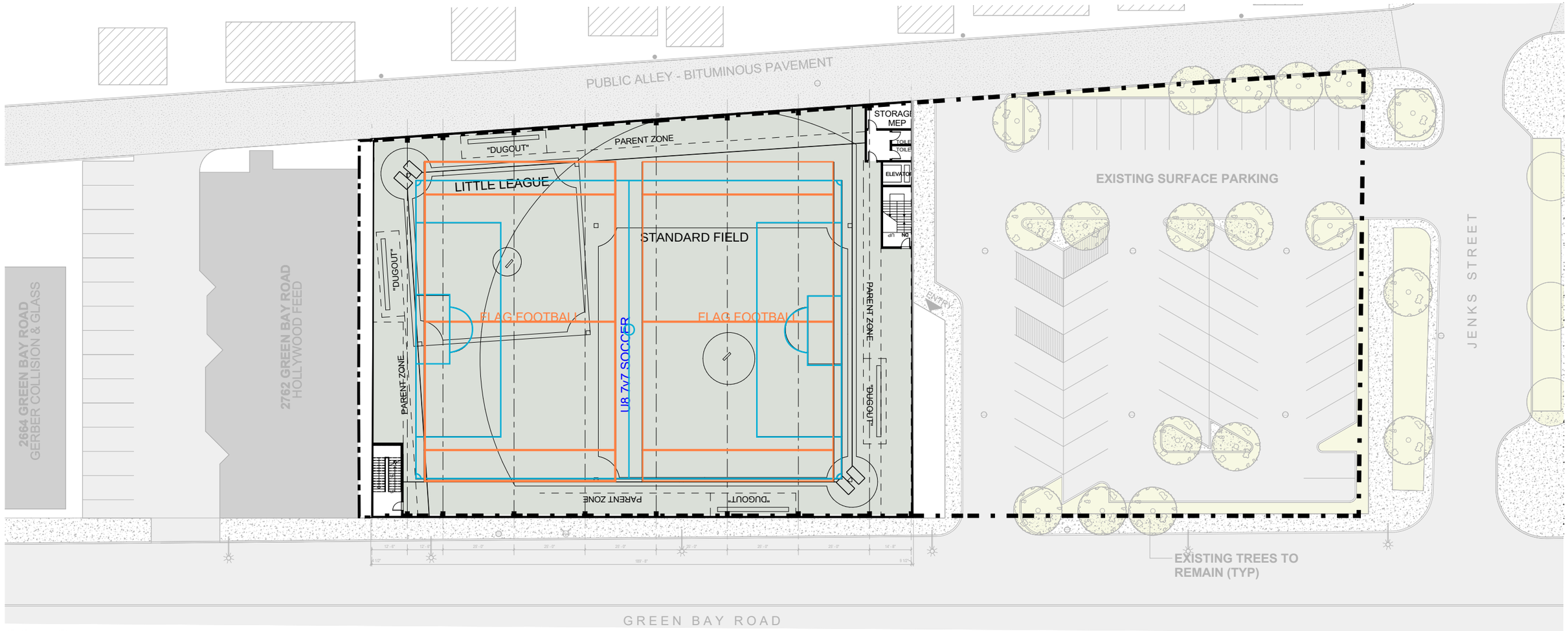


0' 25' 50' 100'

Gensler

Level 2 Plan

23,750 GSF



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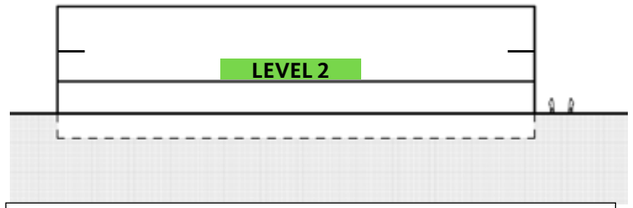

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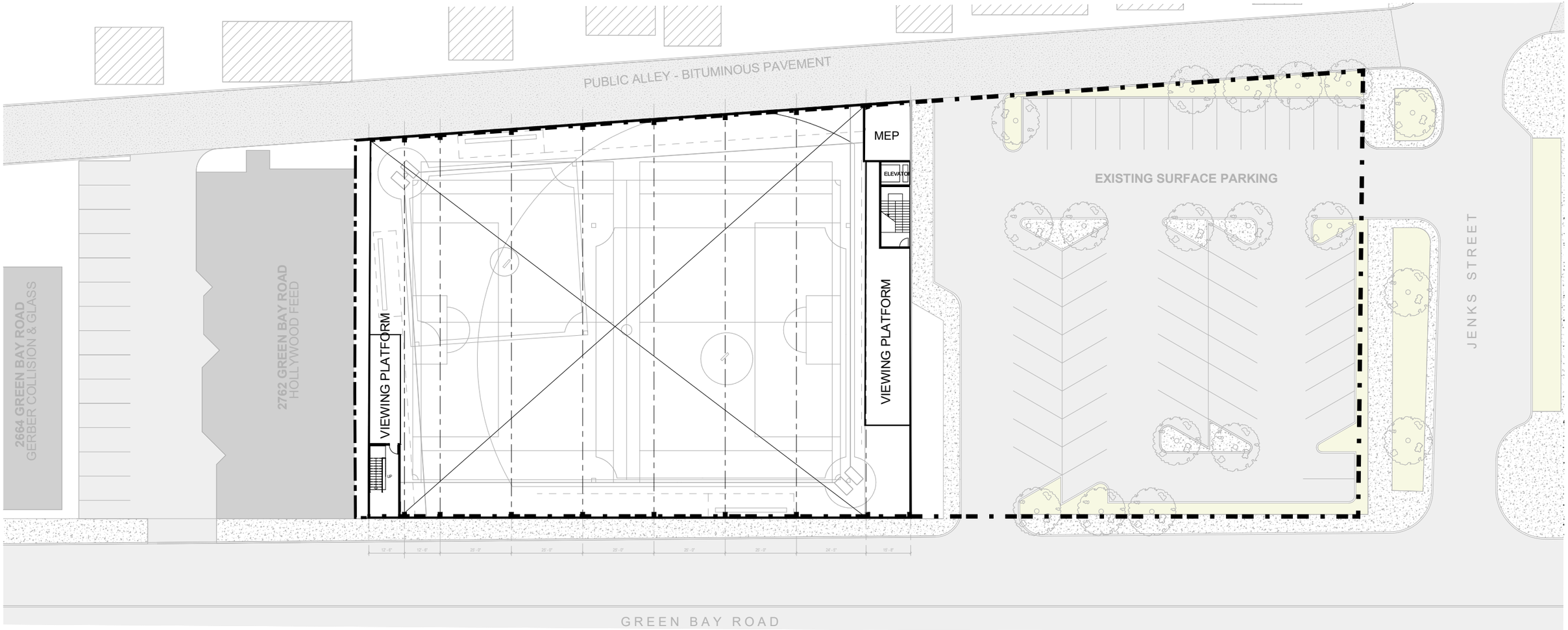
Gensler

Level 2 Mezzanine Plan

1,500 GSF



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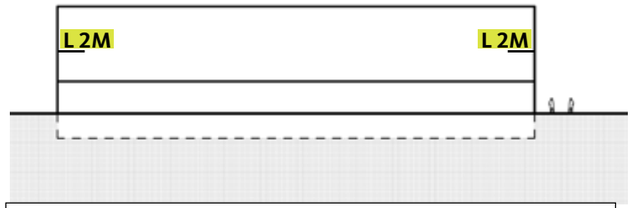

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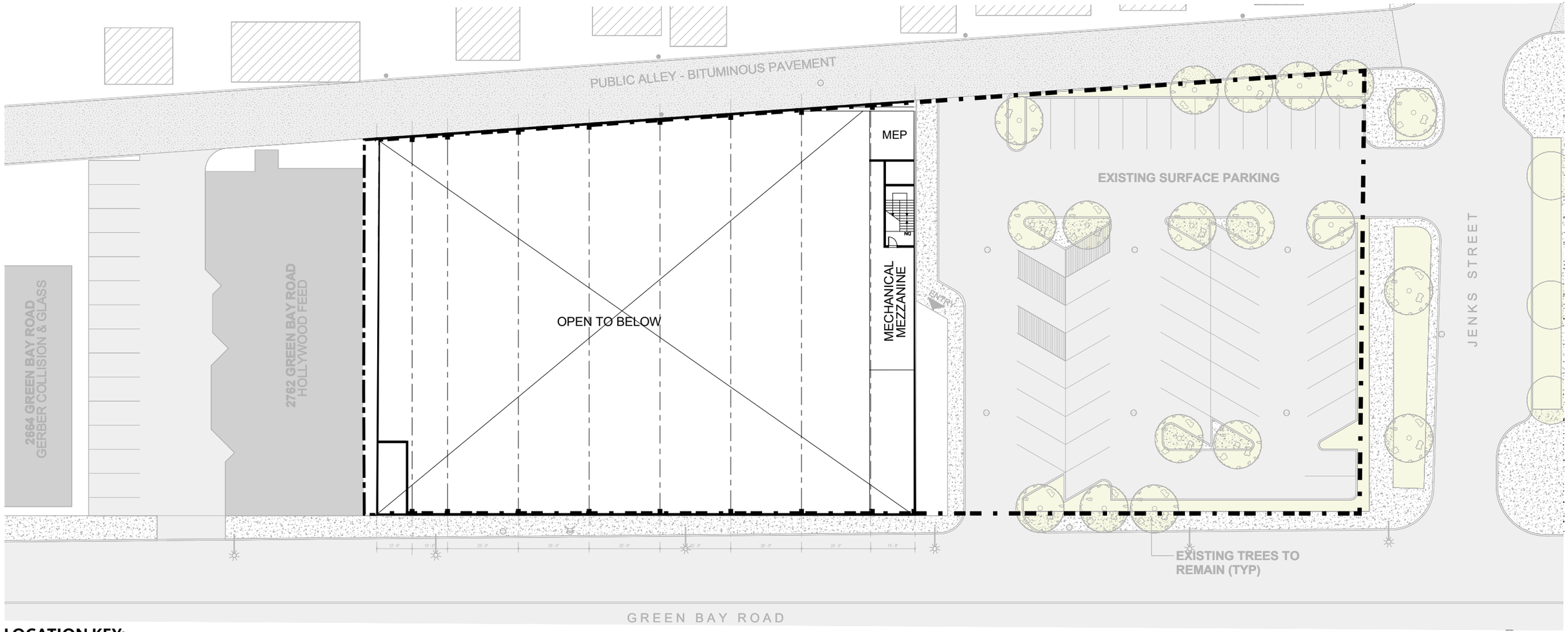
Gensler

Mechanical Mezzanine Plan



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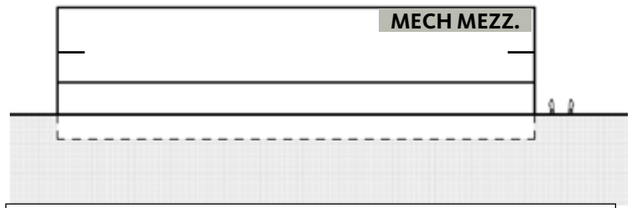
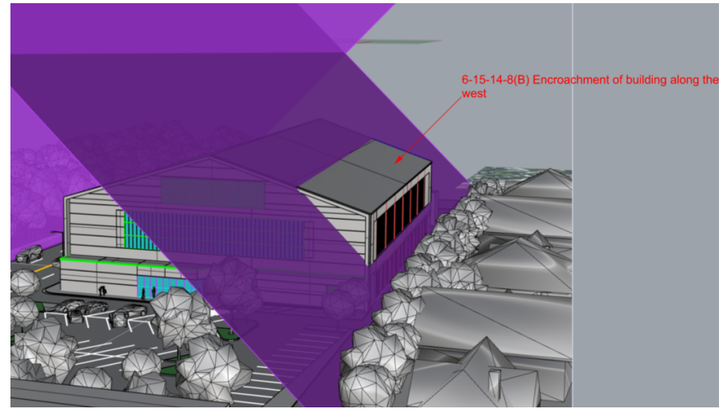
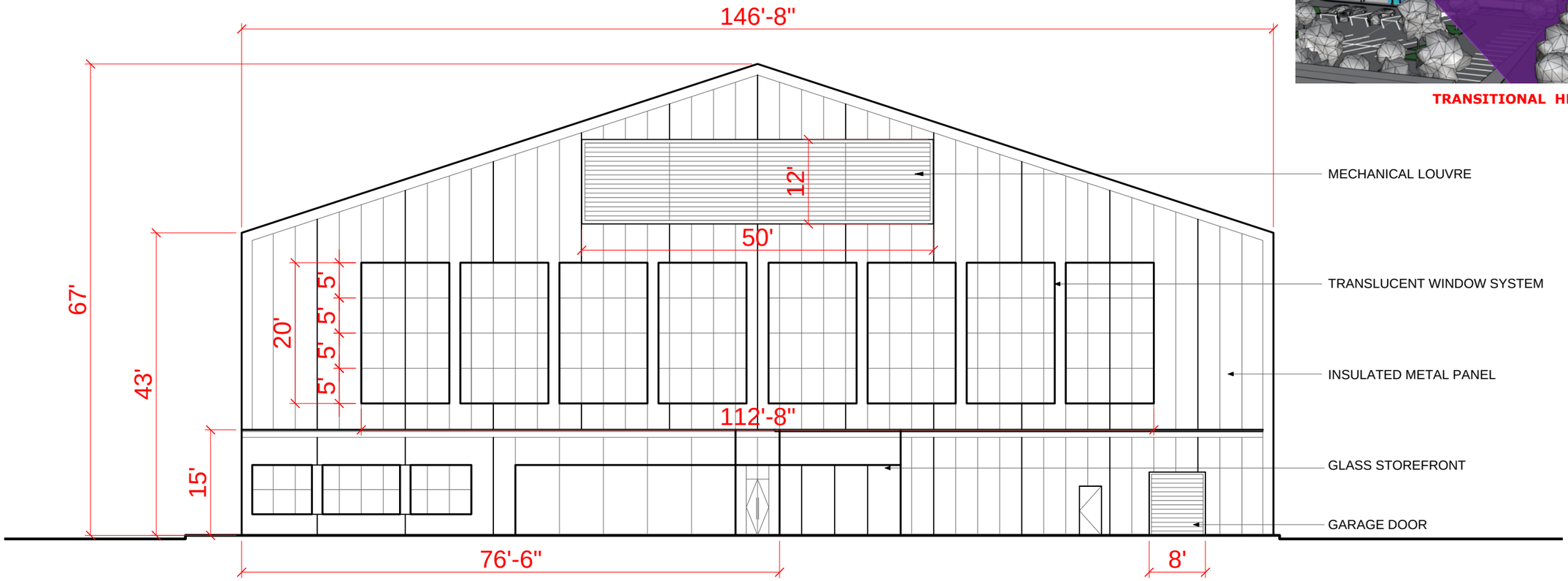


Gensler

North Elevation



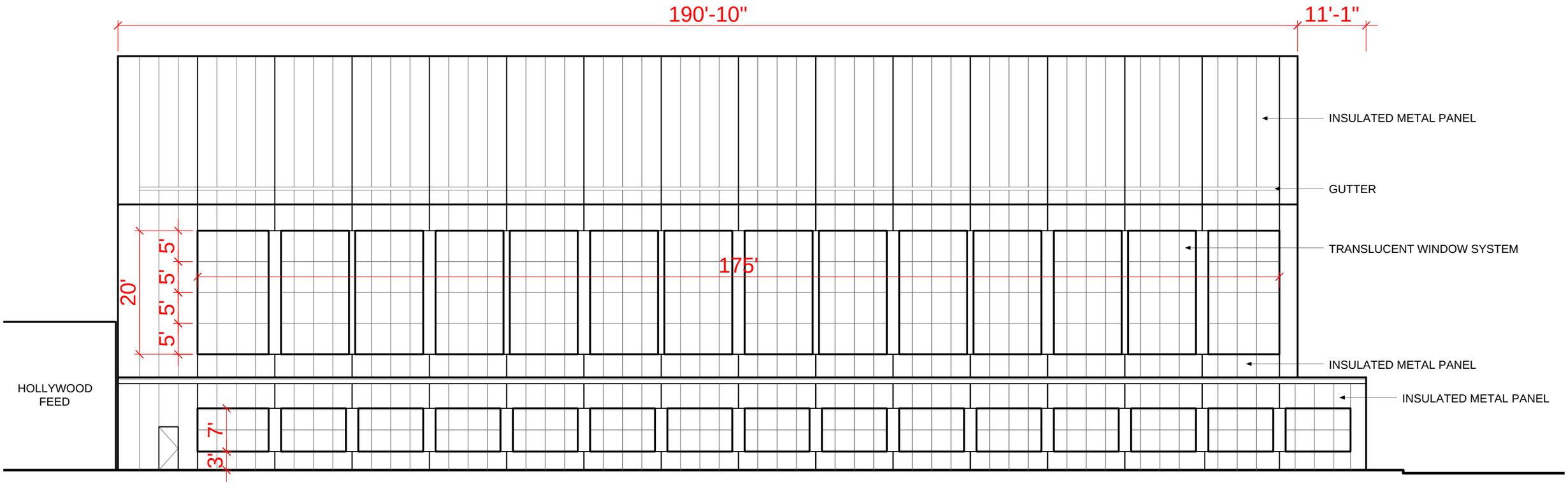
TRANSITIONAL HEIGHT PLANE



0' 25' 50' 100'

Gensler

East Elevation (Green Bay Road)



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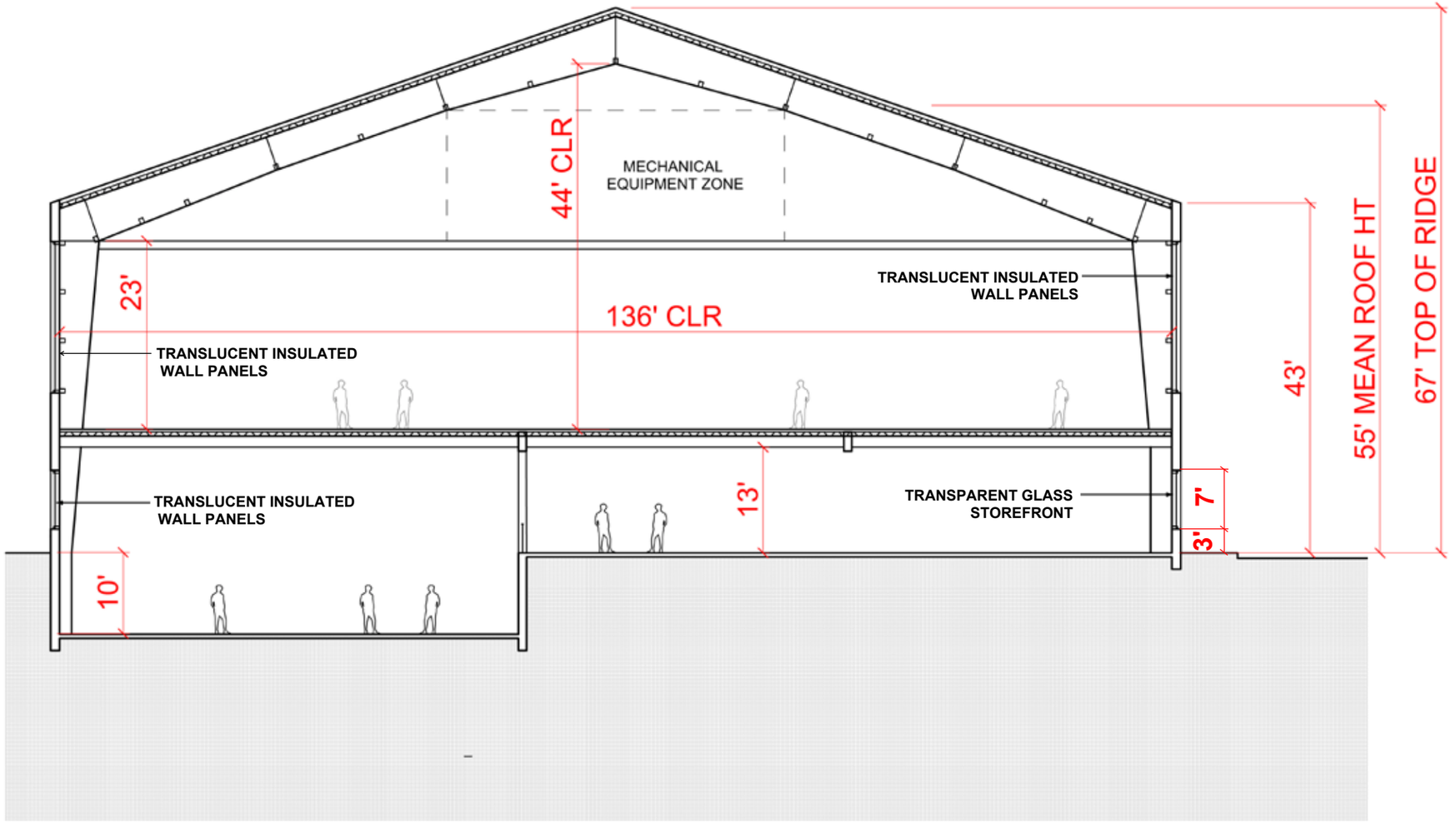
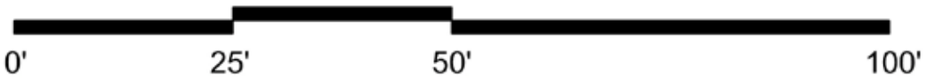
Section: 55' Mean Height





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Exterior Perspective on Green Bay Road

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Exterior Perspective at Building Entry

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Level 2

View from Southwest Corner
Looking North

Gensler

Mezzanine

Gensler

Basement Fields

Gensler

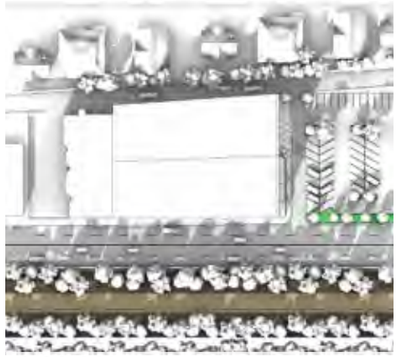
APPENDIX
SHADOW STUDY

June, 2026

Gensler

Shadow Study

JUNE 21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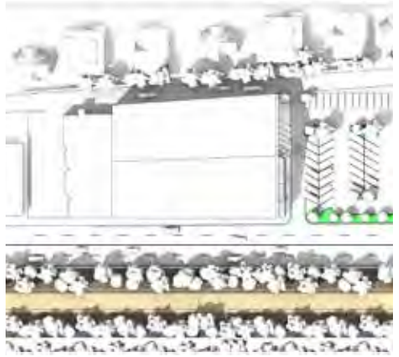
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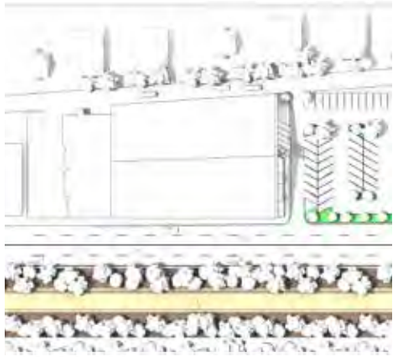
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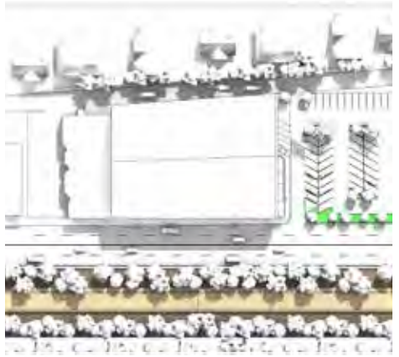
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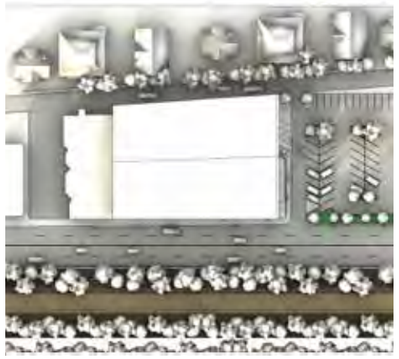
6:00 PM

MARCH / SEPTEMBER 21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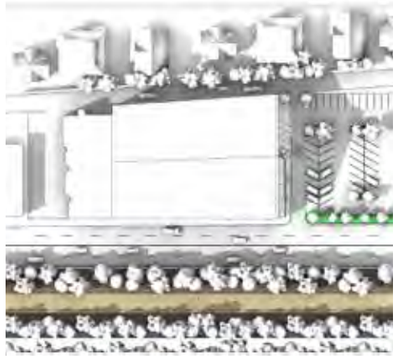
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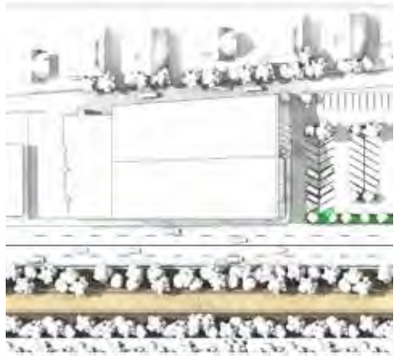
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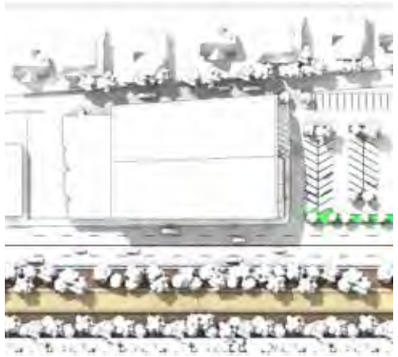
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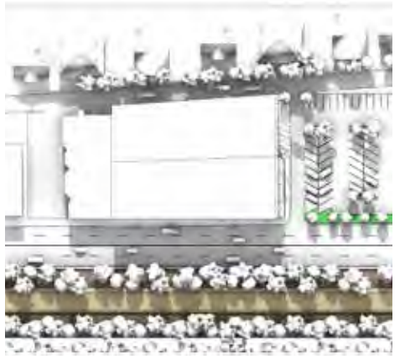
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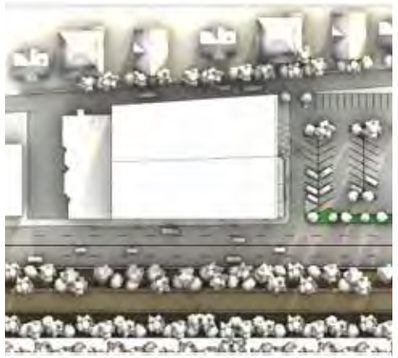
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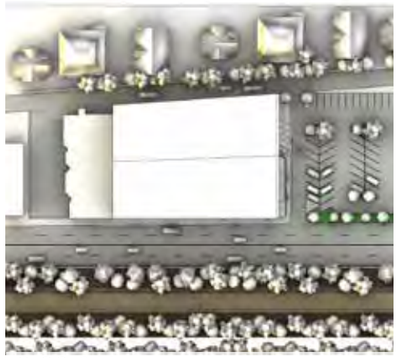
DECEMBER 21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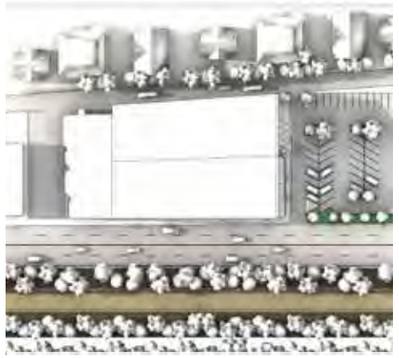
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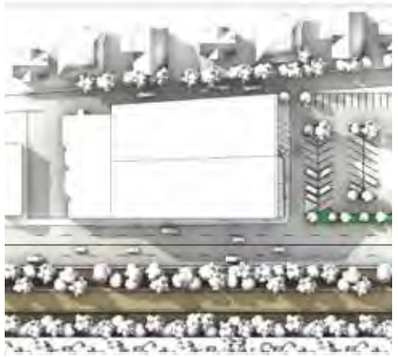
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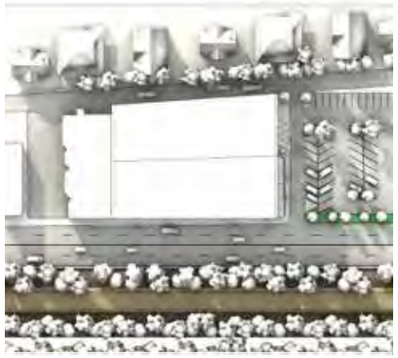
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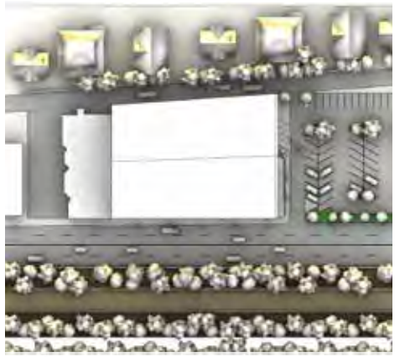
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Gensler

Traffic and Parking Impact Study
Proposed Community Center

Evanston, Illinois

Prepared for:

SHORE Capital Partners

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

March 5, 2026

Executive Summary

This report summarizes the results of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed community center to be located at 2722 Green Bay Road in Evanston, Illinois. The objective of the traffic study was as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish existing condition.

- Assess the impact that the proposed development will have on transportation conditions in the area.

- Determine any roadway or access modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday evening and Saturday midday peak periods in order to determine the general transportation conditions during these time periods. The following intersections were analyzed as part of this study:

- Green Bay Road with Isabella Street
- Green Bay Road with Jenks Street
- Green Bay Road with Livingston Street
- Prairie Avenue with Isabella Street
- Prairie Avenue with Walnut Avenue
- Prairie Avenue with Jenks Street
- Prairie Avenue with Livingston Street
- Stewart Avenue with Jenks Street

As proposed, the site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games. Parking for the community center will be provided via a modification of the existing surface parking lot to provide 53 parking spaces. Primary access to the parking lot is provided via the following:

- An access drive on Green Bay Road, located approximately 165 feet south of Jenks Street. Under existing conditions, this access drive is a one-way inbound access drive. Upon buildout of the proposed development, this access drive will be converted to an outbound only access drive. Outbound movements will be under stop-sign control and restricted via signage to right-turn movements only. It should be noted that reversing the direction of the access drive to exiting traffic only will eliminate left turn in movements from Green Bay Road which will help improve the traffic flow.

- A full movement access drive on Jenks Street, located approximately 150 feet west of Green Bay Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop-sign control.

Supplemental access to the site and proposed drop-off/pick-up area will be provided via a connection to the public alley bordering the west side of the site. This connection will primarily be for drop-off and pick-up vehicles and will be restricted to inbound traffic only with access to the parking spaces access provided primarily via the previously described access system.

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

- The site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games.

- The center will accommodate up to four teams (totaling approximately 48 players) at any one time with each field hosting at most two teams. On-site staff will consist of four coaches (one per team), one front desk staff member, and one maintenance staff member.

- The traffic estimated to be generated by the proposed community center is less than the trips estimated to be generated by the site if the existing building was occupied by a general retail use or a grocery store.

- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. As such, no roadway improvements and/or traffic control modifications are required.

- Access to the site will continue to be provided via Jenks Street and Green Bay Road. However, the Green Bay Road access drive will be converted from one-way inbound to one-way outbound with outbound movements restricted to right-turn movements only, thus improving the flow of traffic along Green Bay Road.

- Secondary access to the site will be provided via a connection to the public alley bordering the west side of the site. This connection will be an inbound only access that will primarily serve the proposed drop-off/pick-up lane and thus, will have a limited impact on the operations of the public alley.

- The access system will be adequate in accommodating the traffic estimated to be generated by the proposed community center and will ensure efficient and flexible access is provided.

- The proposed 53 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed community center.

1. Introduction

This report summarizes the results of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed community center to be located at 2722 Green Bay Road in Evanston, Illinois.

As proposed, the site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games. Parking for the community center will be provided via a modification of the existing parking lot that results in 53 parking spaces. Access to the parking lot is provided via existing access drives on Green Bay Road and Jenks Street. Supplemental access to the site and proposed drop-off/pick-up area will be provided via a connection to the public alley bordering the west side of the site.

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

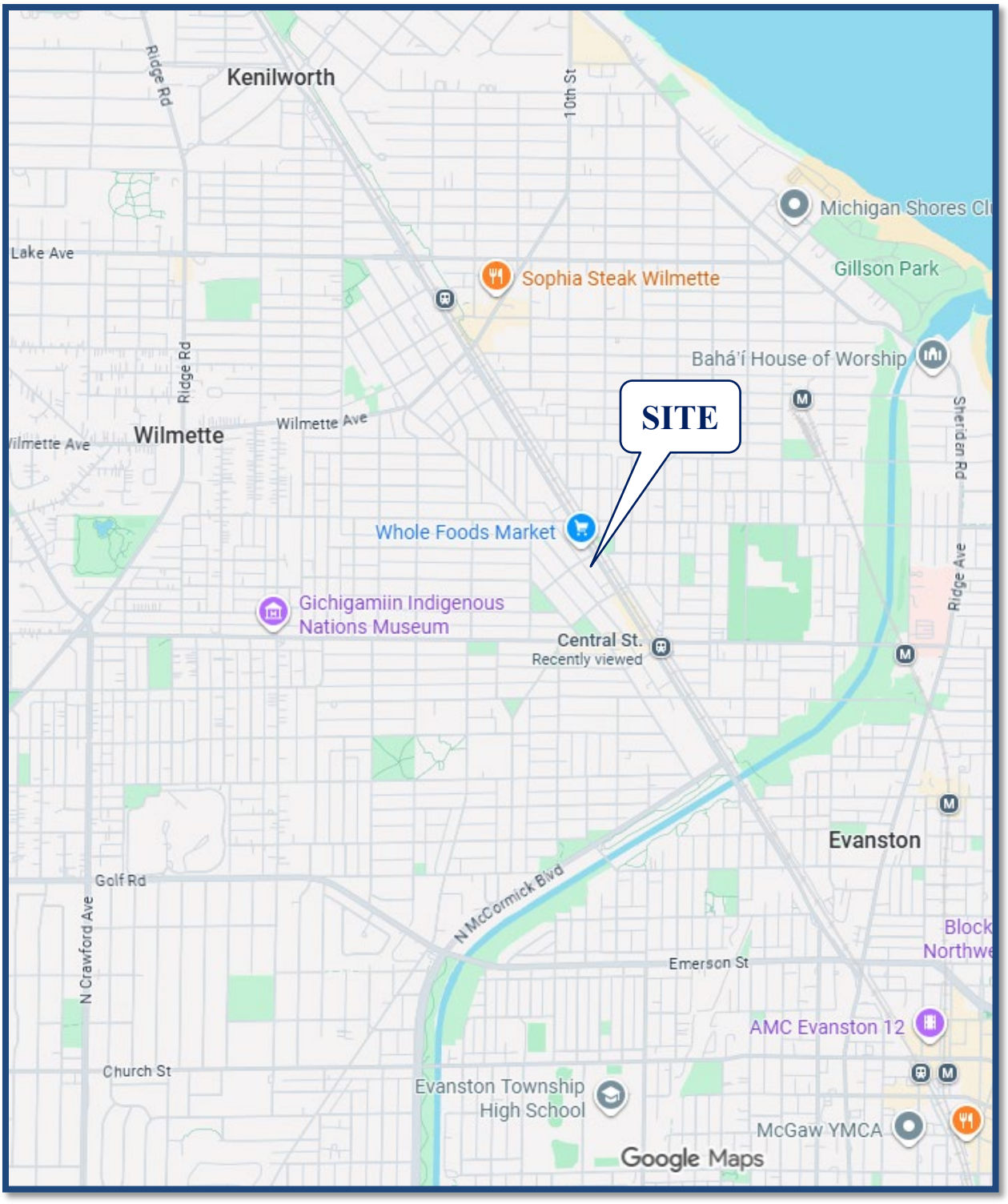
- Existing transportation conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday evening and Saturday midday
- Recommendations with respect to adequacy of the site access and adjacent transportation system
- Evaluation of the adequacy of the proposed parking supply

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

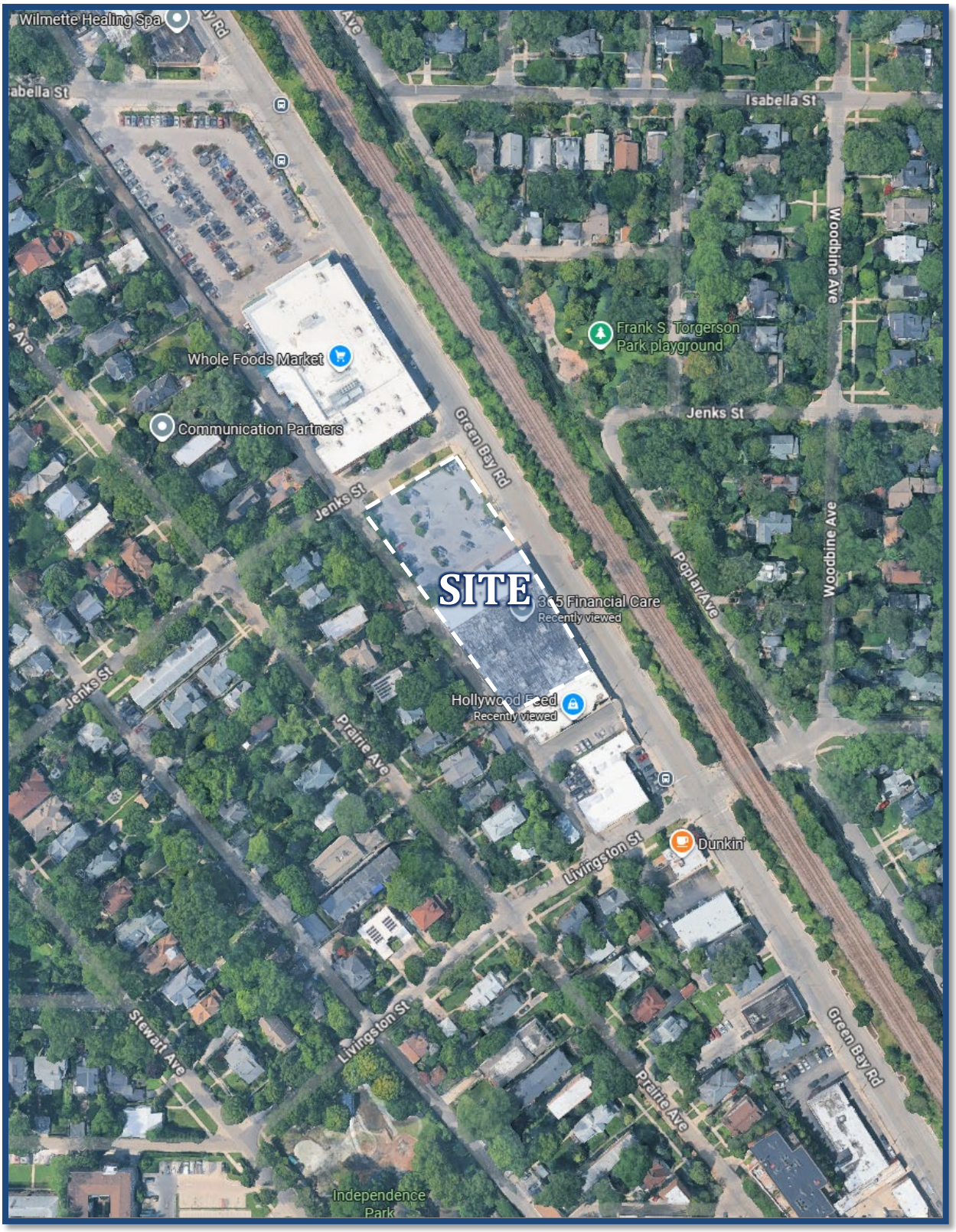
1. Existing Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes.

2. Year 2032 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by a regional growth factor.

3. Year 2032 Total Projected Conditions – Analyzes the capacity of the projected roadway system assuming projected traffic volumes which include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented in order to obtain a data base for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes and the public transportation and alternative modes of transportation serving the area.

Site Location

The site is located on the west side of Green Bay Road, south of Jenks Street. The site currently contains a vacant commercial building that was previously occupied by Office Depot. Land uses in the vicinity of the site are commercial along Green Bay Road with residential homes located to the west of the commercial corridor.

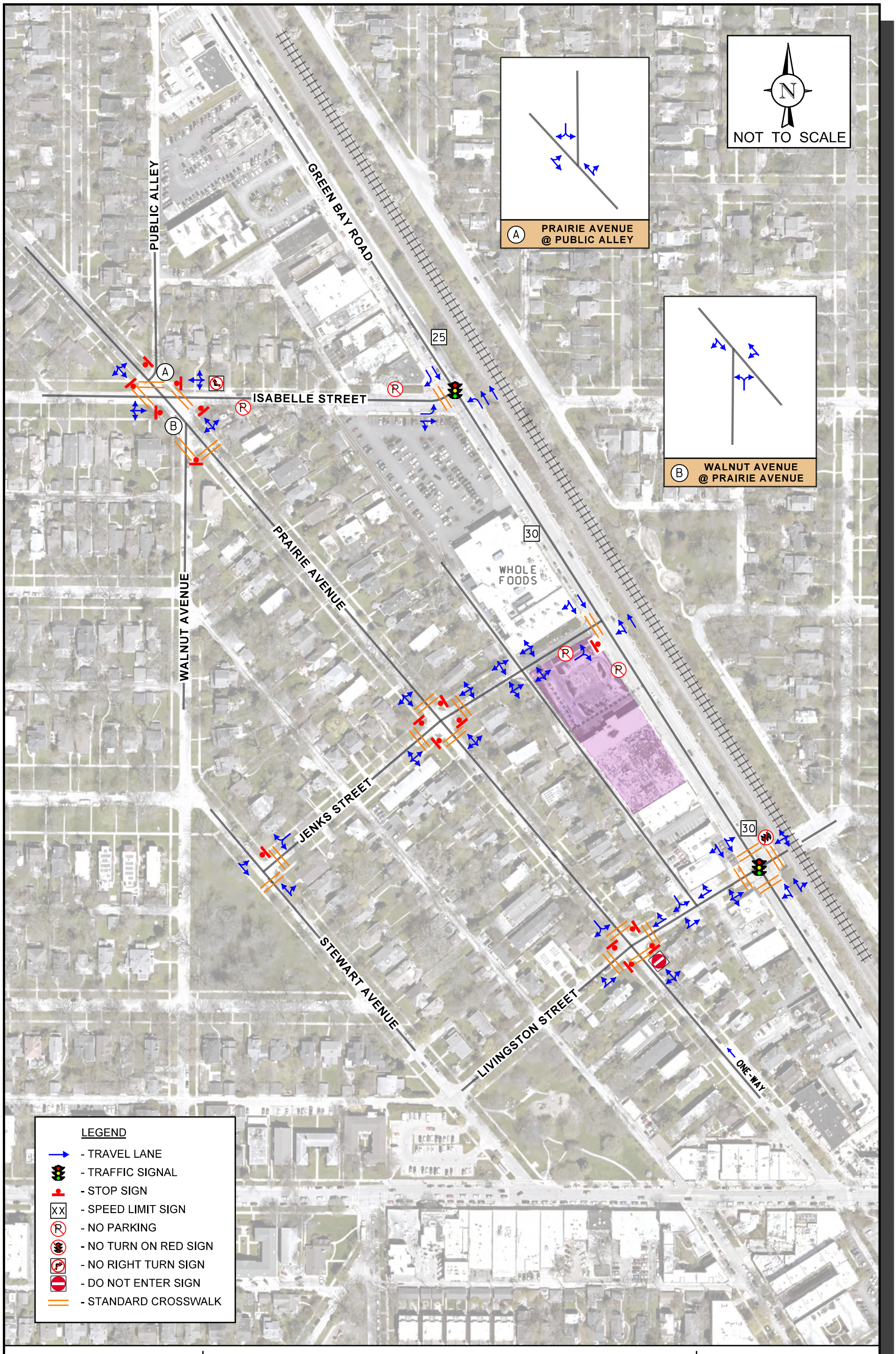
Existing Street System Characteristics

The characteristics of the existing streets within the study area are illustrated in **Figure 3** and described below. All streets are under the jurisdiction of the City of Evanston.

Green Bay Road is generally a north-south minor arterial roadway two travel lanes in each direction. At its signalized intersection with Isabella Street, Green Bay Road provides an exclusive left-turn lane and two through lanes on the northbound approach and a through lane and an exclusive right-turn lane on the southbound approach. At its signalized intersection with Livingston Street, Green Bay Road provides a shared left-turn/through lane and a shared through/right-turn lane on the northbound and southbound approaches. Standard crosswalks are provided on both approaches. At its unsignalized intersection with Jenks Street, Green Bay Road provides a shared left-turn/through lane and a through lane on the northbound approach and a through lane and a shared through/right-turn lane on the southbound approach. Green Bay Road carries an annual average daily traffic (AADT) of 8,250 vehicles (IDOT 2022) and has a posted speed limit of 25 miles per hour.

Jenks Street is a is generally an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Green Bay Road, Jenks Street provides a shared left-turn/right-turn lane on the eastbound approach and is under stop sign control. A standard crosswalk is provided on the eastbound approach. At its unsignalized intersection with Prairie Avenue, Jenks Street provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control and provide standard crosswalks.

Isabella Street is an east-west local roadway that provides one travel lane in each direction. At its signalized intersection with Green Bay Road, Isabella Street provides an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach. A standard crosswalk is provided on the eastbound approach.



PROPOSED
COMMUNITY CENTER
EVANSTON, ILLINOIS

YEAR 2032 TOTAL TRAFFIC VOLUMES

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Job No: 26-065 Figure: 3

At its unsignalized intersection with Prairie Avenue, Isabella Street provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Westbound right-turn movements are restricted to buses only. Both approaches are under stop sign control and provide standard crosswalks.

Livingston Street is a is generally an east-west local roadway that provides one travel lane in each direction. At its signalized intersection with Green Bay Road, Livingston Street provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Standard crosswalks are provided on both approaches. At its unsignalized intersection with Prairie Avenue, Livingston Street provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the southbound approach. Both approaches are under stop sign control and provide a standard crosswalk. Prairie Avenue south of Livingston Street is a one-way on the northbound approach.

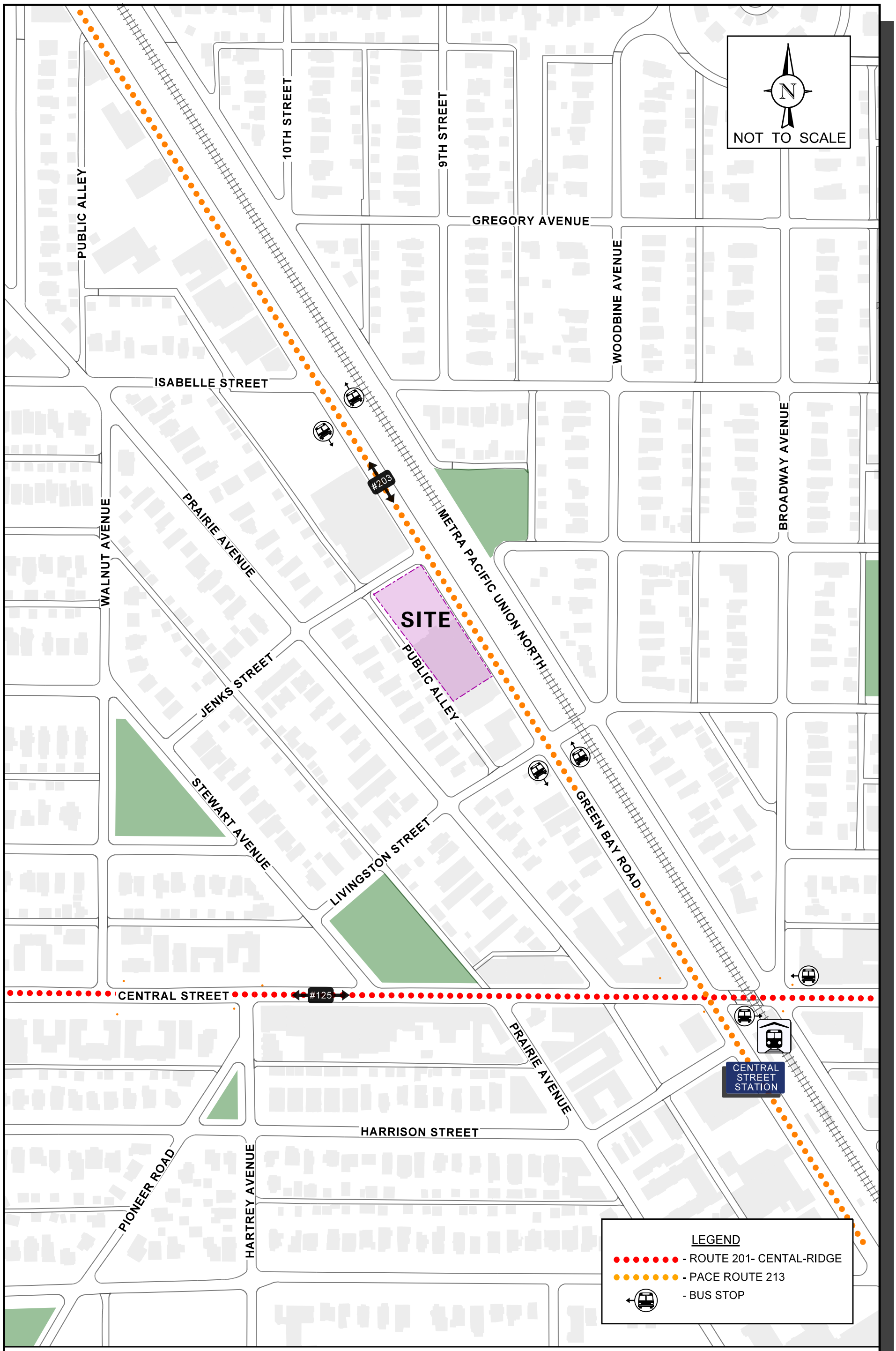
Prairie Avenue is generally a north-south local roadway that provides one travel lane in each direction except south of Livingston Street where Prairie Avenue provides one travel lane on the northbound approach. At its unsignalized intersection with Isabella Street, Prairie Avenue provides a shared left-turn/through lane and an exclusive channelized right-turn lane on the northbound approach and a shared left-turn/through/right-turn lane on the southbound approach. Both approaches are under stop sign control, and a standard crosswalk is provided on the southbound approach. At its unsignalized intersection with Walnut Avenue, Prairie Avenue provides a shared left-turn/through lane on the northwest-bound approach and has a shared through/right turn lane on the southeast-bound approach. It should be noted that due to the proximity of this intersection to Isabella Street, only the northwest-bound approach is under stop sign control.. At its unsignalized intersection with Jenks Street, Prairie Avenue provides a shared left-turn/through/right-turn lane on the northbound and southbound approaches. Both approaches are under stop sign control and provide standard crosswalks. At its unsignalized intersection with Livingston Street, Prairie Avenue provides a shared left-turn/through/right-turn lane on the northbound approach and a shared left-turn/right-turn lane on the southbound approach. Both approaches are under stop sign control and provide standard crosswalks.

Walnut Avenue is a north south local roadway that provides one travel lane in each direction. Walnut Avenue is under stop-sign control at its intersection with Prairie Avenue, which is just south of the previously discussed all-way stop sign controlled intersection of Prairie Avenue with Isabella Street.

Alternative Modes of Transportation

Accessibility to and from the site area is enhanced by the alternative modes of transportation serving the area as summarized below. **Figure 4** shows a map of the public transportation serving the area.

Public Transportation. The area is served by several modes of public transportation including Metra commuter rail, CTA rapid transit service, and two bus lines.



PROPOSED
COMMUNITY CENTER
EVANSTON, ILLINOIS

PUBLIC TRANSPORTATION

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Job No: 26-065 Figure: 4

The following rail line provides service to the area:

- The *Metra Union Pacific/North Line (UP-N)* has a local stop at Central Street just east of Green Bay Road, which is located approximately one-quarter mile southeast of the site. This line provides daily service between Ogilvie Transportation Center in Chicago and Kenosha, Wisconsin.

The following bus routes serve the area:

- *Route 201 (Central/Ridge)* generally runs along Central Street, Sheridan Road, and Ridge Avenue between Westfield-Old Orchard Mall and the Howard Red/Yellow/Purple Line station with stops in Downtown Evanston. Service is provided weekdays and Saturday.

- *Route 213 (Green Bay Road)* generally runs along Green Bay Road between the Howard Street CTA station and downtown Highland Park. Service is provided on weekdays and Saturdays.

Non-Motorized Transportation Systems. All of the streets within the immediate area have sidewalks on at least one side of the street. Standard style crosswalks are provided at all pedestrian crossing locations. Pedestrian countdown signals are also provided at all signalized intersections in the study area.

Additionally, according to the City of Evanston's Bike Map, Isabella Street west of Prairie Avenue, Prairie Avenue between Isabella Street and Livingston Street, and Livingston Street east of Prairie Avenue are designated bike routes.

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. performed peak period transportation counts at the following intersections:

- Green Bay Road with Isabella Street
- Green Bay Road with Jenks Street
- Green Bay Road with Livingston Street
- Prairie Avenue with Isabella Street
- Prairie Avenue with Walnut Avenue
- Prairie Avenue with Jenks Street
- Prairie Avenue with Livingston Street
- Stewart Avenue with Jenks Street

To coincide with the operations of the proposed community center (as discussed in the following chapter) the traffic counts were conducted on Thursday, February 19, 2026 during the weekday evening (4:00 P.M. to 7:00 P.M.) peak period, and on Saturday, February 21, 2026 during the midday (11:00 A.M. to 3:00 P.M. peak period. The results of the traffic counts showed that the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. and the Saturday midday peak hour of traffic occurs from 11:45 A.M. to 12:45 P.M. **Figure 5** illustrates the existing peak hour traffic volumes and **Figure 6** illustrates the existing pedestrian and bicycle peak hour volumes. Copies of the traffic count summary sheets are included in the Appendix.

LEGEND

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

(00) - SATURDAY MIDDAY PEAK HOUR (11:45 AM-12:45 PM)

✳ - ILLEGAL MANEUVER

NOT TO SCALE

PUBLIC ALLEY

GREEN BAY ROAD

ISABELLE STREET

PRAIRIE AVENUE

WALNUT AVENUE

JENKS STREET

STEWART AVENUE

LIVINGSTON STREET

ONE-WAY

A PRAIRIE AVENUE @ PUBLIC ALLEY

B WALNUT AVENUE @ PRAIRIE AVENUE

PROPOSED COMMUNITY CENTER EVANSTON, ILLINOIS

EXISTING TRAFFIC VOLUMES

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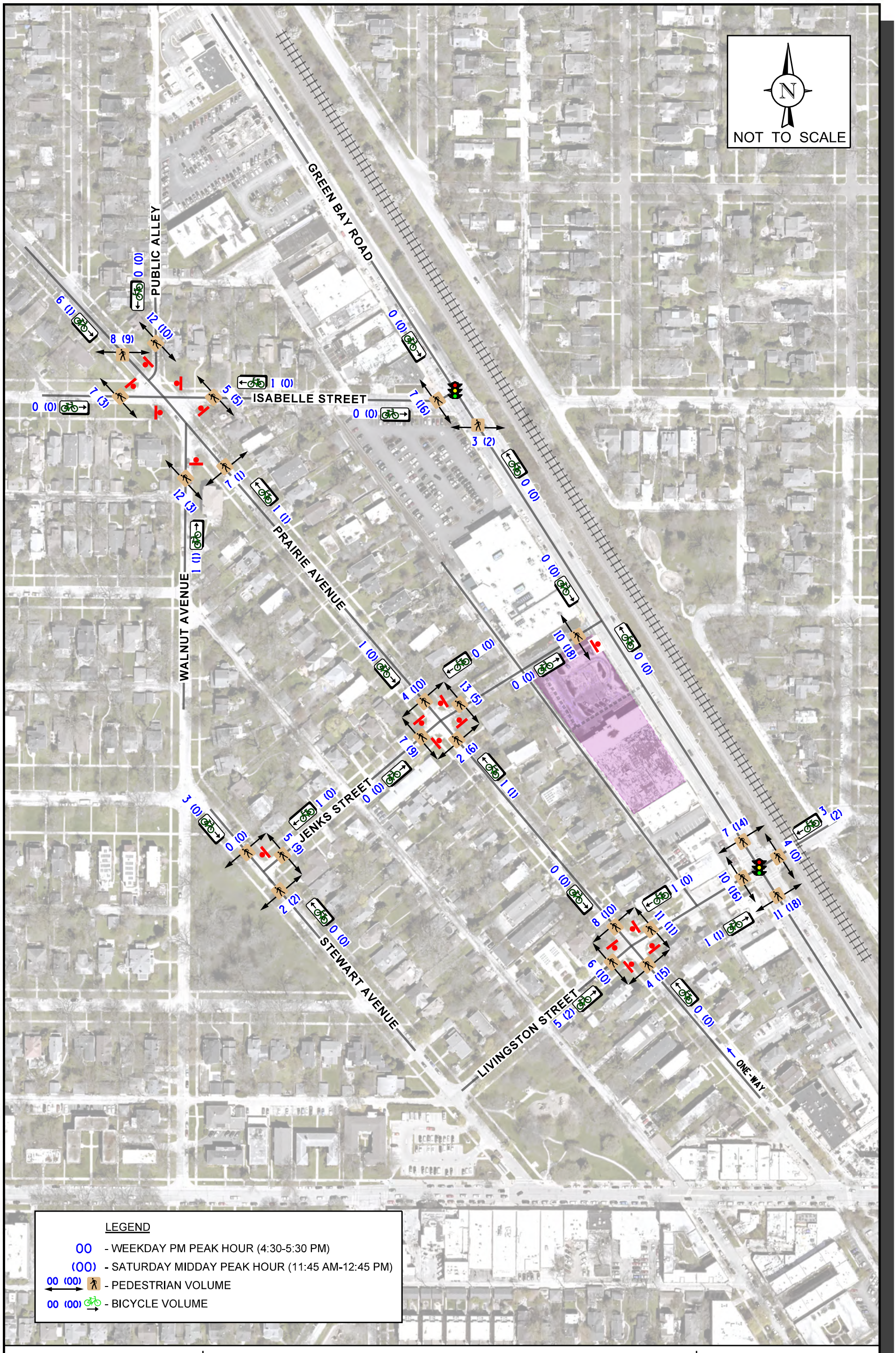
Job No: 26-065 Figure: 5



PROPOSED
COMMUNITY CENTER
EVANSTON, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

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Job No: 26-065 Figure: 6

Crash Summary

KLOA, Inc. obtained crash data[1] from IDOT for the most recent available five years (2020 to 2024) for the study area intersections. The crash data at the intersections of Green Bay Road with Isabella Street, Livingston Street, and Jenks Street are summarized in **Tables 1** through **3**, respectively. The following summarizes the crash data at the remaining intersections.

- Two crashes were reported at the intersection of Green Bay Road with Livingston Street during the review period, one turning crash in 2023 and one turning crash in 2024.

- One turning crash was reported at the intersection of Prairie Avenue with Isabella Street/Walnut Street in 2024.

- No crashes were reported at the intersection of Green Bay Road with Jenks Street, Prairie Avenue with Jenks Street, Prairie Avenue with Livingston Street, and Stewart Avenue with Jenks Street during the review period.

Furthermore, it should be noted that no fatalities were reported at these intersections during the five-year period.

Table 1
GREEN BAY ROAD WITH ISABELLA STREET

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	3	0	0	0	3	3	0	0
2021	0	0	0	1	0	0	0	1	1	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	3	0	0	0	3	2	1	0
Total	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**7**	**6**	**1**	**0**
Avg	**--**	**--**	**--**	**1.4**	**--**	**--**	**--**	**1.4**	**1.2**	**<1.0**	**--**

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

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Development

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

Proposed Community Center Plan

As proposed, the site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games. Primary access to the parking lot is provided via the following:

- An access drive on Green Bay Road, located approximately 165 feet south of Jenks Street. Under existing conditions, this access drive is a one-way inbound access drive. Upon buildout of the proposed development, this access drive will be converted to an outbound only access drive. Outbound movements will be under stop-sign control and restricted via signage to right-turn movements only. It should be noted that reversing the direction of the access drive to exiting traffic only will eliminate left turns in movements from Green Bay Road which will help improve the traffic flow.

- A full movement access drive on Jenks Street, located approximately 150 feet west of Green Bay Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop-sign control.

Supplemental access to the site and proposed drop-off/pick-up area will be provided via a connection to the public alley bordering the west side of the site. This connection will primarily be for drop-off and pick-up vehicles and will be restricted to inbound traffic only with access to the parking spaces access provided primarily via the previously described access system.

The existing parking lot serving the site will be modified to accommodate the proposed alley connection and conversion of Green Bay Road access drive and the modified parking lot will provide a total of 53 parking spaces.

A copy of the proposed site plan is included in the Appendix.

Proposed Community Center Operations

Based on information provided by the operator, all activities at the community center will be scheduled, will have a controlled occupancy, and appropriate staffing at all times. The use of the facility will be limited to organized games, youth practices, training sessions, clinics, camps, and birthday parties and the center will not accommodate any tournaments or large events. The center will accommodate up to four teams (totaling approximately 48 players) at any one time with each field hosting at most two teams. On-site staff will consist of four coaches (one per team), one front desk staff member and one maintenance staff member.

The center will operate daily. Monday through Friday, the center will have after-school hours only between 3:30 P.M. and 8:30 P.M., on Saturday the center will be open from 9:00 A.M. to 6:00 P.M. and on Sunday the center will be open from 9:00 A.M. and 5:30 P.M. Typical programing will occur in structured time blocks ranging from an hour and fifteen minutes to an hour and 30 minutes with 15- minute buffer periods between time slots to accommodate the transition groups.

Directional Distribution

The directions from which employees and guests will approach and depart the community center were estimated based on existing travel patterns, as determined from the traffic counts and the existing access system of the community center. **Figure 7** illustrates the directional distribution of traffic.

Community Center-Generated Traffic Volumes

The number of peak hour vehicle trips estimated to be generated by the proposed community activity center was estimated based on the operation of the activities and functions provided by the operator. To provide a conservative analysis, the following was assumed:

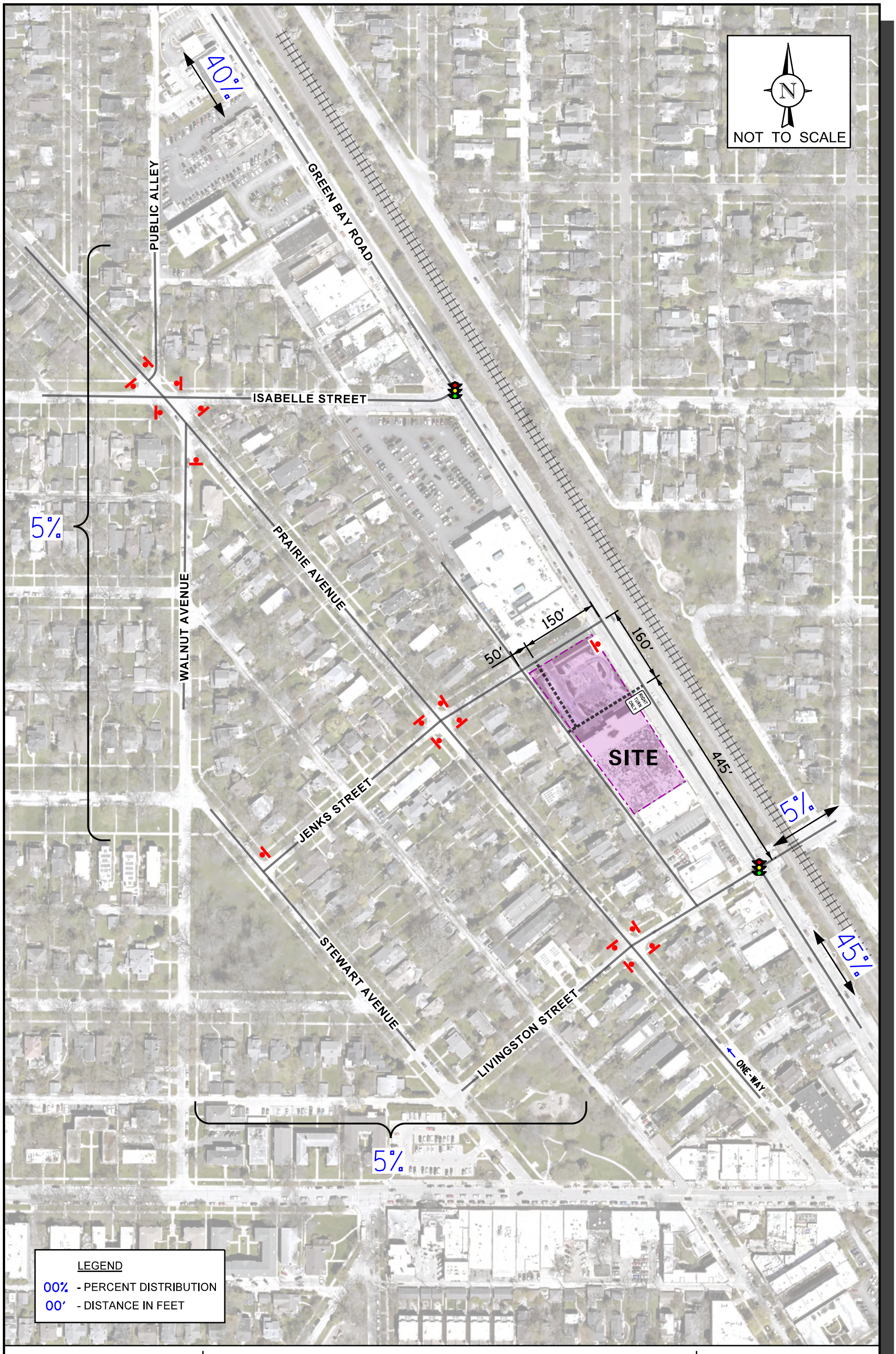
- The vehicle occupancy for youth players was assumed at 1.2 people per vehicle to take into consideration carpooling.

- It is anticipated that the weekday afternoon/evening time blocks will be 90-minutes long. As such, there is no assumed overlap of youth player generated traffic for the fields. However, it was assumed that youth players would be dropped off and picked back up, resulting in an in and out vehicle trip.

- During scheduled games on Saturday, it was assumed that the majority of vehicles would remain parked. Furthermore, with approximately 75-minute-long time blocks, it is anticipated that there would be overlap within the hour of youth players departing the center and arriving for the next game. Therefore, it was assumed that all fields would turn over within an hour (four arriving teams and four departing teams) and an additional 25 percent of players were arriving for the start of an upcoming game.

- Each team's coach (one coach per team, or four total coaches) also arriving and departing during the same hour, which does not take into consideration coaches who may have multiple teams/training sessions. Additionally, one coach per team was assumed as assistant coaches/helpers are assumed to be parents/guardians of a youth.

Table 4 summarizes the peak hour trips generated for weekday evening practices or training sessions and **Table 5** summarizes the Saturday midday games.



PROPOSED
COMMUNITY CENTER
EVANSTON, ILLINOIS

DIRECTIONAL DISTRIBUTION

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Job No: 26-065 Figure: 7

Table 4
ESTIMATED WEEKDAY EVENING PEAK HOUR TRIP GENERATION – PRACTICES

Type/Size	Weekday Evening Peak Hour		
	In	Out	Total
Youth Players	40	40	80
Coaches	4	4	8
Community Center Total	**44**	**44**	**88**

Table 5
ESTIMATED SATURDAY MIDDAY PEAK HOUR TRIP GENERATION – GAMES

Type/Size	Saturday Midday Peak Hour		
	In	Out	Total
Youth Players	50	40	90
Coaches	4	4	8
Community Center Total	**54**	**44**	**98**

Trip Generation Comparison

As previously indicated, the site currently contains an approximately 26,263 square-foot retail building. The trips estimated to be generated by the previous office supply store were based on trip generation information published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 12th Edition. These trips were then compared to the trips generated by the proposed community center.

For the purposes of the comparison, the trips estimated to be generated by the existing building was based on (1) its former utilization of an Office Depot, the utilization of the building as general retail/strip retail plaza, and the use of the building as a supermarket. The trip generation comparison is summarized in **Table 6**.

As can be seen from Table 6, while the trips generated by the proposed community center is greater than that of the former Office Depot, the site generates less trips than the use of the building as a general retail space and significantly less trips than the use of the building as a supermarket.

Table 6
ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

Type/Size	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total
Community Center Total	44	44	88	54	44	98
Office Supply Superstore ITE Land-Use Code 867 26,263 s.f.	37	36	73	38	41	79
Difference[1]	**7**	**8**	**15**	**16**	**3**	**19**
Strip Retail Plaza ITE Land-Use Code 822 26,263 s.f.	74	73	147	89	85	174
Difference[1]	**-30**	**-29**	**-59**	**-35**	**-41**	**-76**
Supermarket ITE Land-Use Code 850 26,263 s.f.	129	128	257	154	155	309
Difference[1]	**-85**	**-84**	**-169**	**-100**	**-111**	**-211**

1 – Compared to the Community Center trip generation

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday evening and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the road system in accordance with the previously described directional distribution (Figure 7) and are illustrated in **Figure 8.**

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 5) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on employment and population projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated February 20, 2026 the existing traffic volumes in the study area were increased by a compounded growth rate of 0.25 percent per year for six years for a total of approximately 1.5 percent. A copy of the CMAP letter is included in the Appendix. The Year 2032 no-build traffic volumes are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 8) was added to the existing traffic volumes accounting for background growth (Figure 9) to determine the Year 2032 total projected traffic volumes, shown in **Figure 10.**

LEGEND

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

(00) - SATURDAY MIDDAY PEAK HOUR (11:45 AM-12:45 PM)

N

NOT TO SCALE

PUBLIC ALLEY

GREEN BAY ROAD

ISABELLE STREET

PRAIRIE AVENUE

WALNUT AVENUE

JENKS STREET

STEWART AVENUE

LIVINGSTON STREET

ONE-WAY

SITE

RIGHT TURN ONLY

1 (1)
1 (1)

A PRAIRIE AVENUE @ PUBLIC ALLEY

2 (2)
2 (2)

B WALNUT AVENUE @ PRAIRIE AVENUE

10 (12)
30 (37)
2 (3)
29 (29)
4 (4)

C JENKS STREET @ ACCESS DRIVE

11 (11)
11 (11)
22 (27)

D GREEN BAY ROAD @ ACCESS DRIVE

PROPOSED
COMMUNITY CENTER
EVANSTON, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES

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Job No: 26-065 Figure: 8

LEGEND

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

(00) - SATURDAY MIDDAY PEAK HOUR (11:45 AM-12:45 PM)

✳ - ILLEGAL MANEUVER

NOT TO SCALE

PUBLIC ALLEY

GREEN BAY ROAD

ISABELLE STREET

PRAIRIE AVENUE

WALNUT AVENUE

JENKS STREET

STEWART AVENUE

LIVINGSTON STREET

ONE-WAY

A PRAIRIE AVENUE @ PUBLIC ALLEY

1 (4)
10 (10)
0 (0)
77 (37)
3 (5)
39 (47)

B WALNUT AVENUE @ PRAIRIE AVENUE

23 (8)
41 (32)
32 (25)
0 (2)
28 (43)
1 (5)

41 (19)
35 (16)
12 (11)
11 (10)
17 (15)
28 (19)
6 (4)
18 (18)
1 (5)
26 (25)
24 (38)
10 (3)
500 (466)
77 (88)
82 (73)
77 (53)
458 (458)
52 (37)

621 (561)
5 (3)
570 (535)
14 (12)
3 (1)
14 (6)
8 (7)
10 (6)
3 (2)
8 (3)
10 (4)
4 (0)
5 (2)
14 (19)
6 (1)
2 (0)
5 (2)
2 (0)
7 (5)
8 (3)
6 (1)
16 (13)
2 (2)
28 (27)
28 (19)
55 (13)
37 (24)
25 (19)
592 (542)
6 (9)
11 (5)
53 (26)
1 (0)
10 (15)
536 (522)
4 (6)
11 (13)
23 (17)
27 (20)
12 (4)
2 (0)
3 (2)
20 (16)
10 (14)
2 (11)
3 (6)
28 (37)
0 (0)

PROPOSED COMMUNITY CENTER
EVANSTON, ILLINOIS

YEAR 2032 NO-BUILD TRAFFIC VOLUMES

KLOA
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Job No: 26-065 Figure: 9

LEGEND

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

(00) - SATURDAY MIDDAY PEAK HOUR (11:45 AM-12:45 PM)

✳ - ILLEGAL MANEUVER

NOT TO SCALE

PUBLIC ALLEY

GREEN BAY ROAD

ISABELLE STREET

PRAIRIE AVENUE

WALNUT AVENUE

JENKS STREET

STEWART AVENUE

LIVINGSTON STREET

ONE-WAY

SITE

RIGHT TURN ONLY

A PRAIRIE AVENUE @ PUBLIC ALLEY

1 (4)
10 (10)
0 (0)
78 (38)
3 (5)
40 (48)

B WALNUT AVENUE @ PRAIRIE AVENUE

25 (10)
41 (32)
34 (27)
0 (2)
28 (43)
1 (5)

A

41 (19)
36 (17)
12 (11)
11 (10)
17 (15)
28 (19)
518 (488)
77 (88)
6 (4)
18 (18)
2 (6)
26 (25)
25 (39)
11 (4)
82 (73)
77 (53)
476 (476)
52 (37)

B

621 (561)
23 (25)
570 (535)
36 (39)
C
D
21 (19)
25 (17)
10 (9)
12 (8)
3 (2)
10 (5)
10 (4)
4 (0)
6 (3)
14 (19)
6 (1)
2 (0)
6 (4)
2 (0)
7 (5)
10 (5)
6 (1)
16 (13)
3 (4)
28 (27)
30 (22)
55 (13)
37 (24)
612 (562)
27 (21)
6 (9)
10 (15)
556 (546)
4 (6)
11 (5)
53 (26)
1 (0)
11 (13)
23 (17)
27 (20)
12 (4)
2 (0)
3 (2)
20 (16)
11 (15)
2 (11)
3 (6)
28 (37)
0 (0)

C JENKS STREET @ ACCESS DRIVE

29 (27)
30 (37)
17 (7)
2 (3)
29 (29)
4 (4)

D GREEN BAY ROAD @ ACCESS DRIVE

646 (578)
11 (11)
607 (574)

PROPOSED
COMMUNITY CENTER
EVANSTON, ILLINOIS

YEAR 2032 TOTAL TRAFFIC VOLUMES

KLOA
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Job No: 26-065 Figure: 10

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday evening and Saturday midday peak hours for the existing, Year 2032 no-build, and Year 2032 total traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 computer software. The analyses for signalized intersections were done using field measured cycle lengths and phasings.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions for the study area intersections are presented in **Tables 7** through **9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Isabella Street[1]				
• Overall	A	8.5	A	7.5
• Eastbound Approach	C	28.2	C	30.5
• Northbound Approach	A	2.7	A	2.4
• Southbound Approach	A	8.2	A	6.9
Green Bay Road with Livingston Street[1]				
• Overall	A	9.0	A	5.9
• Eastbound Approach	C	24.3	C	30.4
• Westbound Approach	D	40.7	C	33.6
• Northbound Approach	A	4.5	A	2.9
• Southbound Approach	A	5.5	A	3.9
Prairie Avenue with Isabella Street[2]				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	7.5	A	7.3
• Westbound Approach	A	7.6	A	7.4
• Northbound Approach	A	7.5	A	7.4
• Southbound Approach	A	7.8	A	7.4
Prairie Avenue with Jenks Street[2]				
• Overall	A	7.1	A	6.9
• Eastbound Approach	A	7.0	A	7.0
• Westbound Approach	A	7.0	A	6.8
• Northbound Approach	A	7.1	A	7.0
• Southbound Approach	A	7.1	A	7.1
Prairie Avenue with Livingston Street[2]				
• Overall	A	7.3	A	7.2
• Eastbound Approach	A	7.3	A	7.3
• Westbound Approach	A	7.4	A	7.1
• Northbound Approach	A	7.0	A	7.1
• Southbound Approach	A	7.3	A	7.1
Green Bay Road with Jenks Street[3]				
• Eastbound Approach	B	12.5	B	11.6
• Northbound Left Turn	A	9.0	A	8.8
Jenks Street with Stewart Avenue[3]				
• Westbound Approach	A	8.8	A	8.7
• Southbound Left Turn	A	7.3	A	7.3
Prairie Avenue with Walnut Avenue[4]				
• ICU Level of Service	A	13.7%	A	13.3%
Prairie Avenue with Public Alley[3]				
• Westbound Approach	A	9.1	A	8.9
• Southbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.
1 – Signalized
2 – All-Way Stop Control
3 – Two-Way Stop Control
4 – Intersection Capacity Utilization

Table 8
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Isabella Street[1]				
• Overall	A	8.5	A	7.6
• Eastbound Approach	C	28.2	C	30.4
• Northbound Approach	A	2.7	A	2.4
• Southbound Approach	A	8.3	A	7.0
Green Bay Road with Livingston Street[1]				
• Overall	A	9.1	A	5.9
• Eastbound Approach	C	24.1	C	30.4
• Westbound Approach	D	41.1	C	33.6
• Northbound Approach	A	4.5	A	2.9
• Southbound Approach	A	5.6	A	3.9
Prairie Avenue with Isabella Street				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	7.5	A	7.3
• Westbound Approach	A	7.6	A	7.4
• Northbound Approach	A	7.5	A	7.4
• Southbound Approach	A	7.8	A	7.4
Prairie Avenue with Jenks Street[2]				
• Overall	A	7.1	A	6.9
• Eastbound Approach	A	7.0	A	7.0
• Westbound Approach	A	7.0	A	6.8
• Northbound Approach	A	7.1	A	7.0
• Southbound Approach	A	7.1	A	7.1
Prairie Avenue with Livingston Street[2]				
• Overall	A	7.3	A	7.2
• Eastbound Approach	A	7.3	A	7.3
• Westbound Approach	A	7.4	A	7.1
• Northbound Approach	A	7.0	A	7.1
• Southbound Approach	A	7.3	A	7.1
Green Bay Road with Jenks Street[3]				
• Eastbound Approach	B	12.6	B	1.7
• Northbound Left Turn	A	9.0	A	8.8
Jenks Street with Stewart Avenue[3]				
• Westbound Approach	A	8.8	A	8.7
• Southbound Left Turn	A	7.3	A	7.3
Prairie Avenue with Walnut Avenue[4]				
• ICU Level of Service	A	13.7%	A	13.3%
Prairie Avenue with Public Alley[3]				
• Westbound Approach	A	9.1	A	8.9
• Southbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.
1 – Signalized
2 – All-Way Stop Control
3 – Two-Way Stop Control
4 – Intersection Capacity Utilization

Table 8
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Isabella Street[1]				
• Overall	A	8.6	A	7.6
• Eastbound Approach	C	28.2	C	30.4
• Northbound Approach	A	2.7	A	2.5
• Southbound Approach	A	8.5	A	7.1
Green Bay Road with Livingston Street[1]				
• Overall	A	9.1	A	5.8
• Eastbound Approach	C	24.0	C	30.3
• Westbound Approach	D	40.7	C	32.7
• Northbound Approach	A	4.6	A	2.9
• Southbound Approach	A	5.6	A	3.9
Prairie Avenue with Isabella Street[2]				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	7.5	A	7.3
• Westbound Approach	A	7.6	A	7.4
• Northbound Approach	A	7.5	A	7.4
• Southbound Approach	A	7.8	A	7.5
Prairie Avenue with Jenks Street[2]				
• Overall	A	7.1	A	6.9
• Eastbound Approach	A	7.0	A	7.0
• Westbound Approach	A	7.0	A	6.8
• Northbound Approach	A	7.1	A	7.0
• Southbound Approach	A	7.2	A	7.1
Prairie Avenue with Livingston Street[2]				
• Overall	A	7.3	A	7.2
• Eastbound Approach	A	7.3	A	7.3
• Westbound Approach	A	7.4	A	7.1
• Northbound Approach	A	7.0	A	7.1
• Southbound Approach	A	7.3	A	7.1
Green Bay Road with Jenks Street[3]				
• Eastbound Approach	C	18.1	C	17.5
• Northbound Left Turn	A	9.2	A	9.0
Jenks Street with Stewart Avenue[3]				
• Westbound Approach	A	8.8	A	8.7
• Southbound Left Turn	A	7.3	A	7.3
Prairie Avenue with Walnut Avenue[4]				
• ICU Level of Service	A	13.8%	A	13.3%
Prairie Avenue with Public Alley[3]				
• Westbound Approach	A	9.1	A	8.9
• Southbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.
1 – Signalized
2 – All-Way Stop Control
3 – Two-Way Stop Control
4 – Intersection Capacity Utilization

Table 8 – Cont.
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Green Bay Road with Access Drive[3]				
• Eastbound Approach	B	10.5	B	10.2
Jenks Street with Access Drive[3]				
• Northbound Approach	A	8.6	A	8.6
• Westbound Left Turn	A	7.3	A	7.3

LOS = Level of Service
Delay is measured in seconds.
1 – Signalized
2 – All-Way Stop Control
3 – Two-Way Stop Control
4 – Intersection Capacity Utilization

Discussion and Recommendations

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

Green Bay Road with Isabella Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operate at the acceptable level of service (LOS) C or better during the weekday evening and Saturday midday peak hour. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal timing modifications will be required.

Green Bay Road with Livingston Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operate at the acceptable LOS D or better during the weekday evening and Saturday midday peak hour. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal timing modifications will be required.

Green Bay Road with Jenks Street

The results of the capacity analysis indicate that the Jenks Street approach currently operates at LOS B during the weekday evening and Saturday midday peak hours. Northbound left-turn movements from Green Bay Road onto Jenks Street currently operate at LOS A. Under Year 2032 no-build conditions, the critical movements are projected to operate at existing levels of service.

Under Year 2032 total projected conditions, the Jenks Street approach is projected to operate at LOS C during the peak hours with 95th percentile queues of one to two vehicles. Furthermore, northbound left-turn movements are projected to continue operating at LOS A during the peak hours with 95th percentile queues of one to two vehicles.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements will be required.

Prairie Avenue with Isabella Street/Walnut Avenue

It should be noted that due to the unique configuration of this intersection, it could not be analyzed utilizing HCM procedures. As such, this intersection was analyzed as three intersections as follows:

- The intersection or Prairie Avenue with Isabella Street intersection was analyzed as a four leg, all-way stop controlled intersection.

- The public alley was analyzed as a two-way stop sign controlled intersection with Prairie Avenue

- The configuration of the intersection of Prairie Avenue with Walnut Avenue in which the northbound and northwest-bound approaches are under stop-sign control, while the southeast-bound approach operates under free flow conditions. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

The results of the capacity analysis indicate that the intersection overall and all of the approaches or critical movements currently operate at LOS A during the peak hours. Furthermore, based on the ICU analysis, the intersection of Prairie Avenue with Walnut Avenue currently utilizes approximately 13 percent of the capacity of the intersection during the peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall and all of the approaches are projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Prairie Avenue with Jenks Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operates at LOS A during the peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Prairie Avenue with Livingston Street

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operates at LOS A during the peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Jenks Street with Stewart Avenue

The results of the capacity analysis indicate that the westbound approach and southbound left-turn movements currently operate at LOS A during the weekday evening and Saturday midday peak hours. Under Year 2032 no-build and total projected conditions, this intersection overall is projected to continue operating at existing levels of service. As such, the traffic estimated to be generated by the proposed community center will not have a significant impact on the operations of this intersection.

Proposed Access System

As previously indicated, access to the development is provided via a full movement access drive on Jenks Street and via an access drive on Green Bay Road. Under existing conditions, the Green Bay Road access drive is a one-way inbound access drive. Under projected conditions, the access drive will be converted to a one-way outbound access drive that will be restricted to right-turn movements only via signage.

The results of the capacity analysis indicate that inbound and outbound movements from the Jenks Street access drive are projected to operate at LOS A during both peak hours. Additionally, outbound movements from the Green Bay Road access drive are projected to operate at LOS B during the peak hours.

Overall, the proposed access system will be adequate in accommodating the traffic estimated to be generated by the proposed community center and will ensure efficient and flexible access is provided. Additionally, the conversion of the Green Bay Road access drive from inbound only movements to outbound only will eliminate the northbound left-turning movements from Green Bay Road onto the access drive, thus improving the flow of traffic along the roadway. Furthermore, with the restriction of outbound movements to right-turn only will reduce left-turn conflicts along the Green Bay Road corridor.

While supplemental access to the site is proposed via the public alley, this connection will be an inbound only access point that will primarily facilitate the proposed drop-off/pick-up lane to be located in the southwest corner of the parking lot. As such, the proposed access connection will have a limited impact on the operations of the public alley.

Parking Analysis

As indicated earlier, the existing on-site parking lot will be modified to provide a total of 53 parking spaces. To determine the adequacy of the proposed parking supply, the following three methodologies were reviewed:

- City of Evanston Code of Ordinances
- ITE *Parking Generation Manual,* 6th Edition for Land Use Code 488 (Soccer Field non-tournament)
- Information previously provided by the operator as previously discussed.

City of Evanston Parking Requirements

Based on the City of Evanston Code of Ordinances, health, fitness, and recreation facilities are required to provide 2 spaces per 1,000 square feet of gross floor area. As such, the proposed community center is required to provide 116 parking spaces. As such, the proposed 53 parking spaces results in a deficit of parking compared to the Code of Ordinances.

ITE Parking Generation Manual, 6th Edition

Based on information published in the ITE *Parking Generation Manual,* 6th Edition, soccer fields have an average peak parking demand of 16.44 spaces per field on Monday through Thursday and 16.21 spaces per field on Saturday. With two proposed soccer fields, this equates to an estimated peak parking demand of 33 parking spaces.

Operator Information

As previously indicated, the practices, training sessions, clinics, camps, and games will be scheduled to accommodate a maximum of four teams (48 total players and four coaches). Furthermore, the center will provide one front desk staff member and one maintenance staff member. Assuming that each coach and staff member will drive and park at the facility, a total of 47 parking spaces will be available for the parents of youth players.

Assuming 1.2 players per vehicle, it is estimated that with 48 total players the peak parking demand will be 40 vehicles. To minimize the overlap of parking during the turnover of fields, a 15-minute buffer between scheduled time blocks will be provided.

Overall, the peak parking demand for the weekday afternoon practices training sessions, clinics or camps will have different parking characteristics than weekend games, as follows:

- During the weekday sessions the time blocks will be approximately 90 minutes long and as such, it is anticipated that the majority of the players will be dropped off and picked up. While the previously identified peak parking demand of 40 vehicles can be accommodated by the 47 available parking spaces, the increased drop-off and pick-up associated with practices will result in a reduced parking demand for the weekday sessions.

- During weekend games, it is anticipated that parents will opt to park in the lot to stay and watch the game thus the peak parking demand of 40 vehicles will be realized. While the 15-minute buffer will allow for parents and players to depart a game prior to the arrival of players for the upcoming game, there will be a surplus of seven parking spaces available to accommodate players who arrive earlier before the start of their game.

As such, with the proposed scheduling of practices, training sessions, clinics, camps, and games (including a 15-minute buffer), the proposed 53 parking spaces will be adequate in accommodating the estimated peak parking demand for the center and will allow for the turnover of parking spaces with minimal overlap between the departing and arriving youth players and coaches.

6. Conclusion

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

- The site will be redeveloped with a community center that will provide indoor soccer and baseball fields for youth practices and games.

- The center will accommodate up to four teams (totaling approximately 48 players) at any one time with each field hosting at most two teams. On-site staff will consist of four coaches (one per team), one front desk staff member and one maintenance staff member.

- The traffic estimated to be generated by the proposed community center is less than the trips estimated to be generated by the site if the existing building was occupied by a general retail use or a grocery store.

- The existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development. All the intersections within the study area are projected to continue to operate at a good level of service assuming the additional traffic to be generated by the proposed development and the other area growth. As such, no roadway improvements and/or traffic control modifications are required.

- Access to the site will continue to be provided via Jenks Street and Green Bay Road. However, the Green Bay Road access drive will be converted from one-way inbound to one-way outbound with outbound movements restricted to right-turn movements only, thus improving the flow of traffic along Green Bay Road.

- Secondary access to the site will be provided via a connection to the public alley bordering the west side of the site. This connection will be an inbound only access that will primarily serve the proposed drop-off/pick-up lane and thus, will have a limited impact on the operations of the public alley.

- The access system will be adequate in accommodating the traffic estimated to be generated by the proposed community center and will ensure efficient and flexible access is provided.

- The proposed 53 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed community center.

Appendix

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

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Green bay rd and livingston rd
TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Data

Start Time	Livingston st Eastbound						Livingston st Westbound						Green bay rd Northbound						Green bay rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	4	4	10	3	18	0	5	6	6	2	17	0	0	108	1	2	109	0	4	124	2	2	130	274
4:15 PM	0	2	7	6	0	15	0	5	12	11	1	28	0	0	125	2	0	127	0	7	162	3	0	172	342
4:30 PM	0	4	4	3	2	11	0	5	8	4	1	17	0	1	135	1	7	137	0	8	148	1	1	157	322
4:45 PM	0	3	9	7	4	19	0	9	14	7	2	30	0	2	126	5	4	133	0	7	134	3	2	144	326
Hourly Total	0	13	24	26	9	63	0	24	40	28	6	92	0	3	494	9	13	506	0	26	568	9	5	603	1264
5:00 PM	0	1	3	8	0	12	0	9	12	8	1	29	0	1	125	2	0	128	0	4	151	0	2	155	324
5:15 PM	0	3	7	9	4	19	0	13	20	9	0	42	0	0	142	2	0	144	0	6	150	2	2	158	363
5:30 PM	0	3	5	4	1	12	0	2	4	11	0	17	0	0	95	2	4	97	0	2	173	1	0	176	302
5:45 PM	0	0	7	6	1	13	0	8	9	5	0	22	0	3	118	4	1	125	0	4	146	2	0	152	312
Hourly Total	0	7	22	27	6	56	0	32	45	33	1	110	0	4	480	10	5	494	0	16	620	5	4	641	1301
6:00 PM	0	7	6	9	2	22	0	6	3	3	0	12	0	1	119	3	1	123	0	0	102	4	1	106	263
6:15 PM	0	1	4	13	2	18	0	3	6	8	0	17	0	0	93	1	0	94	0	7	112	2	0	121	250
6:30 PM	0	0	4	6	1	10	0	5	2	1	0	8	0	0	95	2	2	97	0	6	92	0	1	98	213
6:45 PM	0	2	4	3	1	9	0	6	6	5	0	17	0	0	89	4	0	93	0	4	95	1	0	100	219
Hourly Total	0	10	18	31	6	59	0	20	17	17	0	54	0	1	396	10	3	407	0	17	401	7	2	425	945
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	5	4	10	0	19	0	5	2	4	0	11	0	0	107	3	1	110	0	5	97	3	5	105	245
11:15 AM	0	6	3	6	3	15	0	4	4	9	0	17	0	0	123	1	2	124	0	5	116	0	4	121	277
11:30 AM	0	3	4	5	0	12	0	5	2	4	1	11	0	1	129	5	3	135	0	6	117	3	2	126	284
11:45 AM	0	3	2	7	1	12	0	1	2	4	0	7	0	0	121	7	3	128	0	8	153	1	7	162	309
Hourly Total	0	17	13	28	4	58	0	15	10	21	1	46	0	1	480	16	9	497	0	24	483	7	18	514	1115
12:00 PM	0	4	4	4	10	12	0	6	6	6	0	18	0	2	154	5	8	161	0	3	113	3	4	119	310
12:15 PM	0	3	5	5	4	13	0	8	5	3	0	16	0	1	106	1	6	108	0	6	120	3	2	129	266
12:30 PM	0	3	6	4	1	13	0	9	0	6	0	15	0	3	133	2	1	138	0	2	148	2	1	152	318
12:45 PM	0	7	1	9	1	17	0	6	5	3	0	14	0	2	136	4	0	142	0	6	122	2	1	130	303
Hourly Total	0	17	16	22	16	55	0	29	16	18	0	63	0	8	529	12	15	549	0	17	503	10	8	530	1197
1:00 PM	0	2	3	3	6	8	0	5	9	6	0	20	0	2	124	2	6	128	0	3	123	5	1	131	287
1:15 PM	0	6	4	8	4	18	0	4	7	2	0	13	0	3	95	5	0	103	0	7	138	1	0	146	280
1:30 PM	0	3	6	10	2	19	0	4	5	3	0	12	0	0	113	1	3	114	0	4	124	4	0	132	277
1:45 PM	0	5	10	9	1	24	0	3	3	2	0	8	0	2	118	4	2	124	0	6	138	2	4	146	302
Hourly Total	0	16	23	30	13	69	0	16	24	13	0	53	0	7	450	12	11	469	0	20	523	12	5	555	1146
2:00 PM	0	1	5	10	3	16	0	7	11	2	0	20	0	1	129	3	2	133	0	6	112	4	1	122	291
2:15 PM	0	2	7	11	3	20	0	4	2	3	0	9	0	1	122	2	3	125	0	4	138	2	1	144	298
2:30 PM	0	1	1	6	2	8	0	4	5	4	1	13	0	1	89	3	10	93	0	7	96	3	0	106	220
2:45 PM	0	4	7	8	0	19	0	5	9	5	0	19	0	1	110	1	1	112	0	3	124	2	0	129	279

Hourly Total	0	8	20	35	8	63	0	20	27	14	1	61	0	4	450	9	16	463	0	20	470	11	2	501	1088
Grand Total	0	88	136	199	62	423	0	156	179	144	9	479	0	28	3279	78	72	3385	0	140	3568	61	44	3769	8056
Approach %	0.0	20.8	32.2	47.0	-	-	0.0	32.6	37.4	30.1	-	-	0.0	0.8	96.9	2.3	-	-	0.0	3.7	94.7	1.6	-	-	-
Total %	0.0	1.1	1.7	2.5	-	5.3	0.0	1.9	2.2	1.8	-	5.9	0.0	0.3	40.7	1.0	-	42.0	0.0	1.7	44.3	0.8	-	46.8	-
Lights	0	87	130	195	-	412	0	153	168	141	-	462	0	27	3241	78	-	3346	0	139	3519	60	-	3718	7938
% Lights	-	98.9	95.6	98.0	-	97.4	-	98.1	93.9	97.9	-	96.5	-	96.4	98.8	100.0	-	98.8	-	99.3	98.6	98.4	-	98.6	98.5
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	20	0	-	20	0	0	31	0	-	31	52
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.6	0.0	0.0	-	0.2	-	0.0	0.6	0.0	-	0.6	-	0.0	0.9	0.0	-	0.8	0.6
Single-Unit Trucks	0	1	2	4	-	7	0	0	2	0	-	2	0	1	14	0	-	15	0	0	14	0	-	14	38
% Single-Unit Trucks	-	1.1	1.5	2.0	-	1.7	-	0.0	1.1	0.0	-	0.4	-	3.6	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	3	0	-	3	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	4	0	-	4	0	2	9	3	-	14	0	0	0	0	-	0	0	1	1	1	-	3	21
% Bicycles on Road	-	0.0	2.9	0.0	-	0.9	-	1.3	5.0	2.1	-	2.9	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	1.6	-	0.1	0.3
Pedestrians	-	-	-	-	62	-	-	-	-	-	9	-	-	-	-	-	72	-	-	-	-	-	44	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Green bay rd and livingston rd
TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Green bay rd Northbound						Green bay rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	4	4	3	2	11	0	5	8	4	1	17	0	1	135	1	7	137	0	8	148	1	1	157	322
4:45 PM	0	3	9	7	4	19	0	9	14	7	2	30	0	2	126	5	4	133	0	7	134	3	2	144	326
5:00 PM	0	1	3	8	0	12	0	9	12	8	1	29	0	1	125	2	0	128	0	4	151	0	2	155	324
5:15 PM	0	3	7	9	4	19	0	13	20	9	0	42	0	0	142	2	0	144	0	6	150	2	2	158	363
Total	0	11	23	27	10	61	0	36	54	28	4	118	0	4	528	10	11	542	0	25	583	6	7	614	1335
Approach %	0.0	18.0	37.7	44.3	-	-	0.0	30.5	45.8	23.7	-	-	0.0	0.7	97.4	1.8	-	-	0.0	4.1	95.0	1.0	-	-	-
Total %	0.0	0.8	1.7	2.0	-	4.6	0.0	2.7	4.0	2.1	-	8.8	0.0	0.3	39.6	0.7	-	40.6	0.0	1.9	43.7	0.4	-	46.0	-
PHF	0.000	0.688	0.639	0.750	-	0.803	0.000	0.692	0.675	0.778	-	0.702	0.000	0.500	0.930	0.500	-	0.941	0.000	0.781	0.965	0.500	-	0.972	0.919
Lights	0	11	22	26	-	59	0	34	52	27	-	113	0	3	521	10	-	534	0	25	575	6	-	606	1312
% Lights	-	100.0	95.7	96.3	-	96.7	-	94.4	96.3	96.4	-	95.8	-	75.0	98.7	100.0	-	98.5	-	100.0	98.6	100.0	-	98.7	98.3
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	5	0	-	5	0	0	7	0	-	7	13
% Buses	-	0.0	0.0	0.0	-	0.0	-	2.8	0.0	0.0	-	0.8	-	0.0	0.9	0.0	-	0.9	-	0.0	1.2	0.0	-	1.1	1.0
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	1	1	0	-	2	0	0	1	0	-	1	5
% Single-Unit Trucks	-	0.0	0.0	3.7	-	1.6	-	0.0	1.9	0.0	-	0.8	-	25.0	0.2	0.0	-	0.4	-	0.0	0.2	0.0	-	0.2	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	1	0	-	1	0	1	1	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	4.3	0.0	-	1.6	-	2.8	1.9	3.6	-	2.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Green bay rd and livingston rd
TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Green bay rd Northbound						Green bay rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	0	3	2	7	1	12	0	1	2	4	0	7	0	0	121	7	3	128	0	8	153	1	7	162	309
12:00 PM	0	4	4	4	10	12	0	6	6	6	0	18	0	2	154	5	8	161	0	3	113	3	4	119	310
12:15 PM	0	3	5	5	4	13	0	8	5	3	0	16	0	1	106	1	6	108	0	6	120	3	2	129	266
12:30 PM	0	3	6	4	1	13	0	9	0	6	0	15	0	3	133	2	1	138	0	2	148	2	1	152	318
Total	0	13	17	20	16	50	0	24	13	19	0	56	0	6	514	15	18	535	0	19	534	9	14	562	1203
Approach %	0.0	26.0	34.0	40.0	-	-	0.0	42.9	23.2	33.9	-	-	0.0	1.1	96.1	2.8	-	-	0.0	3.4	95.0	1.6	-	-	-
Total %	0.0	1.1	1.4	1.7	-	4.2	0.0	2.0	1.1	1.6	-	4.7	0.0	0.5	42.7	1.2	-	44.5	0.0	1.6	44.4	0.7	-	46.7	-
PHF	0.000	0.813	0.708	0.714	-	0.962	0.000	0.667	0.542	0.792	-	0.778	0.000	0.500	0.834	0.536	-	0.831	0.000	0.594	0.873	0.750	-	0.867	0.946
Lights	0	13	15	20	-	48	0	23	13	18	-	54	0	6	510	15	-	531	0	19	528	9	-	556	1189
% Lights	-	100.0	88.2	100.0	-	96.0	-	95.8	100.0	94.7	-	96.4	-	100.0	99.2	100.0	-	99.3	-	100.0	98.9	100.0	-	98.9	98.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	3	0	-	3	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.6	0.0	-	0.5	0.4
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	4
% Single-Unit Trucks	-	0.0	5.9	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.4	0.0	-	0.4	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	1	0	-	1	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	5.9	0.0	-	2.0	-	4.2	0.0	5.3	-	3.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	18	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: isabella st and green bay rd TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Data

Start Time	Isabella st Eastbound					Green bay rd Northbound					Green bay rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	23	16	1	39	0	4	101	0	105	0	105	20	0	125	269
4:15 PM	0	18	12	0	30	0	13	101	0	114	0	155	28	0	183	327
4:30 PM	0	25	20	2	45	0	9	115	1	124	0	120	16	0	136	305
4:45 PM	0	17	14	1	31	0	16	112	0	128	0	116	21	0	137	296
Hourly Total	0	83	62	4	145	0	42	429	1	471	0	496	85	0	581	1197
5:00 PM	0	16	22	1	38	0	9	109	0	118	0	122	19	0	141	297
5:15 PM	0	23	20	3	43	0	17	115	2	132	0	135	20	0	155	330
5:30 PM	0	16	24	0	40	0	10	97	0	107	0	128	10	0	138	285
5:45 PM	0	17	16	1	33	0	4	104	0	108	0	113	8	0	121	262
Hourly Total	0	72	82	5	154	0	40	425	2	465	0	498	57	0	555	1174
6:00 PM	0	18	10	1	28	0	7	116	0	123	0	96	9	0	105	256
6:15 PM	0	11	15	2	26	0	6	83	0	89	0	97	12	0	109	224
6:30 PM	0	12	9	0	21	0	5	83	0	88	0	73	13	0	86	195
6:45 PM	0	12	8	1	20	0	3	90	0	93	0	85	4	0	89	202
Hourly Total	0	53	42	4	95	0	21	372	0	393	0	351	38	0	389	877
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	21	8	2	29	0	7	99	0	106	0	93	27	0	120	255
11:15 AM	0	21	12	1	33	0	4	103	0	107	0	93	16	0	109	249
11:30 AM	0	21	19	2	40	0	8	115	3	123	0	115	22	0	137	300
11:45 AM	0	16	15	1	31	0	7	111	0	118	0	122	23	0	145	294
Hourly Total	0	79	54	6	133	0	26	428	3	454	0	423	88	0	511	1098
12:00 PM	0	18	12	11	30	0	11	124	1	135	0	91	21	0	112	277
12:15 PM	0	15	10	1	25	0	10	98	0	108	0	117	25	0	142	275
12:30 PM	0	23	15	3	38	0	8	118	1	126	0	129	18	0	147	311
12:45 PM	0	16	19	3	35	0	10	115	0	125	0	86	14	0	100	260
Hourly Total	0	72	56	18	128	0	39	455	2	494	0	423	78	0	501	1123
1:00 PM	0	12	14	6	26	0	7	122	0	129	0	111	24	0	135	290
1:15 PM	0	22	14	3	36	0	5	89	0	94	0	120	22	0	142	272
1:30 PM	0	18	14	0	32	0	3	95	0	98	0	108	22	0	130	260
1:45 PM	0	15	13	0	28	0	6	105	0	111	0	124	19	0	143	282
Hourly Total	0	67	55	9	122	0	21	411	0	432	0	463	87	0	550	1104
2:00 PM	0	24	19	3	43	0	3	102	1	105	0	92	19	0	111	259
2:15 PM	0	16	13	0	29	0	5	111	0	116	0	116	20	0	136	281
2:30 PM	0	15	12	1	27	0	9	94	0	103	0	96	16	0	112	242
2:45 PM	0	18	7	1	25	0	3	88	0	91	0	111	16	0	127	243
Hourly Total	0	73	51	5	124	0	20	395	1	415	0	415	71	0	486	1025

Grand Total	0	499	402	51	901	0	209	2915	9	3124	0	3069	504	0	3573	7598
Approach %	0.0	55.4	44.6	-	-	0.0	6.7	93.3	-	-	0.0	85.9	14.1	-	-	-
Total %	0.0	6.6	5.3	-	11.9	0.0	2.8	38.4	-	41.1	0.0	40.4	6.6	-	47.0	-
Lights	0	498	401	-	899	0	209	2880	-	3089	0	3019	503	-	3522	7510
% Lights	-	99.8	99.8	-	99.8	-	100.0	98.8	-	98.9	-	98.4	99.8	-	98.6	98.8
Buses	0	0	0	-	0	0	0	20	-	20	0	32	1	-	33	53
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.7	-	0.6	-	1.0	0.2	-	0.9	0.7
Single-Unit Trucks	0	0	1	-	1	0	0	12	-	12	0	13	0	-	13	26
% Single-Unit Trucks	-	0.0	0.2	-	0.1	-	0.0	0.4	-	0.4	-	0.4	0.0	-	0.4	0.3
Articulated Trucks	0	1	0	-	1	0	0	3	-	3	0	4	0	-	4	8
% Articulated Trucks	-	0.2	0.0	-	0.1	-	0.0	0.1	-	0.1	-	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	51	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: isabella st and green bay rd TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Isabella st Eastbound					Green bay rd Northbound					Green bay rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	25	20	2	45	0	9	115	1	124	0	120	16	0	136	305
4:45 PM	0	17	14	1	31	0	16	112	0	128	0	116	21	0	137	296
5:00 PM	0	16	22	1	38	0	9	109	0	118	0	122	19	0	141	297
5:15 PM	0	23	20	3	43	0	17	115	2	132	0	135	20	0	155	330
Total	0	81	76	7	157	0	51	451	3	502	0	493	76	0	569	1228
Approach %	0.0	51.6	48.4	-	-	0.0	10.2	89.8	-	-	0.0	86.6	13.4	-	-	-
Total %	0.0	6.6	6.2	-	12.8	0.0	4.2	36.7	-	40.9	0.0	40.1	6.2	-	46.3	-
PHF	0.000	0.810	0.864	-	0.872	0.000	0.750	0.980	-	0.951	0.000	0.913	0.905	-	0.918	0.930
Lights	0	81	76	-	157	0	51	444	-	495	0	484	75	-	559	1211
% Lights	-	100.0	100.0	-	100.0	-	100.0	98.4	-	98.6	-	98.2	98.7	-	98.2	98.6
Buses	0	0	0	-	0	0	0	5	-	5	0	7	1	-	8	13
% Buses	-	0.0	0.0	-	0.0	-	0.0	1.1	-	1.0	-	1.4	1.3	-	1.4	1.1
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.2	0.0	-	0.2	0.2
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.2	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	7	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Isabella st Eastbound					Green bay rd Northbound					Green bay rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	0	16	15	1	31	0	7	111	0	118	0	122	23	0	145	294
12:00 PM	0	18	12	11	30	0	11	124	1	135	0	91	21	0	112	277
12:15 PM	0	15	10	1	25	0	10	98	0	108	0	117	25	0	142	275
12:30 PM	0	23	15	3	38	0	8	118	1	126	0	129	18	0	147	311
Total	0	72	52	16	124	0	36	451	2	487	0	459	87	0	546	1157
Approach %	0.0	58.1	41.9	-	-	0.0	7.4	92.6	-	-	0.0	84.1	15.9	-	-	-
Total %	0.0	6.2	4.5	-	10.7	0.0	3.1	39.0	-	42.1	0.0	39.7	7.5	-	47.2	-
PHF	0.000	0.783	0.867	-	0.816	0.000	0.818	0.909	-	0.902	0.000	0.890	0.870	-	0.929	0.930
Lights	0	72	52	-	124	0	36	447	-	483	0	455	87	-	542	1149
% Lights	-	100.0	100.0	-	100.0	-	100.0	99.1	-	99.2	-	99.1	100.0	-	99.3	99.3
Buses	0	0	0	-	0	0	0	2	-	2	0	2	0	-	2	4
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.4	0.0	-	0.4	0.3
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.4	0.0	-	0.4	0.3
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	16	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Study Name	Isabella Street with Prairie Avenue
Start Date	Thursday, February 19, 2026 4:00 PM
End Date	Saturday, February 21, 2026 3:00 PM
Site Code	

Report Summary

		Eastbound							Westbound							Northbound							Southbound							Southeastbound								Crosswalk	
Time Period	**Class.**	**U**	**HL**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**BR**	**HR**	**I**	**O**	**Total**		**destria**	**Total**
Peak 1	Lights	0	3	3	18	1	25	28	0	5	16	10	0	31	66	0	0	24	0	8	32	34	0	0	0	10	1	11	3	0	0	40	28	2	70	38	169	W	7	7
Specified Period	%	0%	100%	100%	100%	100%	100%	97%	0%	100%	94%	91%	0%	94%	100%	0%	0%	100%	0%	100%	100%	85%	0%	0%	0%	100%	100%	100%	100%	0%	0%	100%	82%	100%	92%	97%	95%		100%	
4:30 PM - 5:30 PM	Buses	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	E	5	5
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%		100%	
4:30 PM - 5:30 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	5
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	12	12
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	0	6	0	7	NW	8	8
	%	0%	0%	0%	0%	0%	0%	3%	0%	0%	6%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	8%	0%	4%		100%	
	Total	**0**	**3**	**3**	**18**	**1**	**25**	**29**	**0**	**5**	**17**	**11**	**0**	**33**	**66**	**0**	**0**	**24**	**0**	**8**	**32**	**40**	**0**	**0**	**0**	**10**	**1**	**11**	**3**	**0**	**0**	**40**	**34**	**2**	**76**	**39**	**177**		**37**	**37**
	PHF	0	0.38	0.38	0.64	0.25	0.69	0.6	0	0.62	0.61	0.69	0	0.69	0.72	0	0	0.86	0	0.4	0.89	0.77	0	0	0	0.62	0.25	0.69	0.38	0	0	0.91	0.77	0.5	0.86	0.75	0.92			
	Approach %						14%	16%						19%	37%						18%	23%						6%	2%						43%	22%				

		Eastbound							Westbound							Northbound							Southbound							Southeastbound								Crosswalk	
Time Period	**Class.**	**U**	**HL**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**BR**	**HR**	**I**	**O**	**Total**		**destria**	**Total**
Peak 1	Lights	0	2	2	18	5	27	29	0	0	15	10	0	25	40	0	3	32	3	3	41	20	0	2	2	6	4	14	5	1	0	17	13	5	36	49	143	W	3	3
Specified Period	%	0%	100%	100%	100%	100%	100%	100%	0%	0%	100%	100%	0%	100%	100%	0%	100%	94%	100%	100%	95%	95%	0%	100%	100%	100%	100%	100%	100%	100%	0%	100%	93%	100%	97%	96%	98%		100%	
11:45 AM - 12:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	5	5
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
11:45 AM - 12:45 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	10
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3	NW	9	9
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	3%	4%	2%		100%	
	Total	**0**	**2**	**2**	**18**	**5**	**27**	**29**	**0**	**0**	**15**	**10**	**0**	**25**	**40**	**0**	**3**	**34**	**3**	**3**	**43**	**21**	**0**	**2**	**2**	**6**	**4**	**14**	**5**	**1**	**0**	**17**	**14**	**5**	**37**	**51**	**146**		**29**	**29**
	PHF	0	0.5	0.5	0.75	0.42	0.75	0.72	0	0	0.75	0.83	0	0.89	0.83	0	0.75	0.61	0.38	0.38	0.67	0.66	0	0.5	0.5	0.75	1	0.7	0.42	0.25	0	0.61	0.44	0.42	0.66	0.75	0.91			
	Approach %						18%	20%						17%	27%						29%	14%						10%	3%						25%	35%				

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

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

Count Name: Jenks st and green bay rd TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Data

Start Time	Jenks st Eastbound					Green bay rd Northbound					Green bay rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	0	3	1	3	0	2	126	0	128	0	134	1	0	135	266
4:15 PM	0	1	3	0	4	0	5	120	0	125	0	175	0	0	175	304
4:30 PM	0	2	2	3	4	0	5	144	0	149	0	171	0	0	171	324
4:45 PM	0	1	5	4	6	0	3	141	0	144	0	139	2	0	141	291
Hourly Total	0	4	13	8	17	0	15	531	0	546	0	619	3	0	622	1185
5:00 PM	0	0	6	0	6	0	1	127	0	128	0	141	2	0	143	277
5:15 PM	0	0	1	3	1	0	5	150	0	155	0	161	1	0	162	318
5:30 PM	0	0	6	0	6	0	1	99	0	100	0	180	4	0	184	290
5:45 PM	0	1	3	2	4	0	3	126	0	129	0	143	4	0	147	280
Hourly Total	0	1	16	5	17	0	10	502	0	512	0	625	11	0	636	1165
6:00 PM	0	0	3	1	3	0	3	122	0	125	0	102	0	0	102	230
6:15 PM	0	2	5	1	7	0	1	102	0	103	0	122	0	0	122	232
6:30 PM	0	0	2	2	2	0	4	93	0	97	0	91	0	0	91	190
6:45 PM	0	0	3	1	3	0	3	90	0	93	0	99	1	0	100	196
Hourly Total	0	2	13	5	15	0	11	407	0	418	0	414	1	0	415	848
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	5	2	6	0	1	123	0	124	0	105	2	0	107	237
11:15 AM	0	0	2	3	2	0	5	120	0	125	0	115	0	0	115	242
11:30 AM	0	1	1	0	2	0	2	141	0	143	0	135	3	0	138	283
11:45 AM	0	0	4	4	4	0	1	132	0	133	0	158	2	0	160	297
Hourly Total	0	2	12	9	14	0	9	516	0	525	0	513	7	0	520	1059
12:00 PM	0	0	0	11	0	0	4	147	0	151	0	112	0	0	112	263
12:15 PM	0	0	1	3	1	0	5	116	0	121	0	130	1	0	131	253
12:30 PM	0	1	1	0	2	0	2	132	0	134	0	153	0	0	153	289
12:45 PM	0	1	3	1	4	0	0	143	0	143	0	125	1	0	126	273
Hourly Total	0	2	5	15	7	0	11	538	0	549	0	520	2	0	522	1078
1:00 PM	0	0	2	4	2	0	3	134	0	137	0	128	2	0	130	269
1:15 PM	0	2	5	3	7	0	1	101	0	102	0	143	3	0	146	255
1:30 PM	0	1	0	2	1	0	2	108	0	110	0	128	3	0	131	242
1:45 PM	0	0	2	1	2	0	0	132	0	132	0	147	1	0	148	282
Hourly Total	0	3	9	10	12	0	6	475	0	481	0	546	9	0	555	1048
2:00 PM	0	1	3	2	4	1	1	134	0	136	0	116	2	0	118	258
2:15 PM	0	0	4	4	4	0	1	120	0	121	0	138	0	0	138	263
2:30 PM	0	1	2	1	3	0	1	98	0	99	0	120	1	0	121	223
2:45 PM	0	0	0	4	0	0	3	116	0	119	0	128	1	0	129	248
Hourly Total	0	2	9	11	11	1	6	468	0	475	0	502	4	0	506	992

3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	16	77	63	93	1	68	3437	0	3506	0	3739	37	0	3776	7375
Approach %	0.0	17.2	82.8	-	-	0.0	1.9	98.0	-	-	0.0	99.0	1.0	-	-	-
Total %	0.0	0.2	1.0	-	1.3	0.0	0.9	46.6	-	47.5	0.0	50.7	0.5	-	51.2	-
Lights	0	16	77	-	93	1	68	3402	-	3471	0	3688	36	-	3724	7288
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	99.0	-	99.0	-	98.6	97.3	-	98.6	98.8
Buses	0	0	0	-	0	0	0	20	-	20	0	31	0	-	31	51
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.6	-	0.6	-	0.8	0.0	-	0.8	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	12	-	12	0	14	0	-	14	26
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.3	-	0.3	-	0.4	0.0	-	0.4	0.4
Articulated Trucks	0	0	0	-	0	0	0	3	-	3	0	3	1	-	4	7
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.1	-	0.1	2.7	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	3	0	-	3	3
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0
Pedestrians	-	-	-	63	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Jenks st and green bay rd TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Jenks st Eastbound					Green bay rd Northbound					Green bay rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	2	2	3	4	0	5	144	0	149	0	171	0	0	171	324
4:45 PM	0	1	5	4	6	0	3	141	0	144	0	139	2	0	141	291
5:00 PM	0	0	6	0	6	0	1	127	0	128	0	141	2	0	143	277
5:15 PM	0	0	1	3	1	0	5	150	0	155	0	161	1	0	162	318
Total	0	3	14	10	17	0	14	562	0	576	0	612	5	0	617	1210
Approach %	0.0	17.6	82.4	-	-	0.0	2.4	97.6	-	-	0.0	99.2	0.8	-	-	-
Total %	0.0	0.2	1.2	-	1.4	0.0	1.2	46.4	-	47.6	0.0	50.6	0.4	-	51.0	-
PHF	0.000	0.375	0.583	-	0.708	0.000	0.700	0.937	-	0.929	0.000	0.895	0.625	-	0.902	0.934
Lights	0	3	14	-	17	0	14	555	-	569	0	604	4	-	608	1194
% Lights	-	100.0	100.0	-	100.0	-	100.0	98.8	-	98.8	-	98.7	80.0	-	98.5	98.7
Buses	0	0	0	-	0	0	0	5	-	5	0	7	0	-	7	12
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.9	-	0.9	-	1.1	0.0	-	1.1	1.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.2	0.0	-	0.2	0.2
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.0	20.0	-	0.2	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	10	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Jenks st and green bay rd TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Jenks st Eastbound					Green bay rd Northbound					Green bay rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	0	0	4	4	4	0	1	132	0	133	0	158	2	0	160	297
12:00 PM	0	0	0	11	0	0	4	147	0	151	0	112	0	0	112	263
12:15 PM	0	0	1	3	1	0	5	116	0	121	0	130	1	0	131	253
12:30 PM	0	1	1	0	2	0	2	132	0	134	0	153	0	0	153	289
Total	0	1	6	18	7	0	12	527	0	539	0	553	3	0	556	1102
Approach %	0.0	14.3	85.7	-	-	0.0	2.2	97.8	-	-	0.0	99.5	0.5	-	-	-
Total %	0.0	0.1	0.5	-	0.6	0.0	1.1	47.8	-	48.9	0.0	50.2	0.3	-	50.5	-
PHF	0.000	0.250	0.375	-	0.438	0.000	0.600	0.896	-	0.892	0.000	0.875	0.375	-	0.869	0.928
Lights	0	1	6	-	7	0	12	523	-	535	0	548	3	-	551	1093
% Lights	-	100.0	100.0	-	100.0	-	100.0	99.2	-	99.3	-	99.1	100.0	-	99.1	99.2
Buses	0	0	0	-	0	0	0	2	-	2	0	3	0	-	3	5
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.5	0.0	-	0.5	0.5
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.4	0.0	-	0.4	0.3
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	18	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Praire ave and jenks st TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Data

Start Time	Jenks st Eastbound						Jenks st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	0	0	0	3	0	0	1	1	1	7	3	0	0	6	1	1	7	0	0	3	1	1	4	14
4:15 PM	0	0	2	1	3	3	0	0	1	1	2	2	0	0	4	0	2	4	0	2	2	0	1	4	13
4:30 PM	0	1	0	0	1	1	0	1	2	2	3	5	0	0	4	1	0	5	0	4	2	0	0	6	17
4:45 PM	0	0	0	0	1	0	0	2	2	0	2	4	0	1	7	3	0	11	0	2	2	1	1	5	20
Hourly Total	0	1	2	1	8	4	0	4	6	4	14	14	0	1	21	5	3	27	0	8	9	2	3	19	64
5:00 PM	0	0	4	1	1	5	0	0	1	3	2	4	0	1	2	0	0	3	0	1	1	1	0	3	15
5:15 PM	0	1	1	1	4	3	0	0	5	3	6	8	0	4	1	1	2	6	0	1	5	2	3	8	25
5:30 PM	0	0	5	0	2	5	0	1	4	2	3	7	0	1	3	2	1	6	0	2	3	1	0	6	24
5:45 PM	0	1	0	0	1	1	0	1	2	1	4	4	0	0	1	2	1	3	0	1	3	0	2	4	12
Hourly Total	0	2	10	2	8	14	0	2	12	9	15	23	0	6	7	5	4	18	0	5	12	4	5	21	76
6:00 PM	0	0	2	0	0	2	0	1	0	0	1	1	0	0	1	3	0	4	0	0	2	0	0	2	9
6:15 PM	0	0	5	0	1	5	0	1	2	1	1	4	0	1	6	1	1	8	0	1	3	0	0	4	21
6:30 PM	0	1	4	0	2	5	0	4	0	1	3	5	0	1	0	1	5	2	0	0	1	1	0	2	14
6:45 PM	0	0	2	0	1	2	0	0	4	0	0	4	0	0	3	0	1	3	0	1	0	0	1	1	10
Hourly Total	0	1	13	0	4	14	0	6	6	2	5	14	0	2	10	5	7	17	0	2	6	1	1	9	54
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	3	0	0	3	0	0	3	0	3	3	0	0	2	2	2	4	0	1	2	1	0	4	14
11:15 AM	0	0	0	0	0	0	0	1	2	3	3	6	0	2	7	1	0	10	0	1	1	0	1	2	18
11:30 AM	0	0	0	0	5	0	0	1	2	2	2	5	0	2	4	0	0	6	0	1	0	3	4	4	15
11:45 AM	0	0	1	0	4	1	0	1	2	1	4	4	0	0	4	1	2	5	0	1	1	0	4	2	12
Hourly Total	0	0	4	0	9	4	0	3	9	6	12	18	0	4	17	4	4	25	0	4	4	4	9	12	59
12:00 PM	0	0	0	0	2	0	0	1	1	3	1	5	0	0	7	1	2	8	0	0	1	0	4	1	14
12:15 PM	0	0	1	0	0	1	0	0	1	1	0	2	0	1	3	0	1	4	0	1	1	0	1	2	9
12:30 PM	0	0	0	0	3	0	0	0	2	2	0	4	0	0	5	0	1	5	0	1	1	0	1	2	11
12:45 PM	0	0	2	1	0	3	0	0	2	0	1	2	0	0	2	2	0	4	0	2	2	0	1	4	13
Hourly Total	0	0	3	1	5	4	0	1	6	6	2	13	0	1	17	3	4	21	0	4	5	0	7	9	47
1:00 PM	0	0	1	0	2	1	0	0	0	2	4	2	0	1	4	1	1	6	0	1	1	0	0	2	11
1:15 PM	0	1	2	0	4	3	0	1	5	2	3	8	0	2	7	2	0	11	0	3	1	1	2	5	27
1:30 PM	0	0	0	1	2	1	0	0	4	2	2	6	0	1	4	1	0	6	0	2	1	0	4	3	16
1:45 PM	0	0	1	1	4	2	0	0	2	1	3	3	1	2	0	2	0	5	0	3	1	3	2	7	17
Hourly Total	0	1	4	2	12	7	0	1	11	7	12	19	1	6	15	6	1	28	0	9	4	4	8	17	71
2:00 PM	0	0	2	2	0	4	0	1	0	2	0	3	0	1	8	2	1	11	0	1	1	0	3	2	20
2:15 PM	0	0	1	0	2	1	0	0	1	1	1	2	0	0	9	1	1	10	0	1	1	0	2	2	15
2:30 PM	0	0	2	0	1	2	0	0	3	1	4	4	0	1	2	4	1	7	0	0	1	1	6	2	15
2:45 PM	0	0	0	1	1	1	0	0	2	1	0	3	0	1	1	0	1	2	0	0	5	1	3	6	12

Hourly Total	0	0	5	3	4	8	0	1	6	5	5	12	0	3	20	7	4	30	0	2	8	2	14	12	62
Grand Total	0	5	41	9	50	55	0	18	56	39	65	113	1	23	107	35	27	166	0	34	48	17	47	99	433
Approach %	0.0	9.1	74.5	16.4	-	-	0.0	15.9	49.6	34.5	-	-	0.6	13.9	64.5	21.1	-	-	0.0	34.3	48.5	17.2	-	-	-
Total %	0.0	1.2	9.5	2.1	-	12.7	0.0	4.2	12.9	9.0	-	26.1	0.2	5.3	24.7	8.1	-	38.3	0.0	7.9	11.1	3.9	-	22.9	-
Lights	0	5	40	9	-	54	0	17	55	39	-	111	1	21	102	32	-	156	0	34	48	15	-	97	418
% Lights	-	100.0	97.6	100.0	-	98.2	-	94.4	98.2	100.0	-	98.2	100.0	91.3	95.3	91.4	-	94.0	-	100.0	100.0	88.2	-	98.0	96.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	2	-	4	0	0	0	1	-	1	6
% Single-Unit Trucks	-	0.0	2.4	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.9	5.7	-	2.4	-	0.0	0.0	5.9	-	1.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	1	1	0	-	2	0	2	3	1	-	6	0	0	0	1	-	1	9
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	5.6	1.8	0.0	-	1.8	0.0	8.7	2.8	2.9	-	3.6	-	0.0	0.0	5.9	-	1.0	2.1
Pedestrians	-	-	-	-	50	-	-	-	-	-	65	-	-	-	-	-	27	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Praire ave and jenks st TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Jenks st Eastbound						Jenks st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	0	0	1	1	0	1	2	2	3	5	0	0	4	1	0	5	0	4	2	0	0	6	17
4:45 PM	0	0	0	0	1	0	0	2	2	0	2	4	0	1	7	3	0	11	0	2	2	1	1	5	20
5:00 PM	0	0	4	1	1	5	0	0	1	3	2	4	0	1	2	0	0	3	0	1	1	1	0	3	15
5:15 PM	0	1	1	1	4	3	0	0	5	3	6	8	0	4	1	1	2	6	0	1	5	2	3	8	25
Total	0	2	5	2	7	9	0	3	10	8	13	21	0	6	14	5	2	25	0	8	10	4	4	22	77
Approach %	0.0	22.2	55.6	22.2	-	-	0.0	14.3	47.6	38.1	-	-	0.0	24.0	56.0	20.0	-	-	0.0	36.4	45.5	18.2	-	-	-
Total %	0.0	2.6	6.5	2.6	-	11.7	0.0	3.9	13.0	10.4	-	27.3	0.0	7.8	18.2	6.5	-	32.5	0.0	10.4	13.0	5.2	-	28.6	-
PHF	0.000	0.500	0.313	0.500	-	0.450	0.000	0.375	0.500	0.667	-	0.656	0.000	0.375	0.500	0.417	-	0.568	0.000	0.500	0.500	0.500	-	0.688	0.770
Lights	0	2	5	2	-	9	0	3	10	8	-	21	0	6	13	4	-	23	0	8	10	3	-	21	74
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	92.9	80.0	-	92.0	-	100.0	100.0	75.0	-	95.5	96.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	20.0	-	4.0	-	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	7.1	0.0	-	4.0	-	0.0	0.0	25.0	-	4.5	2.6
Pedestrians	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Praire ave and jenks st TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Jenks st Eastbound						Jenks st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	0	0	1	0	4	1	0	1	2	1	4	4	0	0	4	1	2	5	0	1	1	0	4	2	12
12:00 PM	0	0	0	0	2	0	0	1	1	3	1	5	0	0	7	1	2	8	0	0	1	0	4	1	14
12:15 PM	0	0	1	0	0	1	0	0	1	1	0	2	0	1	3	0	1	4	0	1	1	0	1	2	9
12:30 PM	0	0	0	0	3	0	0	0	2	2	0	4	0	0	5	0	1	5	0	1	1	0	1	2	11
Total	0	0	2	0	9	2	0	2	6	7	5	15	0	1	19	2	6	22	0	3	4	0	10	7	46
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	13.3	40.0	46.7	-	-	0.0	4.5	86.4	9.1	-	-	0.0	42.9	57.1	0.0	-	-	-
Total %	0.0	0.0	4.3	0.0	-	4.3	0.0	4.3	13.0	15.2	-	32.6	0.0	2.2	41.3	4.3	-	47.8	0.0	6.5	8.7	0.0	-	15.2	-
PHF	0.000	0.000	0.500	0.000	-	0.500	0.000	0.500	0.750	0.583	-	0.750	0.000	0.250	0.679	0.500	-	0.688	0.000	0.750	1.000	0.000	-	0.875	0.821
Lights	0	0	2	0	-	2	0	2	6	7	-	15	0	1	18	2	-	21	0	3	4	0	-	7	45
% Lights	-	-	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	94.7	100.0	-	95.5	-	100.0	100.0	-	-	100.0	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.3	0.0	-	4.5	-	0.0	0.0	-	-	0.0	2.2
Pedestrians	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Praire ave and livingston St TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Data

Start Time	Livingston st Eastbound						Livingston st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	2	0	8	0	5	10	0	0	10	2	5	12	0	2	4	8	0	14	0	3	1	1	1	5	41
4:15 PM	0	0	8	0	2	8	0	1	13	1	4	15	0	4	3	2	1	9	0	3	0	0	2	3	35
4:30 PM	0	1	7	1	2	9	0	1	8	1	3	10	0	1	4	2	2	7	0	1	1	0	2	2	28
4:45 PM	0	2	9	1	0	12	0	0	13	7	4	20	0	0	3	3	1	6	0	6	0	1	3	7	45
Hourly Total	2	3	32	2	9	39	0	2	44	11	16	57	0	7	14	15	4	36	0	13	2	2	8	17	149
5:00 PM	0	0	5	0	1	5	0	0	16	1	3	17	0	0	1	9	1	10	0	2	0	0	2	2	34
5:15 PM	0	0	7	0	3	7	0	0	15	2	1	17	0	1	2	6	0	9	0	3	1	2	1	6	39
5:30 PM	0	1	7	0	3	8	0	0	7	1	5	8	0	2	3	1	2	6	0	3	0	0	2	3	25
5:45 PM	0	1	6	0	2	7	0	0	16	1	1	17	0	3	0	6	2	9	0	3	0	2	1	5	38
Hourly Total	0	2	25	0	9	27	0	0	54	5	10	59	0	6	6	22	5	34	0	11	1	4	6	16	136
6:00 PM	1	0	16	0	0	17	0	0	7	1	2	8	0	3	4	5	2	12	0	2	0	0	2	2	39
6:15 PM	0	0	7	0	1	7	0	0	7	1	0	8	0	5	5	3	0	13	0	5	0	1	0	6	34
6:30 PM	0	0	6	0	3	6	0	0	3	0	0	3	0	1	1	3	0	5	1	0	0	2	3	3	17
6:45 PM	0	0	5	0	3	5	0	0	9	0	2	9	0	1	5	3	3	9	0	0	0	0	1	0	23
Hourly Total	1	0	34	0	7	35	0	0	26	2	4	28	0	10	15	14	5	39	1	7	0	3	6	11	113
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	9	0	0	10	0	0	2	1	1	3	0	4	0	8	1	12	0	0	0	1	3	1	26
11:15 AM	0	3	12	0	1	15	0	0	3	2	4	5	0	5	6	5	3	16	0	0	0	3	2	3	39
11:30 AM	0	1	4	0	2	5	0	0	5	2	0	7	0	1	4	3	3	8	0	1	0	0	1	1	21
11:45 AM	0	2	9	0	3	11	0	0	4	1	3	5	0	0	4	5	3	9	0	1	0	0	5	1	26
Hourly Total	0	7	34	0	6	41	0	0	14	6	8	20	0	10	14	21	10	45	0	2	0	4	11	6	112
12:00 PM	0	2	7	0	1	9	0	0	10	3	2	13	0	5	1	4	6	10	0	1	0	0	1	1	33
12:15 PM	0	1	8	0	4	9	0	0	7	0	2	7	0	3	5	4	6	12	0	1	0	2	2	3	31
12:30 PM	0	1	12	0	2	13	0	0	5	1	4	6	0	3	4	3	0	10	0	1	0	0	2	1	30
12:45 PM	0	0	10	0	1	10	0	0	8	1	1	9	0	1	2	5	0	8	0	1	0	3	1	4	31
Hourly Total	0	4	37	0	8	41	0	0	30	5	9	35	0	12	12	16	12	40	0	4	0	5	6	9	125
1:00 PM	0	0	4	0	1	4	0	0	13	3	2	16	0	4	3	2	4	9	0	0	0	0	4	0	29
1:15 PM	0	1	10	1	4	12	0	0	8	3	5	11	0	3	6	5	0	14	0	2	1	1	0	4	41
1:30 PM	0	0	11	0	0	11	0	0	6	4	3	10	0	3	2	7	1	12	0	2	0	1	2	3	36
1:45 PM	0	3	11	0	4	14	0	0	8	1	4	9	0	6	5	5	2	16	0	1	0	0	3	1	40
Hourly Total	0	4	36	1	9	41	0	0	35	11	14	46	0	16	16	19	7	51	0	5	1	2	9	8	146
2:00 PM	0	2	13	0	1	15	0	0	11	5	2	16	0	2	4	0	0	6	0	4	0	1	1	5	42
2:15 PM	0	2	13	0	0	15	0	0	5	3	1	8	0	5	6	6	2	17	0	1	0	0	0	1	41
2:30 PM	0	1	3	0	2	4	0	0	6	2	0	8	0	5	3	4	1	12	0	1	0	1	0	2	26
2:45 PM	0	1	11	0	4	12	0	0	13	1	2	14	0	1	1	4	2	6	0	3	0	2	1	5	37

Hourly Total	0	6	40	0	7	46	0	0	35	11	5	46	0	13	14	14	5	41	0	9	0	4	2	13	146
Grand Total	3	26	238	3	55	270	0	2	238	51	66	291	0	74	91	121	48	286	1	51	4	24	48	80	927
Approach %	1.1	9.6	88.1	1.1	-	-	0.0	0.7	81.8	17.5	-	-	0.0	25.9	31.8	42.3	-	-	1.3	63.8	5.0	30.0	-	-	-
Total %	0.3	2.8	25.7	0.3	-	29.1	0.0	0.2	25.7	5.5	-	31.4	0.0	8.0	9.8	13.1	-	30.9	0.1	5.5	0.4	2.6	-	8.6	-
Lights	3	23	233	1	-	260	0	1	225	49	-	275	0	71	87	115	-	273	1	51	4	24	-	80	888
% Lights	100.0	88.5	97.9	33.3	-	96.3	-	50.0	94.5	96.1	-	94.5	-	95.9	95.6	95.0	-	95.5	100.0	100.0	100.0	100.0	-	100.0	95.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	0	0	-	1	0	0	2	1	-	3	0	1	1	6	-	8	0	0	0	0	-	0	12
% Single-Unit Trucks	0.0	3.8	0.0	0.0	-	0.4	-	0.0	0.8	2.0	-	1.0	-	1.4	1.1	5.0	-	2.8	0.0	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	5	2	-	9	0	1	11	1	-	13	0	2	2	0	-	4	0	0	0	0	-	0	26
% Bicycles on Road	0.0	7.7	2.1	66.7	-	3.3	-	50.0	4.6	2.0	-	4.5	-	2.7	2.2	0.0	-	1.4	0.0	0.0	0.0	0.0	-	0.0	2.8
Pedestrians	-	-	-	-	55	-	-	-	-	-	66	-	-	-	-	-	48	-	-	-	-	-	48	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Praire ave and livingston St TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	7	1	2	9	0	1	8	1	3	10	0	1	4	2	2	7	0	1	1	0	2	2	28
4:45 PM	0	2	9	1	0	12	0	0	13	7	4	20	0	0	3	3	1	6	0	6	0	1	3	7	45
5:00 PM	0	0	5	0	1	5	0	0	16	1	3	17	0	0	1	9	1	10	0	2	0	0	2	2	34
5:15 PM	0	0	7	0	3	7	0	0	15	2	1	17	0	1	2	6	0	9	0	3	1	2	1	6	39
Total	0	3	28	2	6	33	0	1	52	11	11	64	0	2	10	20	4	32	0	12	2	3	8	17	146
Approach %	0.0	9.1	84.8	6.1	-	-	0.0	1.6	81.3	17.2	-	-	0.0	6.3	31.3	62.5	-	-	0.0	70.6	11.8	17.6	-	-	-
Total %	0.0	2.1	19.2	1.4	-	22.6	0.0	0.7	35.6	7.5	-	43.8	0.0	1.4	6.8	13.7	-	21.9	0.0	8.2	1.4	2.1	-	11.6	-
PHF	0.000	0.375	0.778	0.500	-	0.688	0.000	0.250	0.813	0.393	-	0.800	0.000	0.500	0.625	0.556	-	0.800	0.000	0.500	0.500	0.375	-	0.607	0.811
Lights	0	3	25	0	-	28	0	1	49	11	-	61	0	2	9	19	-	30	0	12	2	3	-	17	136
% Lights	-	100.0	89.3	0.0	-	84.8	-	100.0	94.2	100.0	-	95.3	-	100.0	90.0	95.0	-	93.8	-	100.0	100.0	100.0	-	100.0	93.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	1	-	2	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	3.8	0.0	-	3.1	-	0.0	10.0	5.0	-	6.3	-	0.0	0.0	0.0	-	0.0	2.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	2	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Bicycles on Road	-	0.0	10.7	100.0	-	15.2	-	0.0	1.9	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	4.1
Pedestrians	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	4	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Praire ave and livingston St TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Livingston st Eastbound						Livingston st Westbound						Prairie Ave Northbound						Prairie Ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	0	2	9	0	3	11	0	0	4	1	3	5	0	0	4	5	3	9	0	1	0	0	5	1	26
12:00 PM	0	2	7	0	1	9	0	0	10	3	2	13	0	5	1	4	6	10	0	1	0	0	1	1	33
12:15 PM	0	1	8	0	4	9	0	0	7	0	2	7	0	3	5	4	6	12	0	1	0	2	2	3	31
12:30 PM	0	1	12	0	2	13	0	0	5	1	4	6	0	3	4	3	0	10	0	1	0	0	2	1	30
Total	0	6	36	0	10	42	0	0	26	5	11	31	0	11	14	16	15	41	0	4	0	2	10	6	120
Approach %	0.0	14.3	85.7	0.0	-	-	0.0	0.0	83.9	16.1	-	-	0.0	26.8	34.1	39.0	-	-	0.0	66.7	0.0	33.3	-	-	-
Total %	0.0	5.0	30.0	0.0	-	35.0	0.0	0.0	21.7	4.2	-	25.8	0.0	9.2	11.7	13.3	-	34.2	0.0	3.3	0.0	1.7	-	5.0	-
PHF	0.000	0.750	0.750	0.000	-	0.808	0.000	0.000	0.650	0.417	-	0.596	0.000	0.550	0.700	0.800	-	0.854	0.000	1.000	0.000	0.250	-	0.500	0.909
Lights	0	5	35	0	-	40	0	0	26	5	-	31	0	11	14	15	-	40	0	4	0	2	-	6	117
% Lights	-	83.3	97.2	-	-	95.2	-	-	100.0	100.0	-	100.0	-	100.0	100.0	93.8	-	97.6	-	100.0	-	100.0	-	100.0	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	6.3	-	2.4	-	0.0	-	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	16.7	2.8	-	-	4.8	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.7
Pedestrians	-	-	-	-	10	-	-	-	-	-	11	-	-	-	-	-	15	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Stewart Ave and Jenks st TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Data

Start Time	Jenks st Westbound					Praire Ave Northbound					Prairie Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
4:00 PM	0	2	1	2	3	0	5	2	1	7	0	2	7	0	9	19
4:15 PM	0	0	0	0	0	0	2	1	3	3	0	3	2	0	5	8
4:30 PM	0	1	1	2	2	0	8	1	0	9	0	0	6	0	6	17
4:45 PM	0	2	2	1	4	0	8	1	0	9	0	1	6	0	7	20
Hourly Total	0	5	4	5	9	0	23	5	4	28	0	6	21	0	27	64
5:00 PM	0	3	1	1	4	0	5	0	0	5	0	3	2	0	5	14
5:15 PM	0	2	3	1	5	0	7	0	2	7	0	2	2	0	4	16
5:30 PM	0	2	4	2	6	0	3	3	1	6	0	2	3	0	5	17
5:45 PM	0	2	0	0	2	0	12	1	0	13	0	0	3	0	3	18
Hourly Total	0	9	8	4	17	0	27	4	3	31	0	7	10	0	17	65
6:00 PM	0	0	1	0	1	0	5	1	0	6	0	2	3	0	5	12
6:15 PM	0	0	1	2	1	0	5	2	0	7	0	3	1	0	4	12
6:30 PM	0	1	0	0	1	0	6	3	1	9	0	4	3	0	7	17
6:45 PM	0	1	2	0	3	0	5	0	0	5	0	3	5	0	8	16
Hourly Total	0	2	4	2	6	0	21	6	1	27	0	12	12	0	24	57
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	3	0	3	0	4	0	0	4	0	3	2	1	5	12
11:15 AM	0	1	3	1	4	0	12	0	2	12	0	0	10	0	10	26
11:30 AM	0	4	1	0	5	0	4	0	1	4	0	0	4	0	4	13
11:45 AM	0	1	3	1	4	0	6	1	0	7	0	0	3	0	3	14
Hourly Total	0	6	10	2	16	0	26	1	3	27	0	3	19	1	22	65
12:00 PM	0	0	2	4	2	0	8	1	0	9	0	0	2	0	2	13
12:15 PM	0	0	0	1	0	0	5	0	1	5	0	1	5	0	6	11
12:30 PM	0	2	0	3	2	2	8	0	1	10	0	0	3	0	3	15
12:45 PM	0	1	1	1	2	0	5	2	1	7	0	1	0	0	1	10
Hourly Total	0	3	3	9	6	2	26	3	3	31	0	2	10	0	12	49
1:00 PM	0	0	1	3	1	0	9	0	0	9	0	2	4	0	6	16
1:15 PM	0	3	6	4	9	0	5	0	1	5	0	3	1	0	4	18
1:30 PM	0	3	2	3	5	0	4	0	1	4	0	1	3	0	4	13
1:45 PM	0	4	2	4	6	0	12	2	0	14	0	0	3	0	3	23
Hourly Total	0	10	11	14	21	0	30	2	2	32	0	6	11	0	17	70
2:00 PM	0	2	1	2	3	0	6	2	1	8	0	2	3	0	5	16
2:15 PM	0	1	0	2	1	0	7	0	0	7	0	1	1	0	2	10
2:30 PM	0	2	2	3	4	0	6	0	3	6	0	2	2	0	4	14
2:45 PM	0	3	1	6	4	1	7	1	1	9	0	0	8	0	8	21
Hourly Total	0	8	4	13	12	1	26	3	5	30	0	5	14	0	19	61

3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Grand Total	0	43	44	49	87	3	180	24	21	207	0	41	98	1	139	433
Approach %	0.0	49.4	50.6	-	-	1.4	87.0	11.6	-	-	0.0	29.5	70.5	-	-	-
Total %	0.0	9.9	10.2	-	20.1	0.7	41.6	5.5	-	47.8	0.0	9.5	22.6	-	32.1	-
Lights	0	41	42	-	83	3	179	23	-	205	0	41	93	-	134	422
% Lights	-	95.3	95.5	-	95.4	100.0	99.4	95.8	-	99.0	-	100.0	94.9	-	96.4	97.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	4.2	-	0.5	-	0.0	1.0	-	0.7	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	2	-	4	0	1	0	-	1	0	0	4	-	4	9
% Bicycles on Road	-	4.7	4.5	-	4.6	0.0	0.6	0.0	-	0.5	-	0.0	4.1	-	2.9	2.1
Pedestrians	-	-	-	49	-	-	-	-	21	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Stewart Ave and Jenks st TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Jenks st Westbound					Praire Ave Northbound					Prairie Ave Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:30 PM	0	1	1	2	2	0	8	1	0	9	0	0	6	0	6	17
4:45 PM	0	2	2	1	4	0	8	1	0	9	0	1	6	0	7	20
5:00 PM	0	3	1	1	4	0	5	0	0	5	0	3	2	0	5	14
5:15 PM	0	2	3	1	5	0	7	0	2	7	0	2	2	0	4	16
Total	0	8	7	5	15	0	28	2	2	30	0	6	16	0	22	67
Approach %	0.0	53.3	46.7	-	-	0.0	93.3	6.7	-	-	0.0	27.3	72.7	-	-	-
Total %	0.0	11.9	10.4	-	22.4	0.0	41.8	3.0	-	44.8	0.0	9.0	23.9	-	32.8	-
PHF	0.000	0.667	0.583	-	0.750	0.000	0.875	0.500	-	0.833	0.000	0.500	0.667	-	0.786	0.838
Lights	0	7	7	-	14	0	28	2	-	30	0	6	13	-	19	63
% Lights	-	87.5	100.0	-	93.3	-	100.0	100.0	-	100.0	-	100.0	81.3	-	86.4	94.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	3	-	3	4
% Bicycles on Road	-	12.5	0.0	-	6.7	-	0.0	0.0	-	0.0	-	0.0	18.8	-	13.6	6.0
Pedestrians	-	-	-	5	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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

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

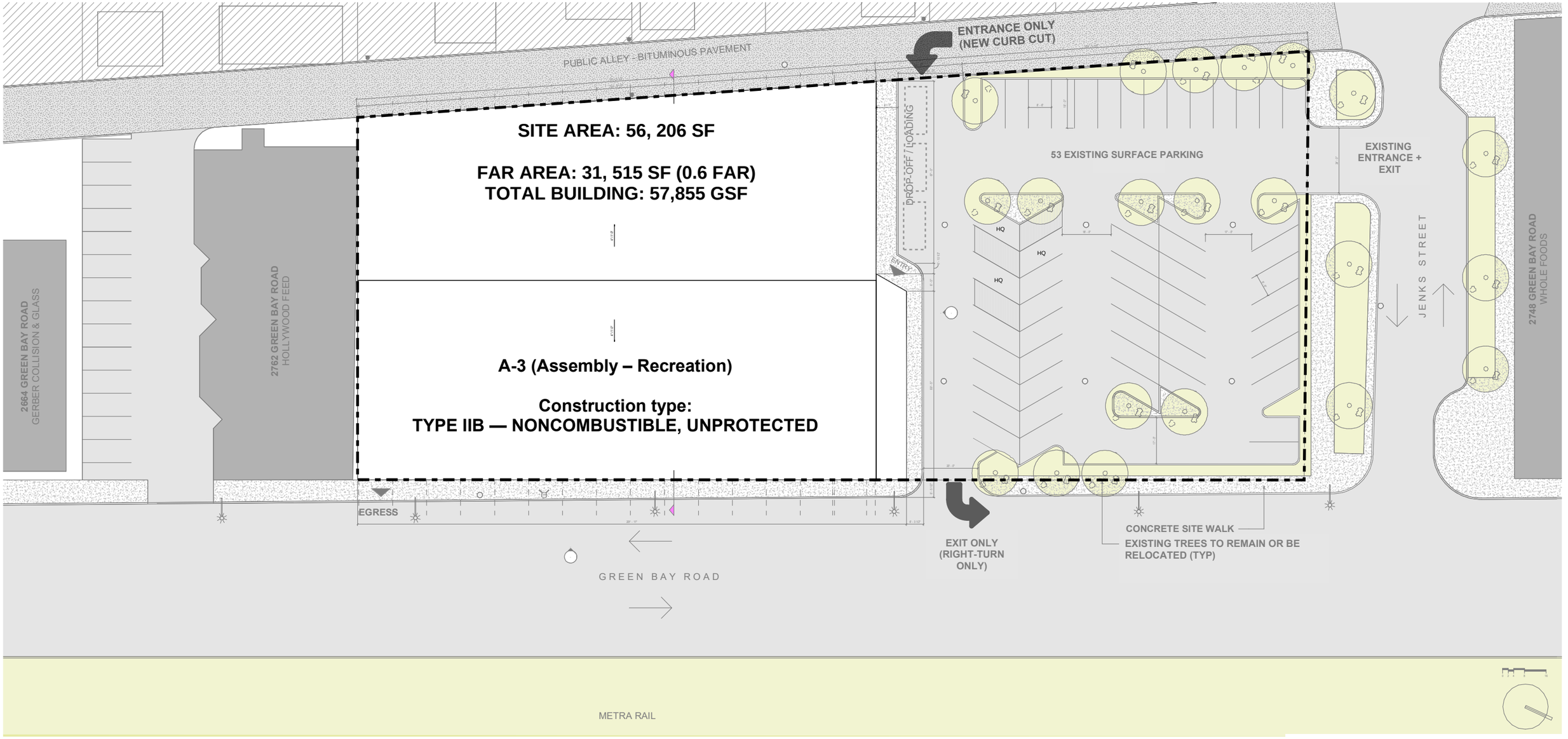
Count Name: Stewart Ave and Jenks st TMC
Site Code:
Start Date: 02/19/2026

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Jenks st Westbound					Praire Ave Northbound					Prairie Ave Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
11:45 AM	0	1	3	1	4	0	6	1	0	7	0	0	3	0	3	14
12:00 PM	0	0	2	4	2	0	8	1	0	9	0	0	2	0	2	13
12:15 PM	0	0	0	1	0	0	5	0	1	5	0	1	5	0	6	11
12:30 PM	0	2	0	3	2	2	8	0	1	10	0	0	3	0	3	15
Total	0	3	5	9	8	2	27	2	2	31	0	1	13	0	14	53
Approach %	0.0	37.5	62.5	-	-	6.5	87.1	6.5	-	-	0.0	7.1	92.9	-	-	-
Total %	0.0	5.7	9.4	-	15.1	3.8	50.9	3.8	-	58.5	0.0	1.9	24.5	-	26.4	-
PHF	0.000	0.375	0.417	-	0.500	0.250	0.844	0.500	-	0.775	0.000	0.250	0.650	-	0.583	0.883
Lights	0	3	5	-	8	2	27	2	-	31	0	1	13	-	14	53
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	9	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Site Plan

Landscape & Parking **Plan**



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

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

February 20, 2026

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

Subject: Green Bay Road between Isabella Street & Livingston Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated February 19, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Green Bay Road between Isabella Street & Livingston Street	8,250	**8,850**

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)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

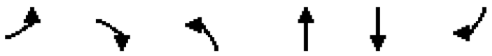
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

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

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

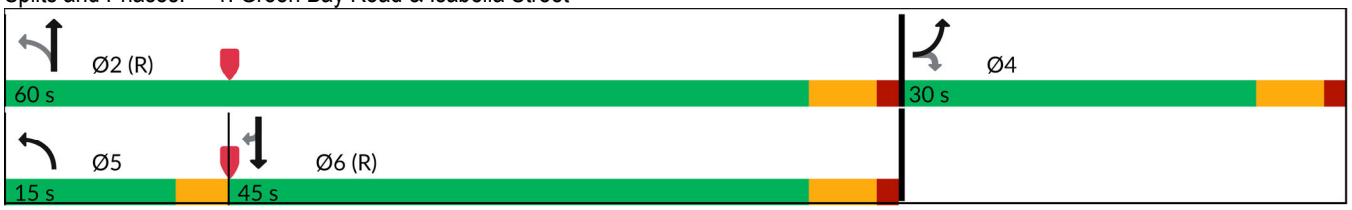


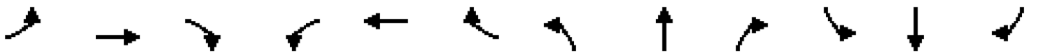
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	81	76	51	451	493	76
Future Volume (vph)	81	76	51	451	493	76
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.398			
Satd. Flow (perm)	1805	1588	756	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		82				28
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	82	55	485	530	82
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.1	10.1	73.2	71.9	64.1	64.1
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.43	0.33	0.08	0.16	0.40	0.07
Control Delay (s/veh)	43.4	12.1	2.4	2.7	8.7	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.4	2.7	8.7	4.9
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.2	
Approach LOS	C			A	A	
Queue Length 50th (ft)	47	0	5	30	130	10
Queue Length 95th (ft)	90	39	12	38	229	30
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	483	748	2975	1326	1101
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.07	0.16	0.40	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 8.5		Intersection LOS: A	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Isabella Street



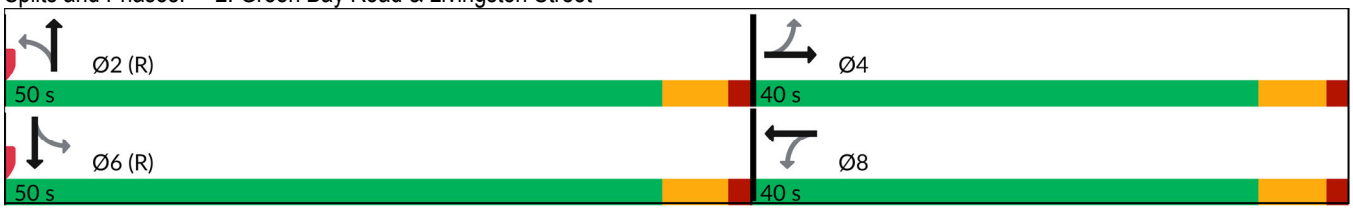


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	36	54	28	4	528	10	25	583	6
Future Volume (vph)	11	23	27	36	54	28	4	528	10	25	583	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.968			0.997			0.998	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1722	0	0	3556	0	0	3560	0
Flt Permitted		0.935			0.882			0.952			0.916	
Satd. Flow (perm)	0	1594	0	0	1534	0	0	3385	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			20			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	128	0	0	589	0	0	668	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		12.0			12.0			66.0			66.0	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.28			0.58			0.24			0.28	
Control Delay (s/veh)		24.3			40.7			4.5			5.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.3			40.7			4.5			5.5	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.3			40.7			4.5			5.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		19			59			45			54	
Queue Length 95th (ft)		53			108			81			123	
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		620			591			2484			2397	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.24			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	18	1	28	17	11	40	34	12	10	24	26
Future Vol, veh/h	6	18	1	28	17	11	40	34	12	10	24	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	9	0	0	0	0	0	0
Mvmt Flow	7	20	1	30	18	12	43	37	13	11	26	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.5	7.6	7.8	7.5
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	29%	0%	24%	50%	47%
Vol Thru, %	71%	0%	72%	30%	40%
Vol Right, %	0%	100%	4%	20%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	26	25	56	86
LT Vol	10	0	6	28	40
Through Vol	24	0	18	17	34
RT Vol	0	26	1	11	12
Lane Flow Rate	37	28	27	61	93
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.05	0.031	0.033	0.072	0.109
Departure Headway (Hd)	4.85	4.001	4.349	4.272	4.211
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	732	885	828	844	841
Service Time	2.62	1.77	2.35	2.272	2.284
HCM Lane V/C Ratio	0.051	0.032	0.033	0.072	0.111
HCM Control Delay, s/veh	7.9	6.9	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Future Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	20	0	0	0	0	0	0
Mvmt Flow	10	13	5	8	18	6	3	6	3	4	13	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7	7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	22%	24%	36%	14%
Vol Thru, %	56%	56%	45%	48%
Vol Right, %	22%	20%	18%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	25	22	21
LT Vol	2	6	8	3
Through Vol	5	14	10	10
RT Vol	2	5	4	8
Lane Flow Rate	12	32	29	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.035	0.031	0.029
Departure Headway (Hd)	3.937	3.916	3.955	3.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	915	906	938
Service Time	1.965	1.936	1.975	1.84
HCM Lane V/C Ratio	0.013	0.035	0.032	0.029
HCM Control Delay, s/veh	7	7.1	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	28	0	0	52	11	12	0	3	2	10	20
Future Vol, veh/h	3	28	0	0	52	11	12	0	3	2	10	20
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	10	5
Mvmt Flow	4	35	0	0	64	14	15	0	4	2	12	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.3	7
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	6%	10%	0%	80%
Vol Thru, %	31%	90%	83%	0%
Vol Right, %	63%	0%	17%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	31	63	15
LT Vol	2	3	0	12
Through Vol	10	28	52	0
RT Vol	20	0	11	3
Lane Flow Rate	40	38	78	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.043	0.086	0.021
Departure Headway (Hd)	3.751	4.078	3.992	4.171
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	947	876	897	852
Service Time	1.806	2.114	2.021	2.227
HCM Lane V/C Ratio	0.042	0.043	0.087	0.022
HCM Control Delay, s/veh	7	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.1

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	28	1	23	40	0	32
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	29	0	63	0	0	32
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.90	0.85	0.95	1.00
Saturated Flow (vph)	1799	0	1719	0	0	1900
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	120		1719		0	1900
Reference Time A (s)	29.0		4.4		0.0	2.0
Adj Saturation B (vph	NA		1719		0	1900
Reference Time B (s)	NA		4.4		0.0	2.0
Reference Time (s)			4.4			2.0
Adj Reference Time (s)			8.4			8.0
Split Option						
Ref Time Combined (s)	1.9		4.4		0.0	2.0
Ref Time Seperate (s)	1.9		1.6		0.0	2.0
Reference Time (s)	1.9		4.4		2.0	2.0
Adj Reference Time (s)	8.0		8.4		8.0	8.0

Summary	NB	NW SE	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.4	
Split Option (s)	8.0	16.4	
Minimum (s)	8.0	8.4	16.4

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	13.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	14	14	562	612	5
Future Vol, veh/h	3	14	14	562	612	5
Conflicting Peds, #/hr	0	0	10	0	0	10
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	20
Mvmt Flow	3	15	15	604	658	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1003	342	673	0	-	0
Stage 1	671	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	242	660	927	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	655	919	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.53	0.38	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	88	-	497	-	-
HCM Lane V/C Ratio	0.016	-	0.037	-	-
HCM Ctrl Dly (s/v)	9	0.2	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	16	28	2	8	7
Future Vol, veh/h	6	16	28	2	8	7
Conflicting Peds, #/hr	5	0	0	5	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	19	33	2	10	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	75	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1582	-	-	-	934	1038
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	922	1033
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	988	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	1.99	0	8.78
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	491	- 971
HCM Lane V/C Ratio	-	-	0.005	- 0.018
HCM Ctrl Dly (s/v)	-	-	7.3	0 8.8
HCM Lane LOS	-	-	A	A A
HCM 95th %tile Q(veh)	-	-	0	- 0.1

Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	76	38	3	10	1
Future Vol, veh/h	0	76	38	3	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	83	41	3	11	1

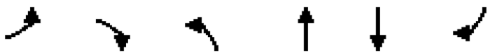
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	45	0	-	0	126	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	874	1033
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	874	1033
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	946	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	9.12
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1577	-	886
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	-	-	0	-	9.1
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour

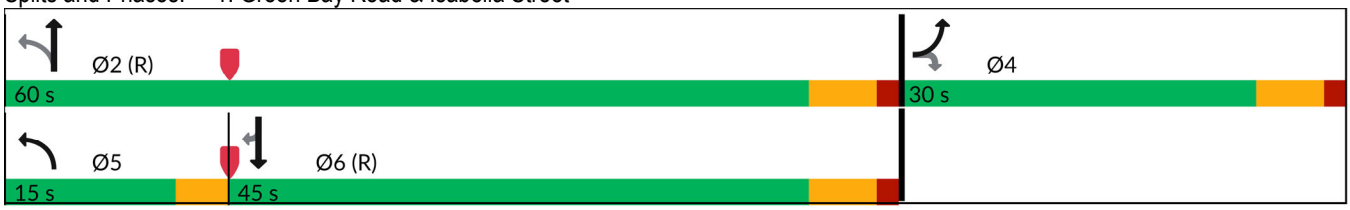


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	77	52	458	500	77
Future Volume (vph)	82	77	52	458	500	77
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.392			
Satd. Flow (perm)	1805	1588	745	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				28
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	83	56	492	538	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.1	10.1	73.2	71.9	64.0	64.0
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71
v/c Ratio	0.43	0.33	0.08	0.17	0.41	0.08
Control Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.3	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	48	0	5	31	135	10
Queue Length 95th (ft)	90	40	12	40	238	30
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	484	741	2974	1324	1100
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.08	0.17	0.41	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 8.5		Intersection LOS: A	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Isabella Street

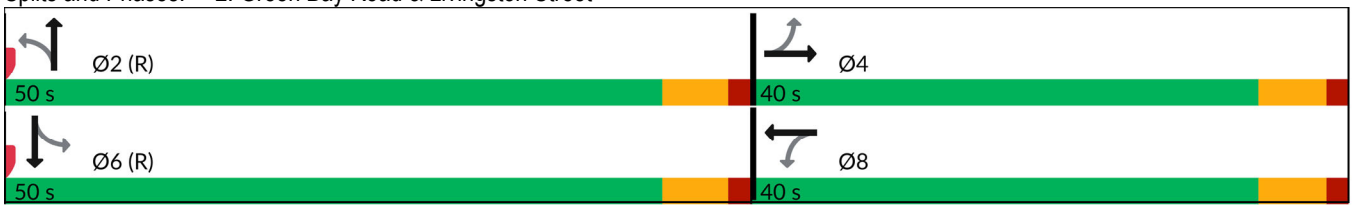


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Future Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.969			0.997			0.998	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1723	0	0	3556	0	0	3560	0
Flt Permitted		0.935			0.881			0.952			0.916	
Satd. Flow (perm)	0	1594	0	0	1533	0	0	3386	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			19			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	130	0	0	598	0	0	677	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		12.1			12.1			65.9			65.9	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
v/c Ratio		0.28			0.59			0.24			0.28	
Control Delay (s/veh)		24.1			41.1			4.5			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.1			41.1			4.5			5.6	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.1			41.1			4.5			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		20			62			47			56	
Queue Length 95th (ft)		55			114			84			129	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		620			590			2479			2391	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.24			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	4	18	5	19	15	10	19	16	11	3	39	25
Future Vol, veh/h	4	18	5	19	15	10	19	16	11	3	39	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	4	20	5	21	16	11	21	18	12	3	43	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.4	7.4
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	7%	0%	15%	43%	41%
Vol Thru, %	93%	0%	67%	34%	35%
Vol Right, %	0%	100%	19%	23%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	25	27	44	46
LT Vol	3	0	4	19	19
Through Vol	39	0	18	15	16
RT Vol	0	25	5	10	11
Lane Flow Rate	46	27	30	48	51
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.06	0.03	0.034	0.055	0.058
Departure Headway (Hd)	4.697	3.961	4.066	4.082	4.129
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	759	899	868	866	860
Service Time	2.445	1.708	2.148	2.16	2.189
HCM Lane V/C Ratio	0.061	0.03	0.035	0.055	0.059
HCM Control Delay, s/veh	7.7	6.8	7.3	7.4	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Future Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	5	0	1	23	2	0	2	0	2	7	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7	7	6.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	5%	43%	13%
Vol Thru, %	100%	86%	57%	40%
Vol Right, %	0%	9%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	22	7	15
LT Vol	0	1	3	2
Through Vol	2	19	4	6
RT Vol	0	2	0	7
Lane Flow Rate	2	27	9	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.029	0.01	0.019
Departure Headway (Hd)	3.977	3.898	4.043	3.711
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	922	888	967
Service Time	1.992	1.906	2.053	1.725
HCM Lane V/C Ratio	0.002	0.029	0.01	0.02
HCM Control Delay, s/veh	7	7	7.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	36	0	0	26	5	4	0	2	11	14	16
Future Vol, veh/h	6	36	0	0	26	5	4	0	2	11	14	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	6
Mvmt Flow	7	40	0	0	29	5	4	0	2	12	15	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	27%	14%	0%	67%
Vol Thru, %	34%	86%	84%	0%
Vol Right, %	39%	0%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	42	31	6
LT Vol	11	6	0	4
Through Vol	14	36	26	0
RT Vol	16	0	5	2
Lane Flow Rate	45	46	34	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.052	0.037	0.007
Departure Headway (Hd)	3.863	4.044	3.928	4.006
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	886	911	889
Service Time	1.898	2.068	1.955	2.048
HCM Lane V/C Ratio	0.049	0.052	0.037	0.008
HCM Control Delay, s/veh	7.1	7.3	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	42	5	8	32	2	25
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	47	0	40	0	0	27
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.88	0.85	0.95	1.00
Saturated Flow (vph)	1786	0	1672	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	119		1672		0	910
Reference Time A (s)	47.4		2.9		0.0	3.6
Adj Saturation B (vph	NA		1672		0	0
Reference Time B (s)	NA		2.9		8.1	9.7
Reference Time (s)			2.9			3.6
Adj Reference Time (s)			8.0			8.0
Split Option						
Ref Time Combined (s)	3.2		2.9		0.0	1.7
Ref Time Seperate (s)	2.8		0.6		0.1	1.6
Reference Time (s)	3.2		2.9		1.7	1.7
Adj Reference Time (s)	8.0		8.0		8.0	8.0

Summary	NB	NW SE	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.0	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	8.0	16.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	12	527	553	3
Future Vol, veh/h	1	6	12	527	553	3
Conflicting Peds, #/hr	0	0	18	0	0	18
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	1	6	13	567	595	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	923	317	616	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	272	685	974	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	674	959	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.64	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	80	-	549	-	-
HCM Lane V/C Ratio	0.013	-	0.014	-	-
HCM Ctrl Dly (s/v)	8.8	0.1	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	13	27	2	3	5
Future Vol, veh/h	1	13	27	2	3	5
Conflicting Peds, #/hr	9	0	0	9	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	31	2	3	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	60	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1580	-	-	-	952	1036
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	937	1028
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1001	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.52	0	8.66
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	129	-	992
HCM Lane V/C Ratio	-	-	0.001	-	0.009
HCM Ctrl Dly (s/v)	-	-	7.3	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	36	48	5	10	4
Future Vol, veh/h	0	36	48	5	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	40	53	5	11	4

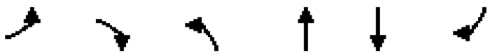
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	95	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1559	-	-	-	909	1017
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1559	-	-	-	909	1017
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	988	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1559	-	938
HCM Lane V/C Ratio	-	-	-	-	0.016
HCM Ctrl Dly (s/v)	-	-	0	-	8.9
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Evening Peak Hour

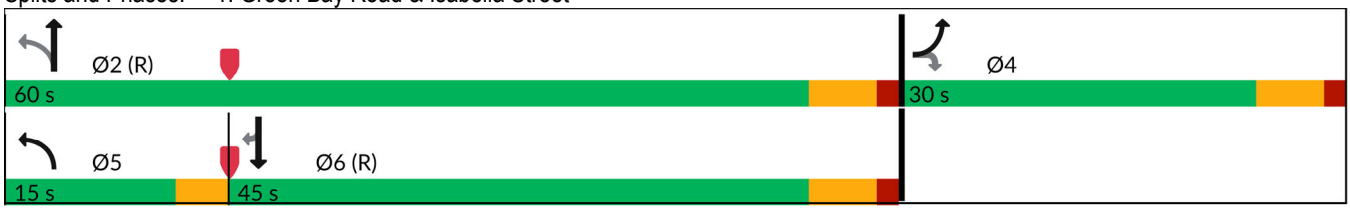


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	77	52	458	500	77
Future Volume (vph)	82	77	52	458	500	77
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.392			
Satd. Flow (perm)	1805	1588	745	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				28
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	83	56	492	538	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.1	10.1	73.2	71.9	64.0	64.0
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71
v/c Ratio	0.43	0.33	0.08	0.17	0.41	0.08
Control Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.5	2.7	8.8	4.9
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.3	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	48	0	5	31	135	10
Queue Length 95th (ft)	90	40	12	40	238	30
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	484	741	2974	1324	1100
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.08	0.17	0.41	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 8.5		Intersection LOS: A	
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Isabella Street

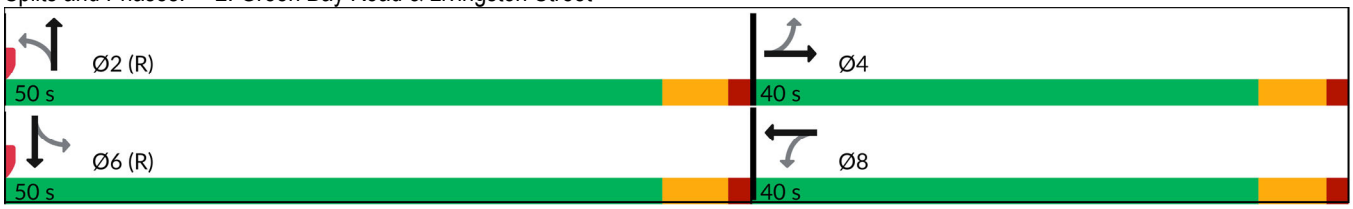


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Future Volume (vph)	11	23	27	37	55	28	4	536	10	25	592	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.969			0.997			0.998	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1723	0	0	3556	0	0	3560	0
Flt Permitted		0.935			0.881			0.952			0.916	
Satd. Flow (perm)	0	1594	0	0	1533	0	0	3386	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			19			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	130	0	0	598	0	0	677	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		12.1			12.1			65.9			65.9	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
v/c Ratio		0.28			0.59			0.24			0.28	
Control Delay (s/veh)		24.1			41.1			4.5			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.1			41.1			4.5			5.6	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.1			41.1			4.5			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		20			62			47			56	
Queue Length 95th (ft)		55			114			84			129	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		620			590			2479			2391	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.24			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	18	1	28	17	11	41	35	12	10	24	26
Future Vol, veh/h	6	18	1	28	17	11	41	35	12	10	24	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	9	0	0	0	0	0	0
Mvmt Flow	7	20	1	30	18	12	45	38	13	11	26	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.5	7.6	7.8	7.5
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	29%	0%	24%	50%	47%
Vol Thru, %	71%	0%	72%	30%	40%
Vol Right, %	0%	100%	4%	20%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	26	25	56	88
LT Vol	10	0	6	28	41
Through Vol	24	0	18	17	35
RT Vol	0	26	1	11	12
Lane Flow Rate	37	28	27	61	96
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.05	0.031	0.033	0.072	0.112
Departure Headway (Hd)	4.851	4.002	4.355	4.277	4.213
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	732	885	827	842	842
Service Time	2.622	1.772	2.356	2.277	2.286
HCM Lane V/C Ratio	0.051	0.032	0.033	0.072	0.114
HCM Control Delay, s/veh	7.9	6.9	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Future Vol, veh/h	8	10	4	6	14	5	2	5	2	3	10	8
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	20	0	0	0	0	0	0
Mvmt Flow	10	13	5	8	18	6	3	6	3	4	13	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7	7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	22%	24%	36%	14%
Vol Thru, %	56%	56%	45%	48%
Vol Right, %	22%	20%	18%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	25	22	21
LT Vol	2	6	8	3
Through Vol	5	14	10	10
RT Vol	2	5	4	8
Lane Flow Rate	12	32	29	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.035	0.031	0.029
Departure Headway (Hd)	3.937	3.916	3.955	3.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	915	906	938
Service Time	1.965	1.936	1.975	1.84
HCM Lane V/C Ratio	0.013	0.035	0.032	0.029
HCM Control Delay, s/veh	7	7.1	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	28	0	0	53	11	12	0	3	2	10	20
Future Vol, veh/h	3	28	0	0	53	11	12	0	3	2	10	20
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	10	5
Mvmt Flow	4	35	0	0	65	14	15	0	4	2	12	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.3	7
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	6%	10%	0%	80%
Vol Thru, %	31%	90%	83%	0%
Vol Right, %	63%	0%	17%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	31	64	15
LT Vol	2	3	0	12
Through Vol	10	28	53	0
RT Vol	20	0	11	3
Lane Flow Rate	40	38	79	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.043	0.088	0.021
Departure Headway (Hd)	3.753	4.079	3.993	4.173
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	945	875	896	851
Service Time	1.81	2.116	2.023	2.231
HCM Lane V/C Ratio	0.042	0.043	0.088	0.022
HCM Control Delay, s/veh	7	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.1

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	28	1	23	41	0	32
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	29	0	64	0	0	32
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.90	0.85	0.95	1.00
Saturated Flow (vph)	1799	0	1717	0	0	1900
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	120		1717		0	1900
Reference Time A (s)	29.0		4.5		0.0	2.0
Adj Saturation B (vph	NA		1717		0	1900
Reference Time B (s)	NA		4.5		0.0	2.0
Reference Time (s)			4.5			2.0
Adj Reference Time (s)			8.5			8.0
Split Option						
Ref Time Combined (s)	1.9		4.5		0.0	2.0
Ref Time Seperate (s)	1.9		1.6		0.0	2.0
Reference Time (s)	1.9		4.5		2.0	2.0
Adj Reference Time (s)	8.0		8.5		8.0	8.0

Summary	NB	NW SE	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.5	
Split Option (s)	8.0	16.5	
Minimum (s)	8.0	8.5	16.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	13.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	14	14	570	621	5
Future Vol, veh/h	3	14	14	570	621	5
Conflicting Peds, #/hr	0	0	10	0	0	10
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	20
Mvmt Flow	3	15	15	613	668	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1017	347	683	0	-	0
Stage 1	680	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	237	655	919	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	229	650	912	-	-	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.62	0.38	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	86	-	490	-	-
HCM Lane V/C Ratio	0.017	-	0.037	-	-
HCM Ctrl Dly (s/v)	9	0.2	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	16	28	2	8	7
Future Vol, veh/h	6	16	28	2	8	7
Conflicting Peds, #/hr	5	0	0	5	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	19	33	2	10	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	75	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1582	-	-	-	934	1038
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	922	1033
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	988	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	1.99	0	8.78
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	491	- 971
HCM Lane V/C Ratio	-	-	0.005	- 0.018
HCM Ctrl Dly (s/v)	-	-	7.3	0 8.8
HCM Lane LOS	-	-	A	A A
HCM 95th %tile Q(veh)	-	-	0	- 0.1

Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	77	39	3	10	1
Future Vol, veh/h	0	77	39	3	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	84	42	3	11	1

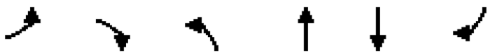
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	46	0	-	0	128	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1575	-	-	-	872	1032
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	872	1032
Mov Cap-2 Maneuver	-	-	-	-	872	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	945	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	9.13
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1575	-	884
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Ctrl Dly (s/v)	-	-	0	-	9.1
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Capacity Analysis Summary Sheets

Year 2032 No-Build Saturday Midday Peak Hour

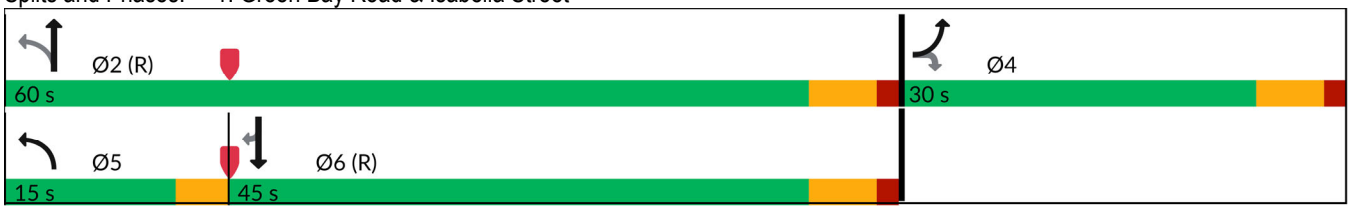


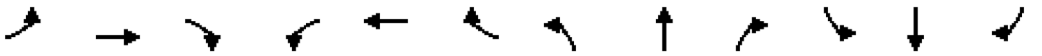
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	73	53	37	458	466	88
Future Volume (vph)	73	53	37	458	466	88
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.94
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3762	1881	1615
Flt Permitted	0.950		0.422			
Satd. Flow (perm)	1805	1590	802	3762	1881	1511
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		57				35
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		2	16			16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	57	40	492	501	95
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	9.7	9.7	73.6	72.3	66.4	66.4
Actuated g/C Ratio	0.11	0.11	0.82	0.80	0.74	0.74
v/c Ratio	0.40	0.26	0.06	0.16	0.36	0.08
Control Delay (s/veh)	43.1	13.1	2.1	2.5	7.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	13.1	2.1	2.5	7.5	4.4
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	30.4			2.4	7.0	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	42	0	3	30	118	11
Queue Length 95th (ft)	83	34	7	33	207	31
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	465	783	3020	1388	1124
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.05	0.16	0.36	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Isabella Street



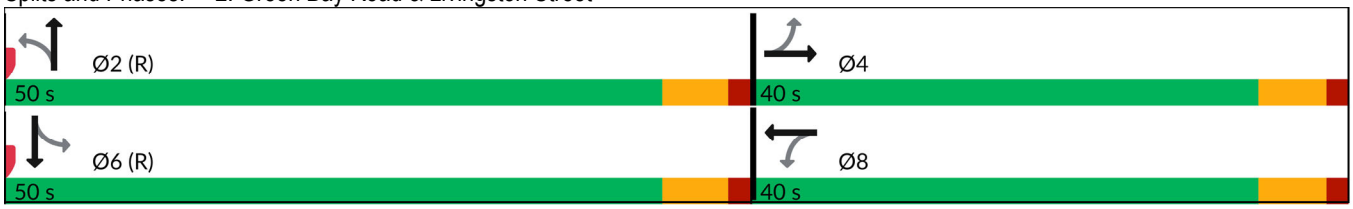


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	17	20	24	13	19	6	522	15	19	542	9
Future Volume (vph)	13	17	20	24	13	19	6	522	15	19	542	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.947			0.954			0.996			0.998	
Flt Protected		0.987			0.979			0.999			0.998	
Satd. Flow (prot)	0	1711	0	0	1753	0	0	3558	0	0	3558	0
Flt Permitted		0.895			0.838			0.950			0.928	
Satd. Flow (perm)	0	1543	0	0	1482	0	0	3383	0	0	3309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			20			4			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	14		18	18		14	16					16
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	59	0	0	571	0	0	600	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		8.9			8.9			73.1			73.1	
Actuated g/C Ratio		0.10			0.10			0.81			0.81	
v/c Ratio		0.31			0.36			0.21			0.22	
Control Delay (s/veh)		30.4			33.6			2.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		30.4			33.6			2.9			3.9	
LOS		C			C			A			A	
Approach Delay (s/veh)		30.4			33.6			2.9			3.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		18			21			35			37	
Queue Length 95th (ft)		54			57			59			108	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		595			572			2750			2689	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.10			0.21			0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	4	18	5	19	15	10	19	16	11	3	38	25
Future Vol, veh/h	4	18	5	19	15	10	19	16	11	3	38	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	4	20	5	21	16	11	21	18	12	3	42	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.4	7.4
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	7%	0%	15%	43%	41%
Vol Thru, %	93%	0%	67%	34%	35%
Vol Right, %	0%	100%	19%	23%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	25	27	44	46
LT Vol	3	0	4	19	19
Through Vol	38	0	18	15	16
RT Vol	0	25	5	10	11
Lane Flow Rate	45	27	30	48	51
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.059	0.03	0.033	0.055	0.058
Departure Headway (Hd)	4.698	3.961	4.064	4.08	4.128
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	760	899	869	867	860
Service Time	2.444	1.706	2.146	2.157	2.187
HCM Lane V/C Ratio	0.059	0.03	0.035	0.055	0.059
HCM Control Delay, s/veh	7.7	6.8	7.3	7.4	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Future Vol, veh/h	3	4	0	1	19	2	0	2	0	2	6	7
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	5	0	1	23	2	0	2	0	2	7	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7	7	6.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	5%	43%	13%
Vol Thru, %	100%	86%	57%	40%
Vol Right, %	0%	9%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	22	7	15
LT Vol	0	1	3	2
Through Vol	2	19	4	6
RT Vol	0	2	0	7
Lane Flow Rate	2	27	9	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.029	0.01	0.019
Departure Headway (Hd)	3.977	3.898	4.043	3.711
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	922	888	967
Service Time	1.992	1.906	2.053	1.725
HCM Lane V/C Ratio	0.002	0.029	0.01	0.02
HCM Control Delay, s/veh	7	7	7.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	37	0	0	26	5	4	0	2	11	14	16
Future Vol, veh/h	6	37	0	0	26	5	4	0	2	11	14	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	6
Mvmt Flow	7	41	0	0	29	5	4	0	2	12	15	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	27%	14%	0%	67%
Vol Thru, %	34%	86%	84%	0%
Vol Right, %	39%	0%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	43	31	6
LT Vol	11	6	0	4
Through Vol	14	37	26	0
RT Vol	16	0	5	2
Lane Flow Rate	45	47	34	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.053	0.037	0.007
Departure Headway (Hd)	3.865	4.044	3.929	4.008
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	886	911	889
Service Time	1.9	2.067	1.956	2.05
HCM Lane V/C Ratio	0.049	0.053	0.037	0.008
HCM Control Delay, s/veh	7.1	7.3	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	43	5	8	32	2	25
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	48	0	40	0	0	27
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.88	0.85	0.95	1.00
Saturated Flow (vph)	1787	0	1672	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	119		1672		0	910
Reference Time A (s)	48.4		2.9		0.0	3.6
Adj Saturation B (vph	NA		1672		0	0
Reference Time B (s)	NA		2.9		8.1	9.7
Reference Time (s)			2.9			3.6
Adj Reference Time (s)			8.0			8.0
Split Option						
Ref Time Combined (s)	3.2		2.9		0.0	1.7
Ref Time Seperate (s)	2.9		0.6		0.1	1.6
Reference Time (s)	3.2		2.9		1.7	1.7
Adj Reference Time (s)	8.0		8.0		8.0	8.0

Summary	NB	NW SE	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.0	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	8.0	16.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	12	535	561	3
Future Vol, veh/h	1	6	12	535	561	3
Conflicting Peds, #/hr	0	0	18	0	0	18
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	1	6	13	575	603	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	936	321	624	0	-	0
Stage 1	623	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	267	680	967	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	255	670	952	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.71	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	79	-	544	-	-
HCM Lane V/C Ratio	0.014	-	0.014	-	-
HCM Ctrl Dly (s/v)	8.8	0.1	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	13	27	2	3	5
Future Vol, veh/h	1	13	27	2	3	5
Conflicting Peds, #/hr	9	0	0	9	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	31	2	3	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	60	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1580	-	-	-	952	1036
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	937	1028
Mov Cap-2 Maneuver	-	-	-	-	937	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1001	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.52	0	8.66
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	129	-	992
HCM Lane V/C Ratio	-	-	0.001	-	0.009
HCM Ctrl Dly (s/v)	-	-	7.3	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	37	47	5	10	4
Future Vol, veh/h	0	37	47	5	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	41	52	5	11	4

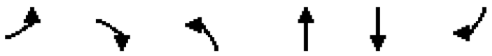
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	95	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1560	-	-	-	909	1018
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	909	1018
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	987	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1560	-	938
HCM Lane V/C Ratio	-	-	-	-	0.016
HCM Ctrl Dly (s/v)	-	-	0	-	8.9
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Evening Peak Hour

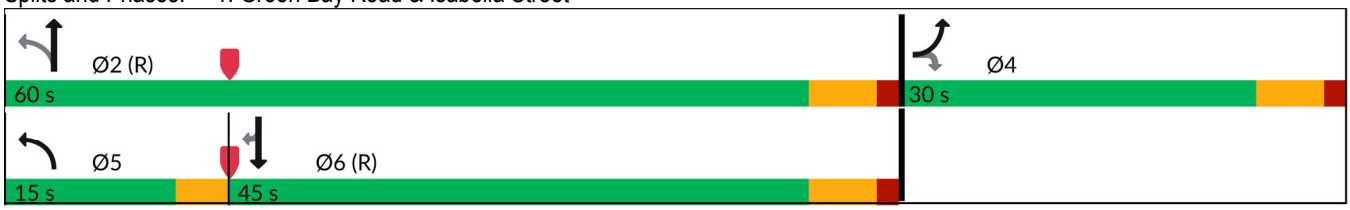


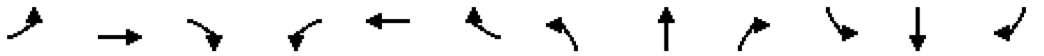
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	77	52	476	518	77
Future Volume (vph)	82	77	52	476	518	77
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.96
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3725	1863	1599
Flt Permitted	0.950		0.381			
Satd. Flow (perm)	1805	1588	724	3725	1863	1536
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				27
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		3	7			7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	83	56	512	557	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	10.1	10.1	73.2	71.9	64.0	64.0
Actuated g/C Ratio	0.11	0.11	0.81	0.80	0.71	0.71
v/c Ratio	0.43	0.33	0.08	0.17	0.42	0.08
Control Delay (s/veh)	43.4	12.1	2.5	2.7	9.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	12.1	2.5	2.7	9.0	5.0
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	28.2			2.7	8.5	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	48	0	5	32	142	10
Queue Length 95th (ft)	90	40	13	45	250	31
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	484	726	2974	1324	1100
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.17	0.08	0.17	0.42	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 8.6		Intersection LOS: A	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Isabella Street



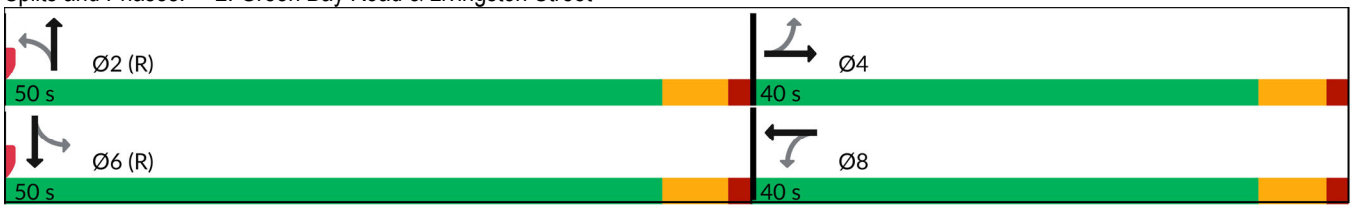


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	23	27	37	55	30	4	556	10	27	612	6
Future Volume (vph)	11	23	27	37	55	30	4	556	10	27	612	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.941			0.967			0.997			0.999	
Flt Protected		0.991			0.985						0.998	
Satd. Flow (prot)	0	1692	0	0	1719	0	0	3557	0	0	3564	0
Flt Permitted		0.934			0.883			0.952			0.912	
Satd. Flow (perm)	0	1592	0	0	1533	0	0	3386	0	0	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			21			3			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	7		11	11		7	10		4	4		10
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	6%	4%	4%	25%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	133	0	0	619	0	0	701	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		12.2			12.2			65.8			65.8	
Actuated g/C Ratio		0.14			0.14			0.73			0.73	
v/c Ratio		0.27			0.59			0.25			0.29	
Control Delay (s/veh)		24.0			40.7			4.6			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.0			40.7			4.6			5.6	
LOS		C			D			A			A	
Approach Delay (s/veh)		24.0			40.7			4.6			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		20			62			50			58	
Queue Length 95th (ft)		55			115			88			131	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		619			592			2475			2380	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.22			0.25			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 9.1		Intersection LOS: A	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	18	2	28	17	11	41	36	12	11	25	26
Future Vol, veh/h	6	18	2	28	17	11	41	36	12	11	25	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	9	0	0	0	0	0	0
Mvmt Flow	7	20	2	30	18	12	45	39	13	12	27	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.5	7.6	7.8	7.5
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	31%	0%	23%	50%	46%
Vol Thru, %	69%	0%	69%	30%	40%
Vol Right, %	0%	100%	8%	20%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	26	26	56	89
LT Vol	11	0	6	28	41
Through Vol	25	0	18	17	36
RT Vol	0	26	2	11	12
Lane Flow Rate	39	28	28	61	97
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.053	0.031	0.034	0.072	0.113
Departure Headway (Hd)	4.859	4.004	4.338	4.285	4.217
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	731	884	830	841	841
Service Time	2.63	1.775	2.339	2.286	2.291
HCM Lane V/C Ratio	0.053	0.032	0.034	0.073	0.115
HCM Control Delay, s/veh	7.9	6.9	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	10	10	4	6	14	6	2	6	2	3	12	10
Future Vol, veh/h	10	10	4	6	14	6	2	6	2	3	12	10
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	20	0	0	0	0	0	0
Mvmt Flow	13	13	5	8	18	8	3	8	3	4	16	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.1	7	7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	20%	23%	42%	12%
Vol Thru, %	60%	54%	42%	48%
Vol Right, %	20%	23%	17%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	26	24	25
LT Vol	2	6	10	3
Through Vol	6	14	10	12
RT Vol	2	6	4	10
Lane Flow Rate	13	34	31	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.037	0.035	0.034
Departure Headway (Hd)	3.958	3.912	3.989	3.807
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	916	899	939
Service Time	1.99	1.931	2.009	1.836
HCM Lane V/C Ratio	0.014	0.037	0.034	0.034
HCM Control Delay, s/veh	7	7.1	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	3	28	0	0	53	11	12	0	3	2	11	20
Future Vol, veh/h	3	28	0	0	53	11	12	0	3	2	11	20
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	4	0	0	0	0	0	10	5
Mvmt Flow	4	35	0	0	65	14	15	0	4	2	14	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.3	7
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	6%	10%	0%	80%
Vol Thru, %	33%	90%	83%	0%
Vol Right, %	61%	0%	17%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	31	64	15
LT Vol	2	3	0	12
Through Vol	11	28	53	0
RT Vol	20	0	11	3
Lane Flow Rate	41	38	79	19
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.043	0.088	0.021
Departure Headway (Hd)	3.764	4.081	3.995	4.174
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	943	875	895	851
Service Time	1.821	2.12	2.027	2.233
HCM Lane V/C Ratio	0.043	0.043	0.088	0.022
HCM Control Delay, s/veh	7	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.1

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	28	1	25	41	0	34
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	29	0	66	0	0	34
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.85	0.91	0.85	0.95	1.00
Saturated Flow (vph)	1799	0	1723	0	0	1900
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	120		1723		0	1900
Reference Time A (s)	29.0		4.6		0.0	2.1
Adj Saturation B (vph	NA		1723		0	1900
Reference Time B (s)	NA		4.6		0.0	2.1
Reference Time (s)			4.6			2.1
Adj Reference Time (s)			8.6			8.0
Split Option						
Ref Time Combined (s)	1.9		4.6		0.0	2.1
Ref Time Seperate (s)	1.9		1.7		0.0	2.1
Reference Time (s)	1.9		4.6		2.1	2.1
Adj Reference Time (s)	8.0		8.6		8.0	8.0

Summary	NB	NW SE	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.6	
Split Option (s)	8.0	16.6	
Minimum (s)	8.0	8.6	16.6

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	13.8%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	25	36	570	621	23
Future Vol, veh/h	21	25	36	570	621	23
Conflicting Peds, #/hr	0	0	10	0	0	10
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	20
Mvmt Flow	23	27	39	613	668	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1074	356	702	0	-	0
Stage 1	690	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	218	646	904	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	641	897	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.15	0.95	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	214	-	323	-	-
HCM Lane V/C Ratio	0.043	-	0.153	-	-
HCM Ctrl Dly (s/v)	9.2	0.4	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	16	28	3	10	7
Future Vol, veh/h	6	16	28	3	10	7
Conflicting Peds, #/hr	5	0	0	5	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	19	33	4	12	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	75	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1580	-	-	-	933	1037
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	921	1033
Mov Cap-2 Maneuver	-	-	-	-	921	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	988	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	1.99	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1	
Capacity (veh/h)	-	-	491	-	964
HCM Lane V/C Ratio	-	-	0.005	-	0.021
HCM Ctrl Dly (s/v)	-	-	7.3	0	8.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	78	40	3	10	1
Future Vol, veh/h	0	78	40	3	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	85	43	3	11	1

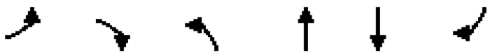
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	130	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1574	-	-	-	869	1030
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	869	1030
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	944	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	9.14
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1574	-	882
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Ctrl Dly (s/v)	-	-	0	-	9.1
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Capacity Analysis Summary Sheets

Year 2032 Total Projected Saturday Midday Peak Hour

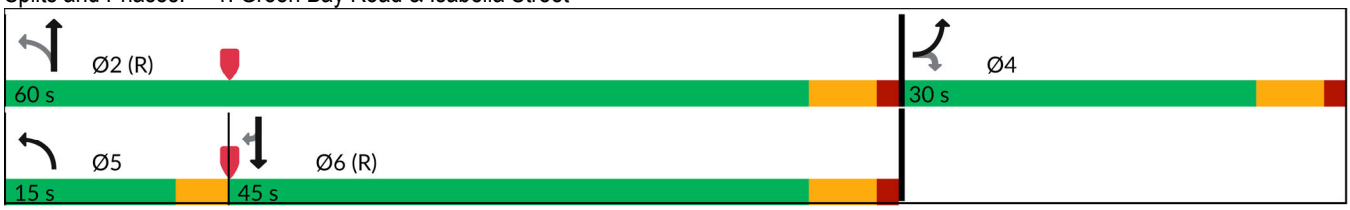


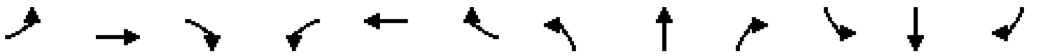
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	73	53	37	476	488	88
Future Volume (vph)	73	53	37	476	488	88
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Storage Length (ft)	0	100	80			40
Storage Lanes	1	1	1			1
Taper Length (ft)	25		90			
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor		0.98				0.94
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	3762	1881	1615
Flt Permitted	0.950		0.407			
Satd. Flow (perm)	1805	1590	773	3762	1881	1511
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		57				33
Link Speed (mph)	25			30	25	
Link Distance (ft)	642			238	283	
Travel Time (s)	17.5			5.4	7.7	
Confl. Peds. (#/hr)		2	16			16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	57	40	512	525	95
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0	8.0	3.0	15.0	15.0	15.0
Minimum Split (s)	22.0	22.0	8.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	15.0	60.0	45.0	45.0
Total Split (%)	33.3%	33.3%	16.7%	66.7%	50.0%	50.0%
Yellow Time (s)	4.5	4.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	9.7	9.7	73.6	72.3	66.4	66.4
Actuated g/C Ratio	0.11	0.11	0.82	0.80	0.74	0.74
v/c Ratio	0.40	0.26	0.06	0.17	0.38	0.08
Control Delay (s/veh)	43.1	13.1	2.2	2.5	7.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	13.1	2.2	2.5	7.6	4.4
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	30.4			2.5	7.1	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 50th (ft)	42	0	4	32	126	11
Queue Length 95th (ft)	83	34	7	36	219	32
Internal Link Dist (ft)	562			158	203	
Turn Bay Length (ft)		100	80			40
Base Capacity (vph)	481	465	763	3020	1388	1123
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.05	0.17	0.38	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Green Bay Road & Isabella Street



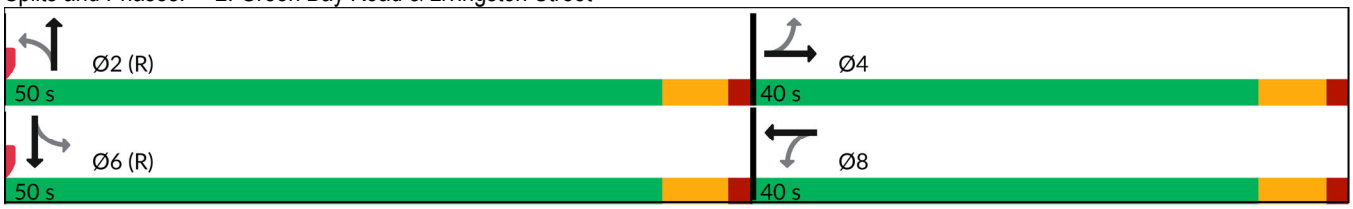


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	17	20	24	13	22	6	546	15	21	562	9
Future Volume (vph)	13	17	20	24	13	22	6	546	15	21	562	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.947			0.950			0.996			0.998	
Flt Protected		0.987			0.980			0.999			0.998	
Satd. Flow (prot)	0	1711	0	0	1745	0	0	3558	0	0	3558	0
Flt Permitted		0.906			0.845			0.950			0.924	
Satd. Flow (perm)	0	1562	0	0	1488	0	0	3383	0	0	3295	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			23			4			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		322			157			558			448	
Travel Time (s)		8.8			4.3			12.7			10.2	
Confl. Peds. (#/hr)	14		18	18		14	16					16
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	62	0	0	597	0	0	623	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	40.0	40.0		40.0	40.0		50.0	50.0		50.0	50.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		55.6%	55.6%		55.6%	55.6%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		8.9			8.9			73.1			73.1	
Actuated g/C Ratio		0.10			0.10			0.81			0.81	
v/c Ratio		0.31			0.37			0.22			0.23	
Control Delay (s/veh)		30.3			32.7			2.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		30.3			32.7			2.9			3.9	
LOS		C			C			A			A	
Approach Delay (s/veh)		30.3			32.7			2.9			3.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		18			21			36			39	
Queue Length 95th (ft)		54			58			62			109	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		242			77			478			368	
Turn Bay Length (ft)												
Base Capacity (vph)		603			576			2749			2677	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.11			0.22			0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 5.8		Intersection LOS: A	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Green Bay Road & Livingston Street



Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	4	18	6	19	15	10	19	17	11	4	39	25
Future Vol, veh/h	4	18	6	19	15	10	19	17	11	4	39	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	4	20	7	21	16	11	21	19	12	4	43	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay, s/veh	7.3	7.4	7.5	7.4
HCM LOS	A	A	A	A

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1
Vol Left, %	9%	0%	14%	43%	40%
Vol Thru, %	91%	0%	64%	34%	36%
Vol Right, %	0%	100%	21%	23%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	25	28	44	47
LT Vol	4	0	4	19	19
Through Vol	39	0	18	15	17
RT Vol	0	25	6	10	11
Lane Flow Rate	47	27	31	48	52
Geometry Grp	5	5	2	2	4a
Degree of Util (X)	0.062	0.03	0.035	0.055	0.059
Departure Headway (Hd)	4.711	3.963	4.051	4.087	4.133
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	757	898	871	865	859
Service Time	2.458	1.71	2.135	2.167	2.194
HCM Lane V/C Ratio	0.062	0.03	0.036	0.055	0.061
HCM Control Delay, s/veh	7.8	6.8	7.3	7.4	7.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	5	4	0	1	19	3	0	4	0	2	8	9
Future Vol, veh/h	5	4	0	1	19	3	0	4	0	2	8	9
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	5	0	1	23	4	0	5	0	2	10	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7	7	6.8
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	4%	56%	11%
Vol Thru, %	100%	83%	44%	42%
Vol Right, %	0%	13%	0%	47%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	23	9	19
LT Vol	0	1	5	2
Through Vol	4	19	4	8
RT Vol	0	3	0	9
Lane Flow Rate	5	28	11	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	0.03	0.012	0.025
Departure Headway (Hd)	3.986	3.888	4.081	3.708
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	899	924	879	967
Service Time	2.003	1.899	2.095	1.723
HCM Lane V/C Ratio	0.006	0.03	0.013	0.025
HCM Control Delay, s/veh	7	7	7.1	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	37	0	0	26	5	4	0	2	11	15	16
Future Vol, veh/h	6	37	0	0	26	5	4	0	2	11	15	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	6
Mvmt Flow	7	41	0	0	29	5	4	0	2	12	16	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	26%	14%	0%	67%
Vol Thru, %	36%	86%	84%	0%
Vol Right, %	38%	0%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	43	31	6
LT Vol	11	6	0	4
Through Vol	15	37	26	0
RT Vol	16	0	5	2
Lane Flow Rate	46	47	34	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.053	0.037	0.007
Departure Headway (Hd)	3.869	4.045	3.931	4.009
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	923	885	910	889
Service Time	1.905	2.071	1.96	2.052
HCM Lane V/C Ratio	0.05	0.053	0.037	0.008
HCM Control Delay, s/veh	7.1	7.3	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (vph)	43	5	10	32	2	27
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	48	0	42	0	0	29
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.89	0.85	0.95	1.00
Saturated Flow (vph)	1787	0	1683	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	119		1683		0	945
Reference Time A (s)	48.4		3.0		0.0	3.7
Adj Saturation B (vph	NA		1683		0	0
Reference Time B (s)	NA		3.0		8.1	9.8
Reference Time (s)			3.0			3.7
Adj Reference Time (s)			8.0			8.0
Split Option						
Ref Time Combined (s)	3.2		3.0		0.0	1.8
Ref Time Seperate (s)	2.9		0.7		0.1	1.7
Reference Time (s)	3.2		3.0		1.8	1.8
Adj Reference Time (s)	8.0		8.0		8.0	8.0

Summary	NB	NW SE	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	8.0	
Split Option (s)	8.0	16.0	
Minimum (s)	8.0	8.0	16.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	17	39	535	561	25
Future Vol, veh/h	19	17	39	535	561	25
Conflicting Peds, #/hr	0	0	18	0	0	18
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	20	18	42	575	603	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1006	333	648	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	241	669	947	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	659	933	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.68	1.01	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	245	-	322	-	-
HCM Lane V/C Ratio	0.045	-	0.12	-	-
HCM Ctrl Dly (s/v)	9	0.4	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	13	27	4	5	5
Future Vol, veh/h	1	13	27	4	5	5
Conflicting Peds, #/hr	9	0	0	9	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	31	5	6	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	61	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	950	1035
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	936	1027
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	1001	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.52	0	8.72
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	129	-	979
HCM Lane V/C Ratio	-	-	0.001	-	0.012
HCM Ctrl Dly (s/v)	-	-	7.3	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	38	48	5	10	4
Future Vol, veh/h	0	38	48	5	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	0	0
Mvmt Flow	0	42	53	5	11	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	97	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1559	-	-	-	907	1017
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1559	-	-	-	907	1017
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	986	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	8.91
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1559	-	936
HCM Lane V/C Ratio	-	-	-	-	0.016
HCM Ctrl Dly (s/v)	-	-	0	-	8.9
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1