

TRAFFIC IMPACT STUDY
KENSINGTON FARMS
LEE'S SUMMIT, MISSOURI

Prepared For:
McClure

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INTRODUCTION

This traffic impact study has been completed for the proposed residential development to be located on the south side of County Line Road between Prairie Lane and Ward Road in Lee's Summit Missouri. Much of the proposed development is within the existing Kensington Farms residential neighborhood. The location of the proposed development relative to major streets in the area is shown below on **Figure 1**. This study includes a description of the proposed development, existing and future conditions, intersection capacity analyses, and a summary of findings.

Figure 1: Location Map



Source: Google Earth

EXISTING CONDITIONS

Existing Traffic Volumes: Existing weekday turning-movement traffic-volume counts were collected at the following study intersections via video camera:

- Prairie Lane & County Line Rd
- Pryor Rd & County Line Rd
- Rupard Rd / Stoney Creek Dr & County Line Rd
- Fenwick Rd / Creekview Dr & E Cass Jackson Rd County Line Rd
- Ward Rd & County Line Rd
- Rupard Rd & Cornwall Rd
- Fenwick Rd & Blackpool Dr
- Ward Rd & Fenwick Rd

Peak-period counts were collected at the study intersections during the hours of 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. on Wednesday, April 16, 2025. Based on the data, the AM peak hour generally occurs between 7:00 and 8:00 A.M., and the PM peak hour generally occurs between 4:45 and 5:45 P.M. The volumes were not balanced between the study intersections due to the numerous access points along the roadways. This will provide a conservative analysis. The existing AM and PM peak-hour volumes are shown in **Appendix A** on **Figure A-1**. The raw traffic counts were processed by Miovision Technologies, Inc. and can be found in **Appendix B**.

Existing Land Use: The existing property consists of vacant land. The existing portion of the Kensington Farms residential neighborhood generally surrounds the development on the north and east sides. To the south of the site is primarily vacant land with a few large-lot single-family homes. To the west, across Prairie Lane, are large-lot single-family homes.

Existing Roadway Network: Current roadway characteristics near the study area are summarized below in **Table 1**.

Table 1: Existing Roadway Characteristics

Roadway	Classification ¹	Section	Median Type	Posted Speed Limit
Prairie Lane	Major Arterial	2-lane rural ditch	Undivided	35 mph
Pryor Road	Major Arterial	2-lane w/ shoulders	Undivided	35 mph
County Line Road	Minor Arterial	2-lane rural ditch	Undivided	35 mph
Rupard Road	Residential Collector	2-lane w/ curb and gutter	Divided	None Posted
Fenwick Road	Local	2-lane w/ curb and gutter	Undivided	None Posted
Ward Road	Major Arterial	2-lane w/ curb and gutter	Undivided	35 mph
Cornwall Road	Local	2-lane w/ curb and gutter	Undivided	None Posted
Blackpool Drive	Local	2-lane w/ curb and gutter	Undivided	None Posted

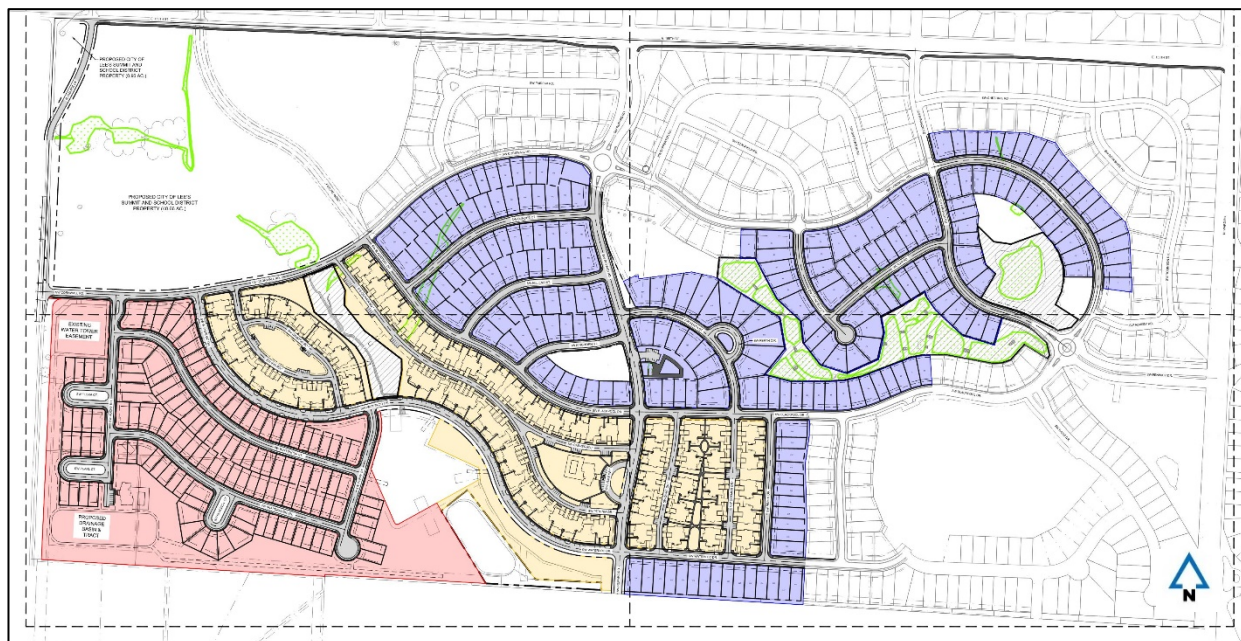
¹ – Classification as listed on [City of Lee's Summit Road Classification](#) map

Most of the study intersections currently operate under stop control on the minor side-street intersection approaches. The Rupard Road & Cornall Road and Fenwick Road & Blackpool Drive intersections are single-lane roundabouts located within the existing Kensington Farms development. The County Line Road & Rupard Road / Stoney Creek Drive intersection includes eastbound and westbound left-turn lanes and an eastbound right-turn lane. The County Line Road & Fenwick Road / Creekview Drive intersection includes a westbound left-turn lane. Northbound and southbound left-turn lanes and eastbound and southbound right-turn lanes are included at the County Line Road & Ward Road intersection. The Ward Road & Fenwick Road intersection includes separate eastbound left-turn and right-turn lanes. This location also has a northbound left-turn lane and southbound right-turn lane.

PROPOSED CONDITIONS

Proposed Land Use: The proposed residential development consists of 235 single-family homes, 177 townhomes, and 128 duplex homes. A copy of the proposed site plan is included on **Figure 2**. A full-size version is included at the end of this report.

Figure 2: Proposed Site Plan



Proposed Access Plan: The development will primarily be accessed from current street connections within the existing Kensington Farms residential neighborhood. Currently, the existing Rupard Road, Fenwick Road, Cornwall Road, and Blackpool Drive all end at the property line of the proposed development. These roadways will be extended into the proposed development, and they will provide access to the new houses, townhomes, and duplexes. One new access is proposed on the west side of the development along Prairie Lane across from 157th Street. **Table 2** summarizes the new access location.

Table 2: Proposed Site Access

Access Name	Intersecting Roadway	Access Type	Access Location ¹
Site Drive	Prairie Ln	Full Access	Aligns with 157 th Street on west side of Prairie Ln

The *Lee's Summit Access Management Code*, dated March 2018, outlines criteria for the spacing of proposed connections to public roadways. This criterion indicates that connections along arterial streets shall be outside the intersection influence area. The proposed Site Drive along N Prairie Lane aligns with 157th Street, and it is outside the intersection influence areas of the County Line Road & Prairie Lane intersection and N Prairie Lane & 158th Street intersection. It should be noted that 157th Street is an unimproved roadway serving three residential homes.

The City's code also provides criteria on connection spacing along arterial roadways. Based on these criteria, a minimum spacing of 660' is required. The location of the proposed Site Drive meets this criterion as it is located approximately 1,250' south of County Line Road and 830' north of 158th Street. It should be noted that there are a few residential driveways along N Prairie Lane in the vicinity of the proposed Site Drive location. Given they serve single family residences, it is expected that turning movements to and from these residential drives will be low and will not impact the operations of the Prairie Lane & 157th Street/Site Drive intersection.

Lee's Summit's Code indicates a dedicated southbound left-turn lane is required along Prairie Lane at the Site Drive. The left-turn lane should include 200' of storage plus appropriate taper. The projected northbound right-turn volume does not meet the City's criteria of at least 30 right-turning vehicles in any hour; therefore, a northbound right-turn lane is not required at this location.

The plan includes realigning Prairie Lane to intersect County Line Road at Pryor Road. At this new intersection, the city's criteria indicates dedicated left-turn lanes are required on each intersection approach. The left-turn lanes should include 250' of storage plus appropriate taper. In addition, right-turn lanes are required on each of the intersection approaches. The right-turn lanes along County Line Road should include 200' of storage plus appropriate taper and the right-turn lanes along Pryor Road should include 250' of storage plus appropriate taper.

Turn lanes were also reviewed at the existing intersections along County Line Road and Ward Road that will be used to access the proposed development as well. Based on the City's criteria, each of these locations have the appropriate left-turn and right-turn lanes.

Lee's Summit's Unimproved Road Policy provides criteria and design standards for development activity along roadways constructed to unimproved and/or interim standards. County Line Road between Pryor Road and Ward Road is governed by this policy. To meet interim standards, County Line Road would need to be improved to include six-foot paved shoulders in both directions. The city staff supports waiving this requirement due to the nature of the surrounding development and the more rural characteristics of the area. However, they are requesting a 10'

shared-use path be constructed on the south side of County Line Road between Ward Road and Prairie Lane.

Intersection Sight Distance: Intersection sight-distance measurements were taken in the field for the Site Drive approach to Prairie Lane. The sight-distance measurements were recorded in accordance with guidance in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* 7th Edition. Based on criteria in the *Lee's Summit Access Management Code*, the amount of sight distance that is desirable in both directions from a stop-sign controlled approach intersecting N Prairie Lane, which has a posted speed limit of 35-mph, is 390'.

The results of the intersection sight distances recorded in the field are summarized below. It should be noted that if available sight distance was excessively over the recommended value, a field measured value of ">distance" is recorded below. If the sight distance requirements were not easily reached by simple observation, actual distances were recorded.

Prairie Road & Site Drive

	<u>Lee's Summit Recommended</u>	<u>Field Measured</u>
Left-Turning Vehicle	390'	>390'
Right-Turning Vehicle	390'	>390'



Prairie Rd & WB Site Drive
Looking Left (S) – Right-Turn



Prairie Rd & WB Site Drive
Looking Right (N) – Left-Turn

The existing vegetation should be cleared along the east side of Prairie Lane near the Site Drive. As construction progresses on the development, the contractor and designer should make sure that adequate intersection sight-distance is provided for drivers along the Site Drive turning onto Prairie Lane.

A cursory review of the sight distance at the existing intersections along County Line Road and Ward Road that will be used to access the proposed development was also completed. This review indicated that adequate sight distance is provided in both directions at each location along County Line Road and Ward Road.

Trip Generation: The estimated trip generation for the proposed residential development was based upon the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and is shown below in **Table 3**. Outputs from this manual are included in **Appendix C**.

Table 3: Trip Generation

Land Use	Qty	Unit	Weekday ADT (VPD)	AM Peak Hour (VPH)			PM Peak Hour (VPH)		
				TOTAL	IN	OUT	TOTAL	IN	OUT
210 – Single-Family Detached Housing	235	D.U.	2,215	162	41	121	222	140	82
215 – Single-Family Attached Housing	305	D.U.	2,274	153	38	115	179	106	73
Total Development Trips			4,489	315	79	236	401	246	155

A previous traffic impact analysis was completed by E.T. Archer Corporation in May 2004 for the Kensington Farms development. A supplemental traffic analysis was also completed in February 2005. The supplemental traffic analysis accounted for revisions to the original development plan and included updated trip-generation estimates for the total development as well as phase 1 of the development. These estimates are shown below in **Table 4** and **Table 5**.

Table 4: Previously Approved Trip Generation - Total Development

Land Use	Qty	Unit	Weekday ADT (VPD)	AM Peak Hour (VPH)			PM Peak Hour (VPH)		
				TOTAL	IN	OUT	TOTAL	IN	OUT
210 - Single Family	744	D.U.	6,622	528	132	396	655	413	242
412 - Park	20	AC	46	0	0	0	1	0	1
520 - School	500	Stu	650	175	96	79	25	11	14
Previously Approved Total Development Trips			7,318	703	228	475	681	424	257

Table 5: Previously Approved Trip Generation - Phase 1 Development

Land Use	Qty	Unit	Weekday ADT (VPD)	AM Peak Hour (VPH)			PM Peak Hour (VPH)		
				TOTAL	IN	OUT	TOTAL	IN	OUT
210 - Single Family (Area A)	77	D.U.	724	56	14	42	72	45	27
210 - Single Family (Area B)	106	D.U.	996	77	19	58	100	63	37
210 - Single Family (Area C)	89	D.U.	837	65	16	49	84	53	31
210 - Single Family (Area D)	90	D.U.	846	66	17	49	85	54	31
Previously Approved Phase 1 Development Trips			3,403	264	66	198	341	215	126

Currently, most of Areas A, B, and C of the previously approved development plan have been constructed. None of Area D has been constructed, and it is now included as part of the proposed development. The trips from the previously approved plan associated with the area that has not been constructed are shown below in **Table 6**.

Table 6: Previously Approved Trip Generation - Yet to Be Constructed

Land Use	Qty	Unit	Weekday ADT (VPD)	AM Peak Hour (VPH)			PM Peak Hour (VPH)		
				TOTAL	IN	OUT	TOTAL	IN	OUT
210 - Single Family	472	D.U.	4,065	330	83	247	399	252	147
412 - Park	20	AC	46	0	0	0	1	0	1
520 - School	500	Stu	650	175	96	79	25	11	14
Previously Approved Development Net Trips			4,761	505	179	326	425	263	162

The proposed development plan shows a daily decrease of 272 trips when compared to the trips from the previously approved plan that has not been constructed. During the AM peak hour, the proposed development shows a decrease of 190 trips. During the PM peak hour, the proposed development plan shows a decrease of 24 trips.

Trip Distribution: The estimated trips generated by the proposed development were distributed onto the surrounding street system based on the trip distributions summarized in **Table 5**. The distributions are based primarily on existing traffic flow and engineering judgement. The detailed distributions through the study intersections are included in **Appendix C**.

Table 7: Trip Distribution

Direction To/From	Percentage
North on Pryor Road	25%
North on Ward Rd	35%
South on Prairie Ln	5%
South on Ward Rd	5%
West on County Line Road	30%
Total	100%

Existing + Site Traffic Volumes: The expected development-related traffic volumes were assigned to the existing street system based on the trip distributions discussed above and then added to the existing traffic volumes to develop the *Existing + Site* AM and PM peak-hour traffic volumes. It should be noted that five vehicles were assumed to travel to and from 157th Street in each direction along Prairie Lane. These volumes are shown in **Appendix A** on **Figures A-2** and **A-3**, respectively.

Future Year 2045 + Site Traffic Volumes: To account for potential traffic volume growth at the study intersections, traffic projections were developed using an estimated 3% annual growth

rate. This growth rate was based on traffic volume outputs from the base year (2016) and future year (2050) Mid-America Regional Council (MARC) travel demand models (TDM). This growth rate was applied to the existing through-traffic volumes along County Line Road, Prairie Lane, Pryor Road, and Ward Road to develop base traffic volumes for future year 2045. These volumes were added to the site traffic to develop the *Future Year 2045 + Site* AM and PM peak-hour traffic volumes. The volumes are shown in **Appendix A** on **Figures A-6** and **A-7**, respectively.

Planned Developments: The City of Lee’s Summit provided a traffic impact study addendum dated August 16, 2024, completed by Priority Engineers for Arborwalk Lot #5. This addendum considered the impacts of a Day Care center opening on the site. This development is located in the northwest quadrant of the MO-150 & Arboridge intersection. During a field visit, it was observed that the day care center is open and operational; therefore, all traffic associated with this development is accounted for in the existing traffic counts. In addition, the City indicated that Raintree Village Senior Living Facility at Arborwalk is currently under construction. This development is located in the northeast quadrant of the MO-150 & Arboridge intersection. Senior living facilities are typically not high traffic generators, and with this development being located over one mile away from the study intersections, the traffic generated by the facility is expected to have minimal impacts on the study intersections.

ANALYSES

This study analyzes the traffic impacts of the proposed residential development on the surrounding roadway network for the following scenarios:

- Existing Conditions
- Existing + Site Conditions w/o Improvements
- Existing + Site Conditions w/ Improvements
- Future Year 2045 + Site + Planned Conditions

Intersection capacity analyses were completed using the Synchro 12 and Sidra 10 traffic analysis software packages based on methodologies outlined in the Transportation Research Board’s (TRB) *Highway Capacity Manual (HCM)*, 7th Edition. The operating conditions at an intersection are evaluated by the level of service (LOS) experienced by drivers, with LOS “A” representing little or no delay and LOS “F” representing excessive delays. LOS B, C, D, and E reflect incremental increases in delay per vehicle. The control delay thresholds in seconds-per-vehicle for the varying LOS for signalized and unsignalized intersections are shown below in **Table 6**.

Table 8: Level of Service Delay Thresholds

Level of Service (LOS)	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Average Control Delay (sec/veh)
A	<10	<10
B	<20	<15
C	<35	<25
D	<55	<35
E	<80	<50
F	≥80	≥50

Source: HCM 7th Edition

Queues were also evaluated as part of this study. The 95th-percentile queue, or the queue that has only a 5% chance of being exceeded during the peak hour, was used for this analysis. All capacity analysis output files are included in **Appendix D**.

Existing Conditions: The results of the *Existing* analysis scenario are shown in **Appendix A** on **Figures A-8** and **A-9** for the AM and PM peak-hour traffic volumes, respectively. As shown on the figures, all individual movements at the unsignalized study intersections currently operate at LOS “C” or better during the AM and PM peak hours. All the 95th-percentile queues are contained in existing storage.

Existing + Site Conditions w/o Improvements: The results of the *Existing + Site w/o Improvements* analysis scenario are shown in **Appendix A** on **Figures A-8** and **A-9** for the AM, and PM peak-hour traffic volumes, respectively. As shown on the figures, all individual movements at the unsignalized study intersections are projected to operate at LOS “C” or better during the AM and PM peak hours. All the 95th-percentile queues are contained in existing storage.

Existing + Site Conditions w/ Improvements: The results of the *Existing + Site w/ Improvements* analysis scenario are shown in **Appendix A** on **Figures A-10** and **A-11** for the AM, and PM peak-hour traffic volumes, respectively. This analysis includes realigning Prairie Lane to intersect County Line Road at Pryor Road. This intersection is planned to operate under two-way stop control on the north/south intersection approaches. The following turn lanes were included to meet criteria outlined in the *Lee’s Summit Access Management Code*:

Prairie Lane & Site Drive

- 200’ southbound left-turn lane

County Line Road & Pryor Road/Prairie Lane

- | | |
|----------------------------------|-----------------------------------|
| • 250’ northbound left-turn lane | • 250’ northbound right-turn lane |
| • 250’ southbound left-turn lane | • 250’ southbound right-turn lane |
| • 250’ eastbound left-turn lane | • 200’ eastbound right-turn lane |
| • 250’ westbound left-turn lane | • 200’ westbound right-turn lane |

The southbound left-turn lane at the Prairie Lane & Site Drive intersection should be constructed when the Site Drive connection to Prairie Lane is complete. The turn lane improvements at the County Line Road & Pryor Road/Prairie Lane intersection should be constructed when Prairie Lane is realigned to intersect County Line Road at Pryor Road.

Peak-Hour Signal Warrants (Warrant 3) were reviewed at all the study intersections along Prairie Lane, County Line Road, and Ward Road in accordance with criteria outlined in the Federal Highway Administration’s (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD), 11th Edition. Based on this analysis, the AM and PM peak-hour volumes at the study intersections do not meet the Peak-Hour Signal Warrant (Warrant 3) criteria. Details of the signal-warrant analysis are included in **Appendix E**.

As shown on **Figures A-10** and **A-11**, the results of this analysis scenario indicate that all individual movements at the unsignalized study intersections are projected to operate at LOS “D” or better

during the AM and PM peak hours. All the 95th-percentile queues are contained in existing and proposed storage.

Future Year 2045 + Site Conditions: The results of the *Future Year 2045 + Site* analysis scenario are shown in **Appendix A** on **Figures A-12 and A-13** for the AM, and PM peak-hour traffic volumes, respectively.

Peak-Hour Signal Warrants (Warrant 3) were reviewed for this analysis scenario using the future peak hour traffic volumes. Based on this analysis, the future PM peak-hour volumes at the County Line Road & Ward Road intersection meet the Peak-Hour Signal Warrant (Warrant 3) criteria. The future AM and PM peak hour volumes at the remaining study intersections do not meet the warrant criteria. Details of the signal-warrant analysis are included in **Appendix E**.

Long delays and queues are projected at the County Line Road & Pryor Road/Prairie Lane intersection. However, the AM and PM peak-hour volumes do not meet the Peak-Hour Signal Warrant (Warrant 3) criteria. If traffic volumes develop as projected, and do not meet signal warrant criteria, a roundabout could be considered at this location.

To accommodate the future traffic volumes, the following improvements were included in this analysis scenario:

County Line Road & Ward Road

- Install a traffic signal.
- Construct an eastbound left-turn lane with a minimum 250' of storage.
- Construct a westbound left-turn lane with a minimum 250' of storage.

County Line Road & Pryor Road/Prairie Lane

- Construct a single-lane roundabout.

As shown on **Figures A-12 and A-13**, all the individual movements at the unsignalized study intersections are projected to operate at LOS "D" or better during the AM and PM peak hours. The signalized intersection of County Line Road & Ward Road is projected to operate at LOS "B" during both peak hours. All the 95th-percentile queues are contained in existing and proposed storage.

SUMMARY & RECOMMENDATIONS

This traffic study summarizes the anticipated traffic impacts of the proposed Kensington Farms residential development on the surrounding transportation system.

The results of the *Existing* and *Existing + Site w/o Improvements* analysis scenarios indicate all individual movements at the unsignalized study intersections are projected to operate acceptably during the AM and PM peak hours with 95th-percentile queues contained in existing storage.

The proposed development includes realigning Prairie Lane to intersect County Line Road at Pryor Road. This intersection is planned to operate under two-way stop control on the north/south intersection approaches. The following turn-lane improvements were included in the *Existing + Site w/ Improvements* analysis scenario to meet *Lee's Summit Access Management Code*:

Prairie Lane & Site Drive

- Construct a southbound left-turn lane with 200' of storage plus appropriate taper.

County Line Road & Pryor Road/Prairie Lane

- Construct left-turn lanes on each of the intersection approaches with 250' of storage plus appropriate taper.
- Construct right-turn lanes on each of the intersection approaches. The northbound and southbound right-turn lane should include 250' of storage plus appropriate taper, and the eastbound and westbound right-turn lanes should include 200' of storage plus appropriate taper.

The southbound left-turn lane at the Prairie Lane & Site Drive intersection should be constructed when the Site Drive connection to Prairie Lane is complete. This connection will occur when the townhomes are constructed in the second phase of development. The turn-lane improvements at the County Line Road & Pryor Road/Prairie Lane intersection should be constructed when Prairie Lane is realigned to intersect County Line Road at Pryor Road. This realignment will occur during the second phase of development.

With the addition of the turn lanes, all individual movements at the unsignalized study intersections are projected to operate acceptably during both peak hours with 95th-percentile queues that are contained in existing and proposed storage. Peak-Hour Signal Warrants (Warrant 3) were reviewed at all the study intersections along Prairie Lane, County Line Road, and Ward Road. Based on this analysis, the AM and PM peak-hour volumes at the study intersections do not meet the Peak-Hour Signal Warrant (Warrant 3) criteria.

In addition, a 10' shared-use path should be constructed along the south side of County Line Road between Ward Road and Prairie Lane to meet criteria outlined in the City's Unimproved Road Policy. The eastern portion of the path between Ward Road and Rupard Road should be constructed at the onset of the project. The remaining portion of the path should be constructed during the third phase of development.

To accommodate the future traffic volumes, the following improvements were included in the *Future Year 2045 + Site* analysis scenario:

County Line Road & Ward Road

- Install a traffic signal
- Construct an eastbound left-turn lane with a minimum 250' of storage
- Construct a westbound left-turn lane with a minimum 250' of storage

County Line Road & Pryor Road/Prairie Lane

- Construct a single-lane roundabout

With the improvements identified above, all the individual movements at the unsignalized study intersections are projected to operate acceptably during both peak hours. The signalized intersection of County Line Road & Ward Road is also projected to operate acceptably during both peak hours. All the 95th-percentile queues are contained in existing and proposed storage.

We appreciate the opportunity to serve you on this very important project. Please feel free to contact us if you should have any questions.

Respectfully submitted,

Merge Midwest Engineering, LLC



Michael Hare, P.E., PTOE
Sr. Engineer



Janelle M. Clayton, P.E., PTOE
Manager / Co-Owner

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McClure Engineering Co. is not responsible or liable for any issues, claims, damages, or losses (collectively, "Losses") which arise from failure to follow these Plans, Specifications, and the engineering intent they convey, or for Losses which arise from failure to obtain and/or follow the engineers' or surveyors' guidance with respect to any alleged errors, omissions, inconsistencies, ambiguities, or conflicts contained within the Plans and Specifications.

MISSOURI CERTIFICATE OF AUTHORITY NO. E-2006023253
EXPIRES: DECEMBER 31, 2026

REVISIONS

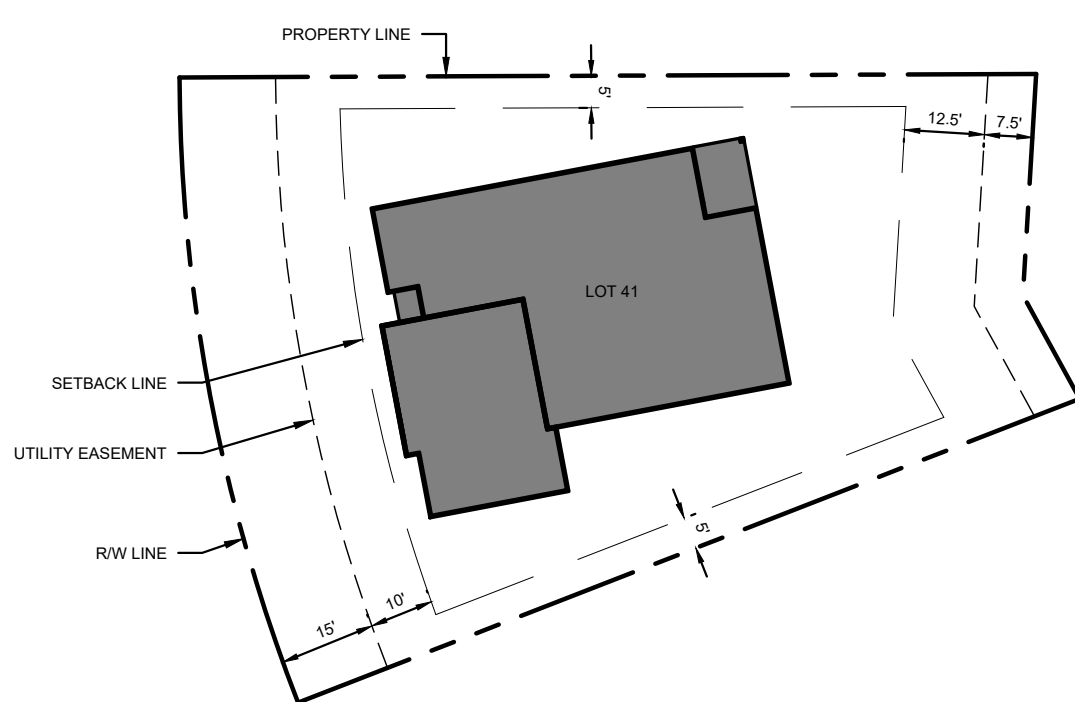
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2024001438-000

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CHECKED BY: AVD

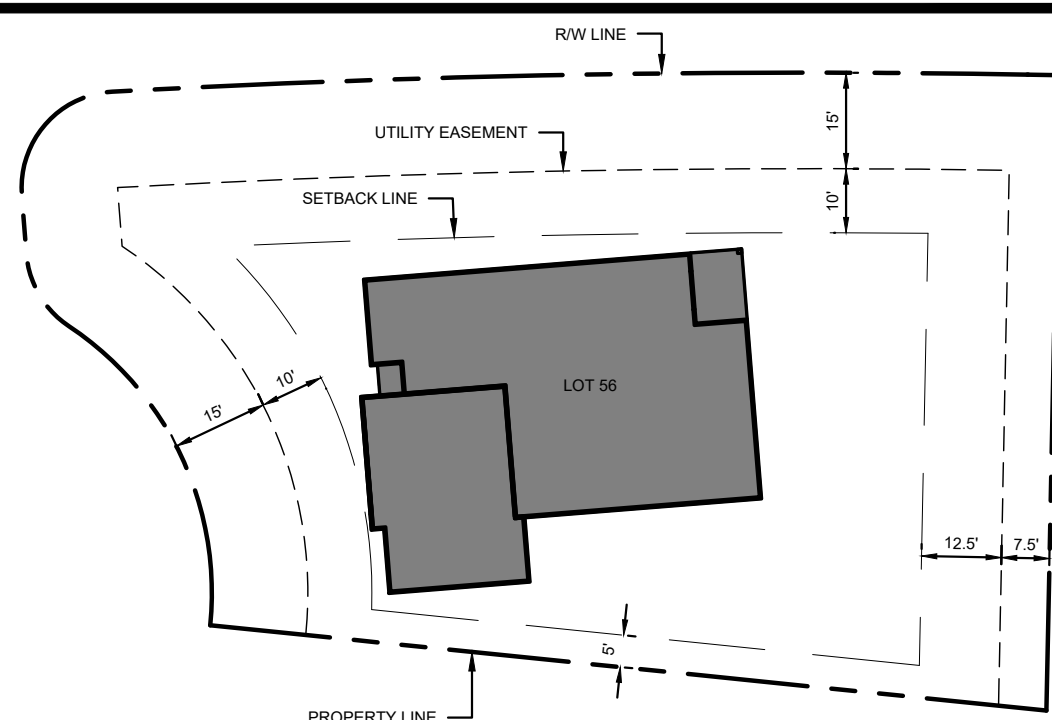
PATHWAYS AT KENSINGTON FARMS
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LEE'S SUMMIT, MO 64083
PRELIMINARY DEVELOPMENT PLAN
SITE PLAN - FULL SITE
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DRAWING NO.
C100

UNIT COUNTS		
UNIT TYPE	BUILDING COUNT	UNIT COUNT
SINGLE FAMILY LOTS	235	235
DUPLEX LOTS	64	128
TOWNHOMES		
3 UNITS	41	123
6 UNITS	9	54
TOTAL	349	540

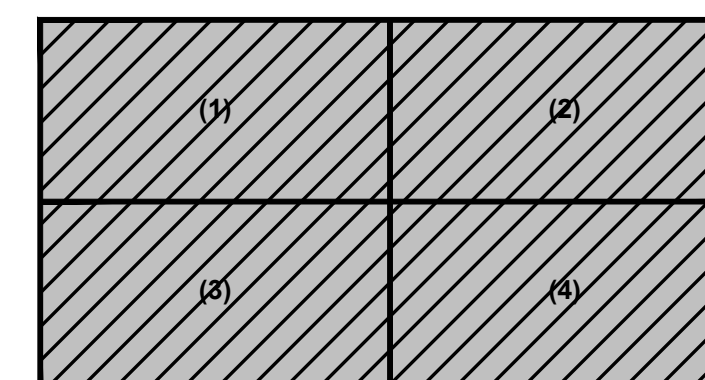


TYPICAL SINGLE-FAMILY LOT SECTIONS

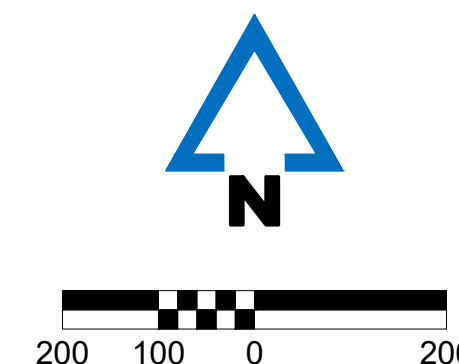


LEGEND

- PHASE 1 - SINGLE FAMILY
- PHASE 2 - TOWNHOMES
- PHASE 3 - DUPLEX
- ASPHALT PAVEMENT
- SIDEWALK PAVEMENT
- WETLAND AREA
- CONSERVATION EASEMENT
- SIGHT TRIANGLE
- PRIVATE ROAD



SHEET LAYOUT



APPENDIX A

TRAFFIC VOLUME AND LEVEL OF SERVICE FIGURES

Figure A-1: Existing Traffic Volumes

Figure A-2: Existing + Site Traffic Volumes AM Peak Hour

Figure A-3: Existing + Site Traffic Volumes PM Peak Hour

Figure A-4: Future + Site Traffic Volumes AM Peak Hour

Figure A-5: Future + Site Traffic Volumes PM Peak Hour

Figure A-6: Existing Levels of Service AM Peak Hour

Figure A-7: Existing Levels of Service PM Peak Hour

Figure A-8: Existing + Site w/o Improvements Levels of Service AM Peak Hour

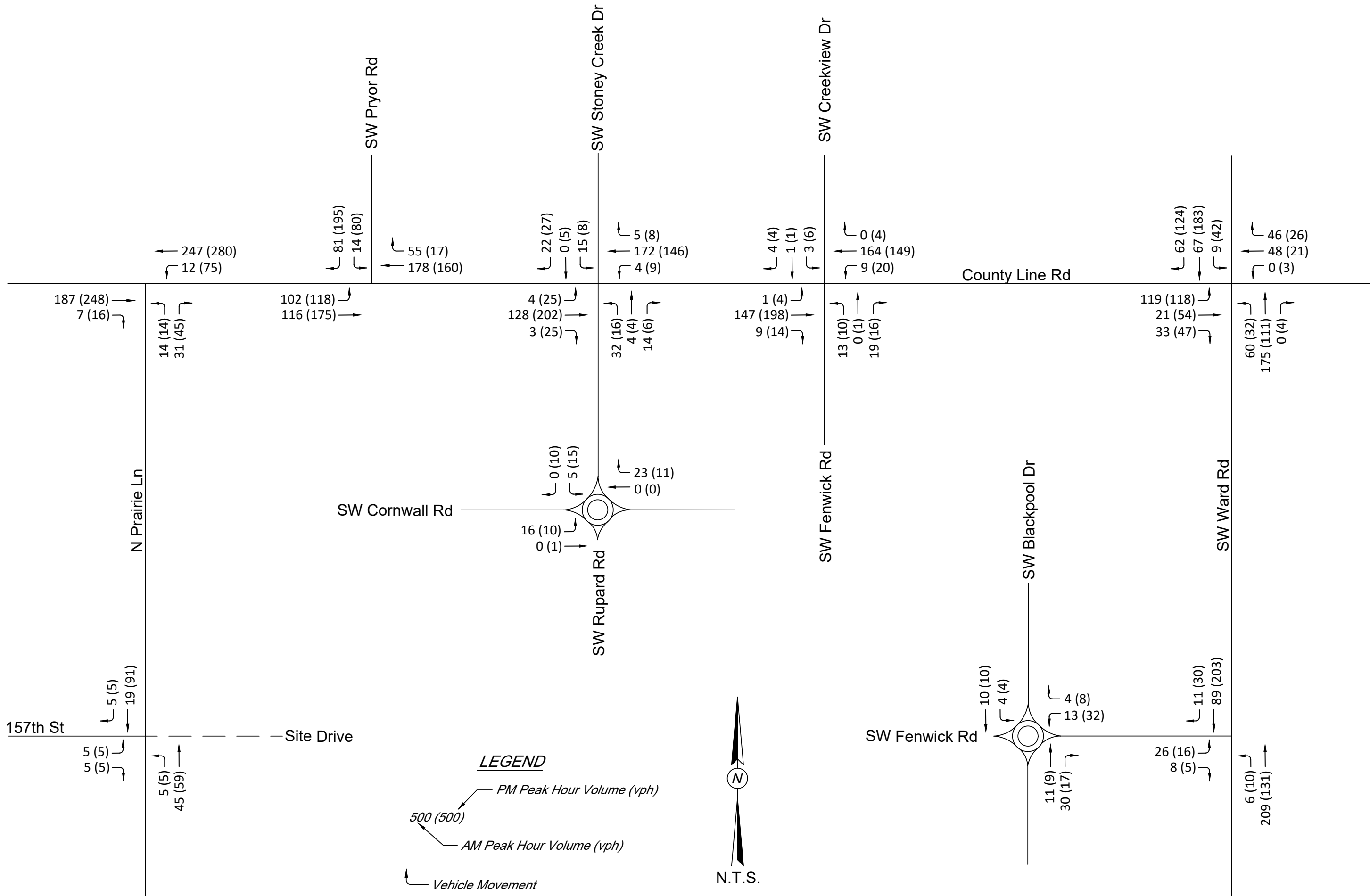
Figure A-9: Existing + Site w/o Improvements Levels of Service PM Peak Hour

Figure A-10: Existing + Site w/ Improvements Levels of Service AM Peak Hour

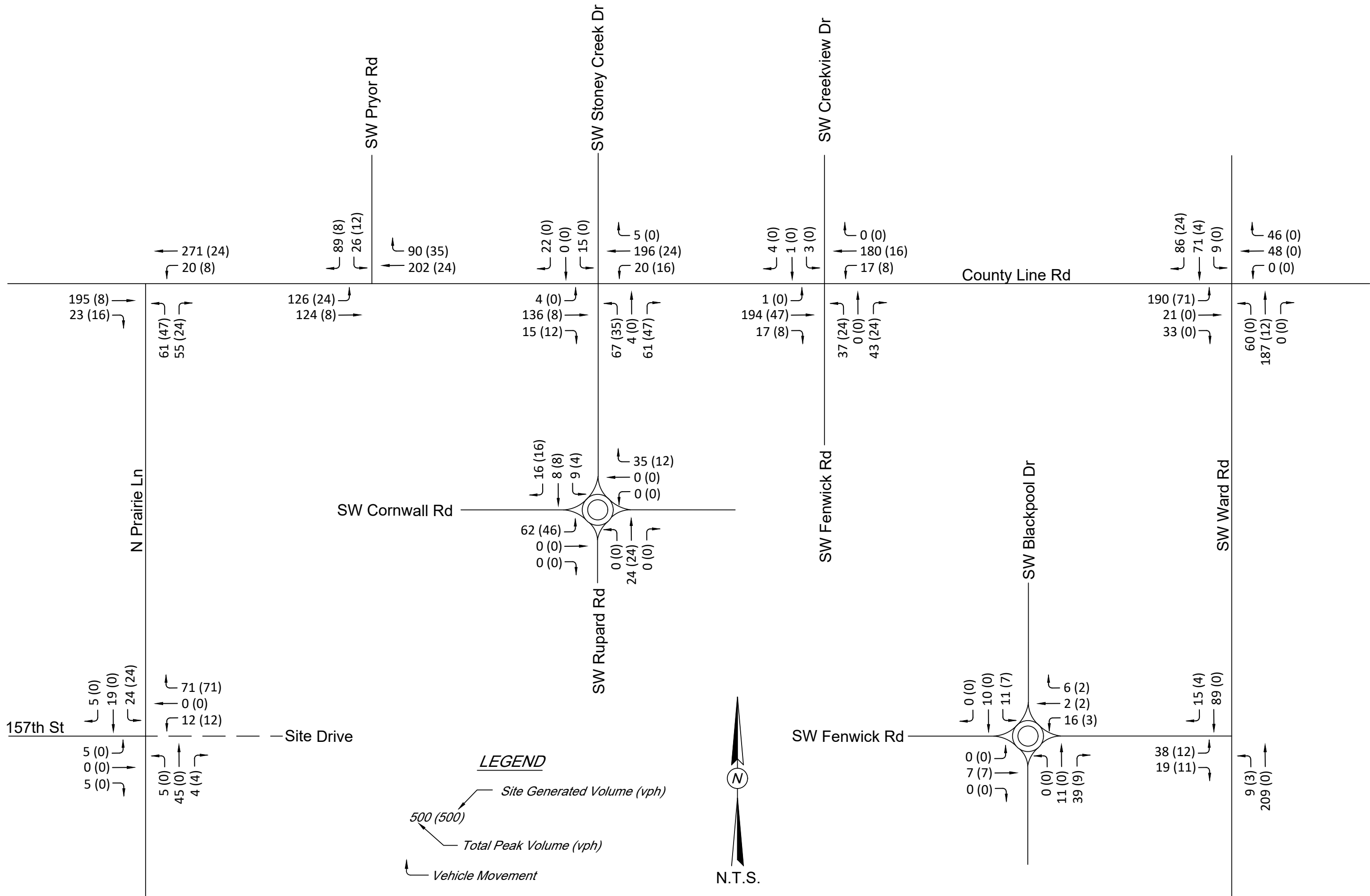
Figure A-11: Existing + Site w/ Improvements Levels of Service PM Peak Hour

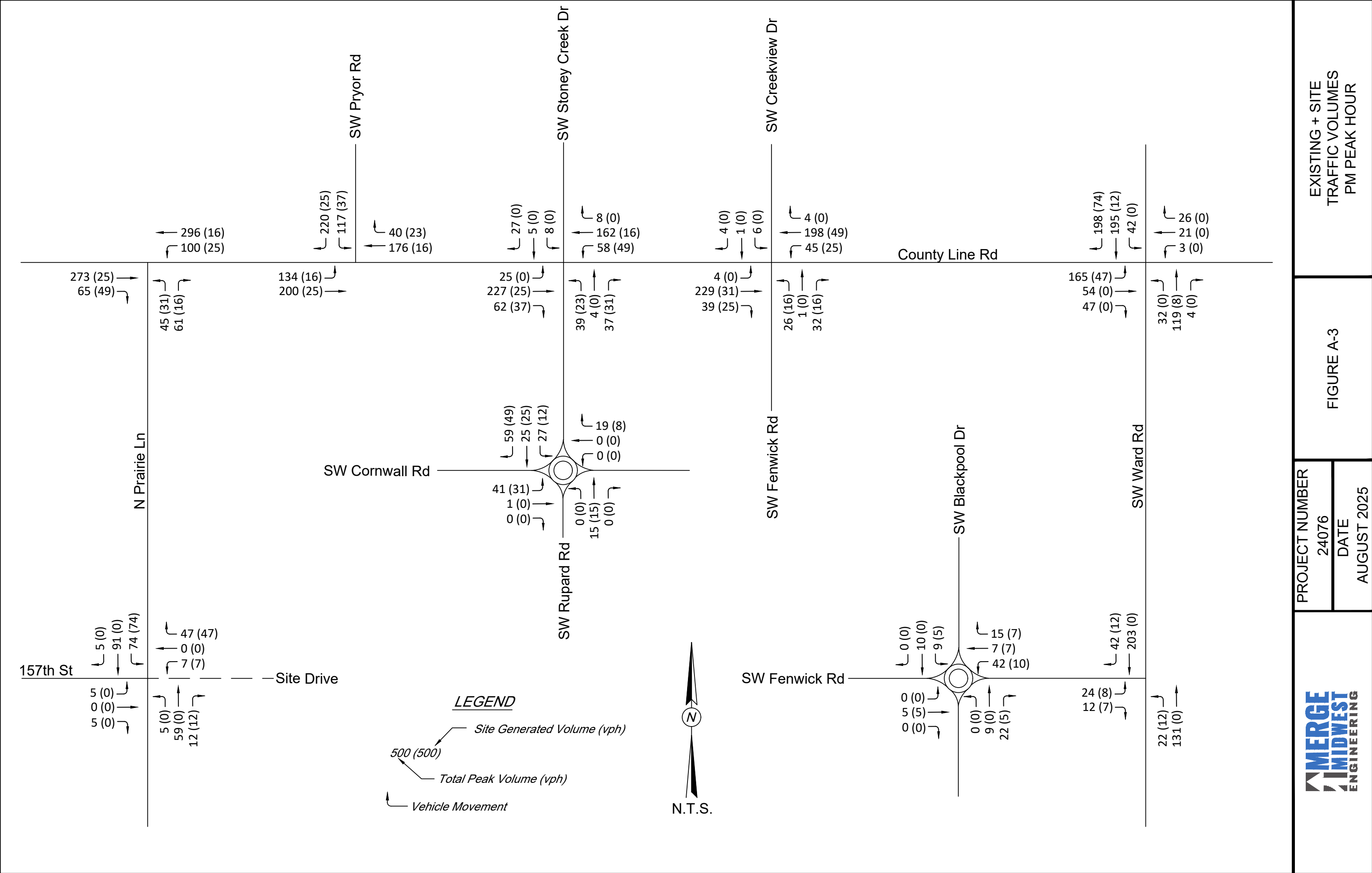
Figure A-12: Future + Site Levels of Service AM Peak Hour

Figure A-13: Future + Site Levels of Service PM Peak Hour



	PROJECT NUMBER	FIGURE A-1	EXISTING TRAFFIC VOLUMES
	24076 DATE AUGUST 2025		

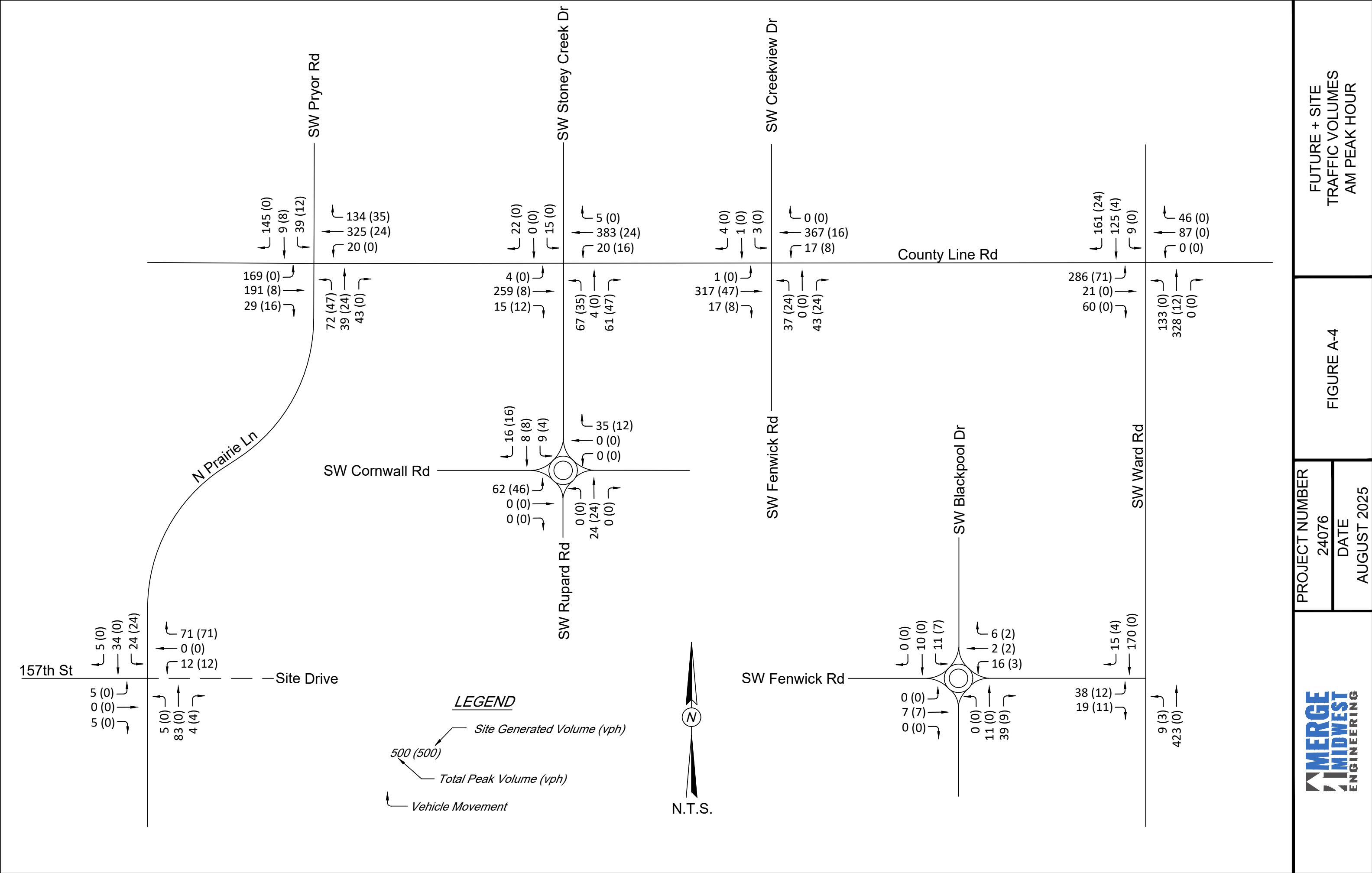


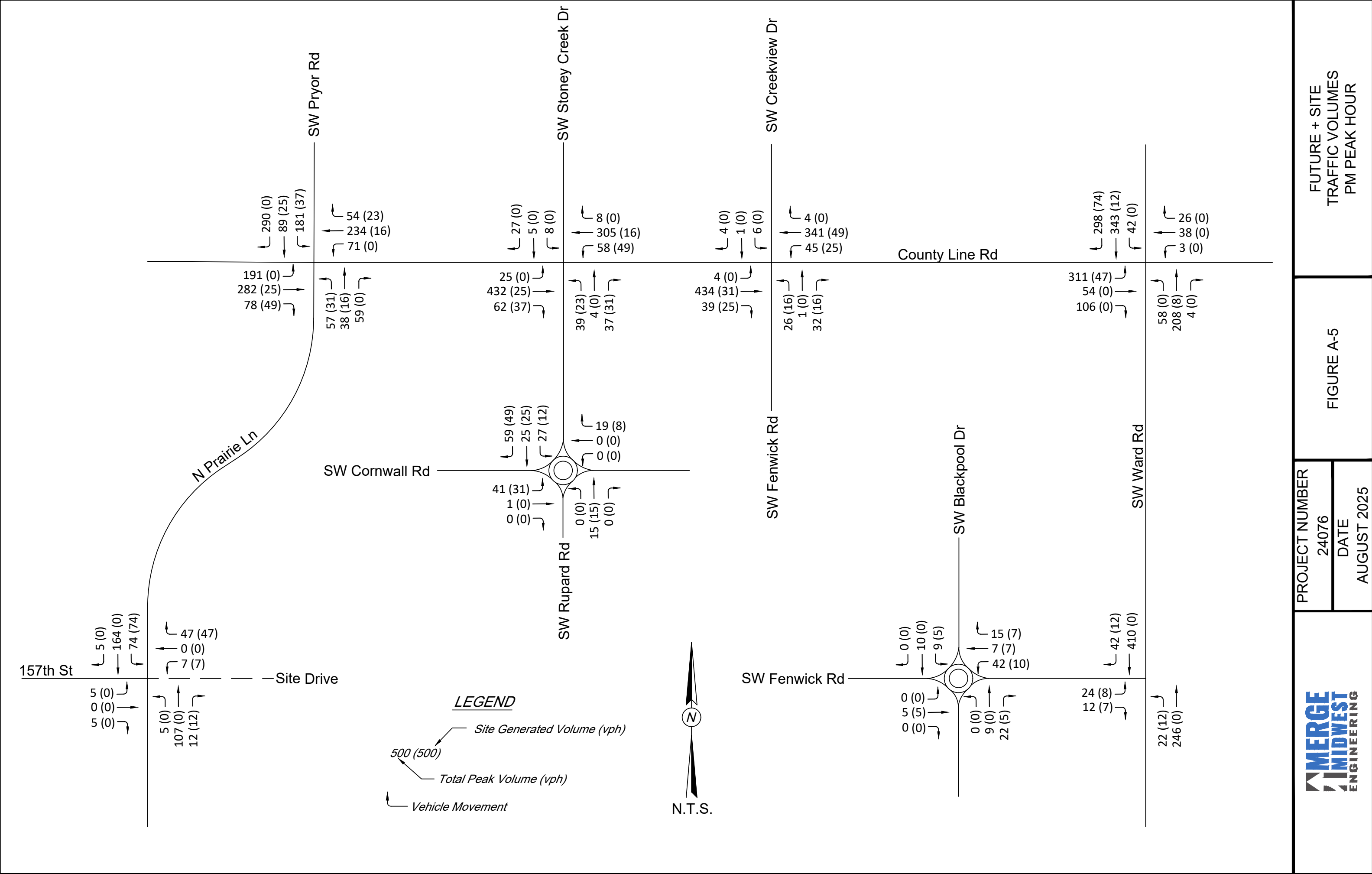


PROJECT NUMBER
24076
DATE
AUGUST 2025

FIGURE A-3

EXISTING + SITE
TRAFFIC VOLUMES
PM PEAK HOUR

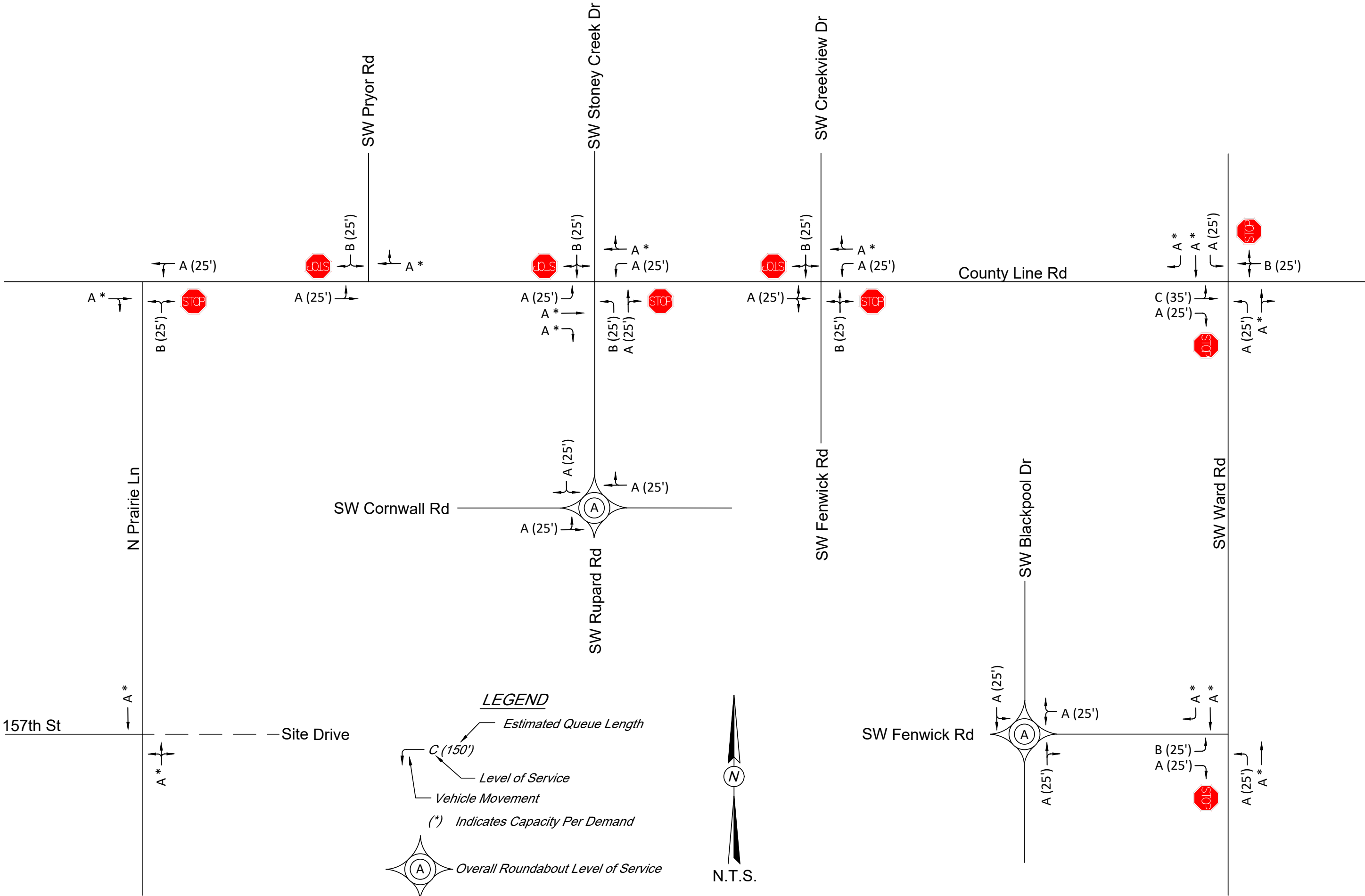


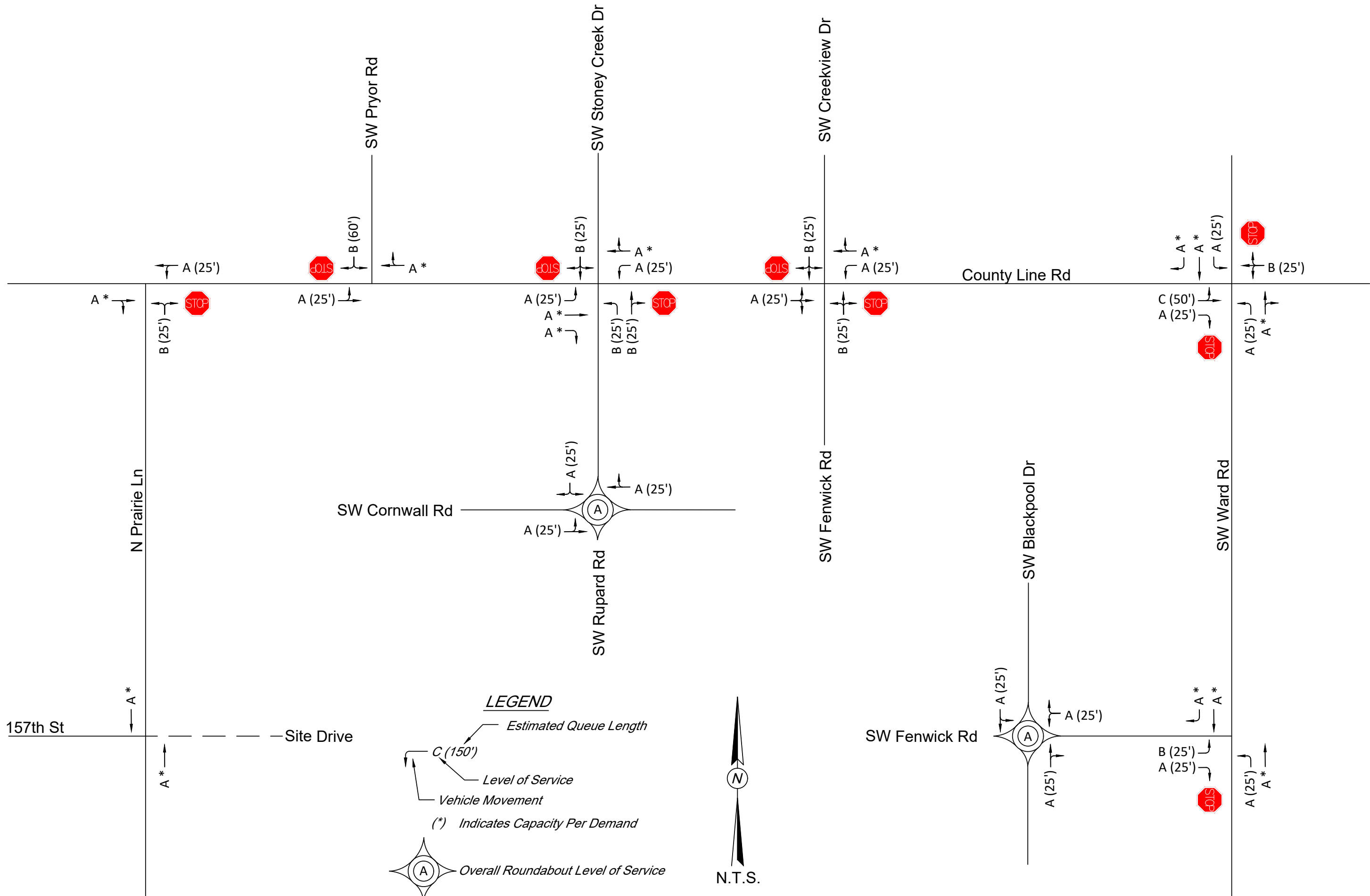


PROJECT NUMBER
24076
DATE
AUGUST 2025

FIGURE A-5

FUTURE + SITE
TRAFFIC VOLUMES
PM PEAK HOUR





	PROJECT NUMBER 24076		FIGURE A-7	EXISTING LEVELS OF SERVICE PM PEAK HOUR
	DATE AUGUST 2025			

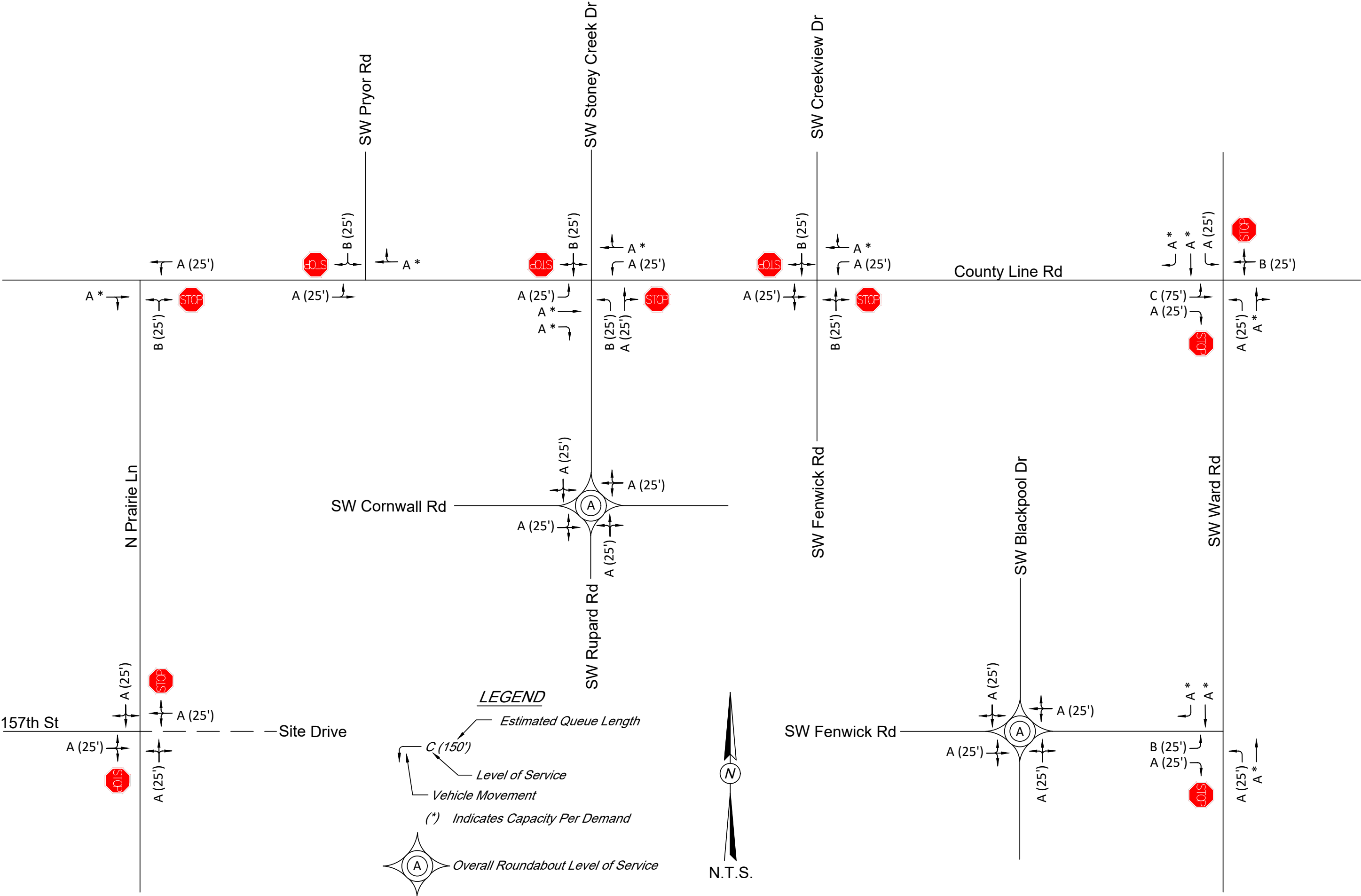
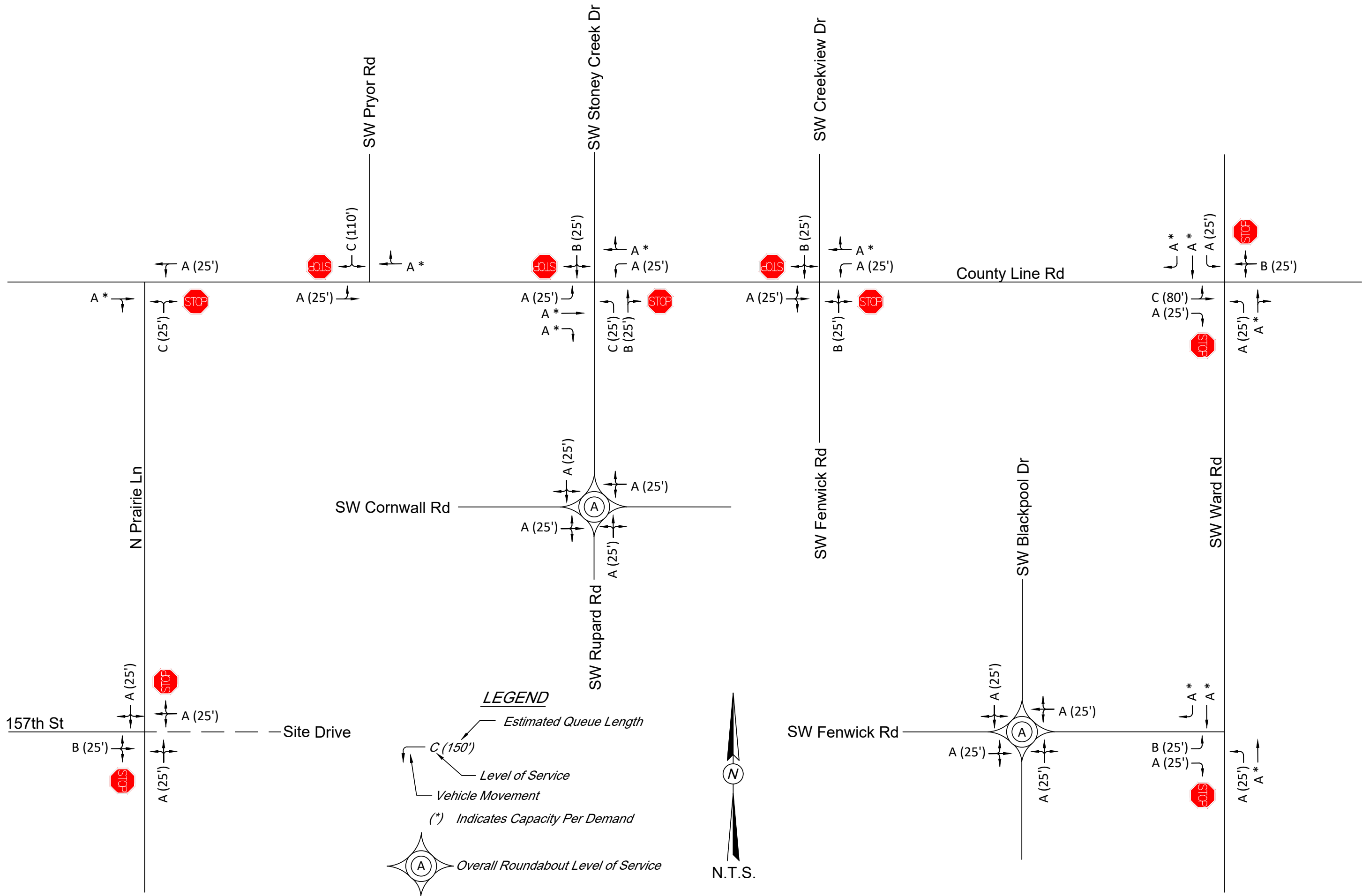
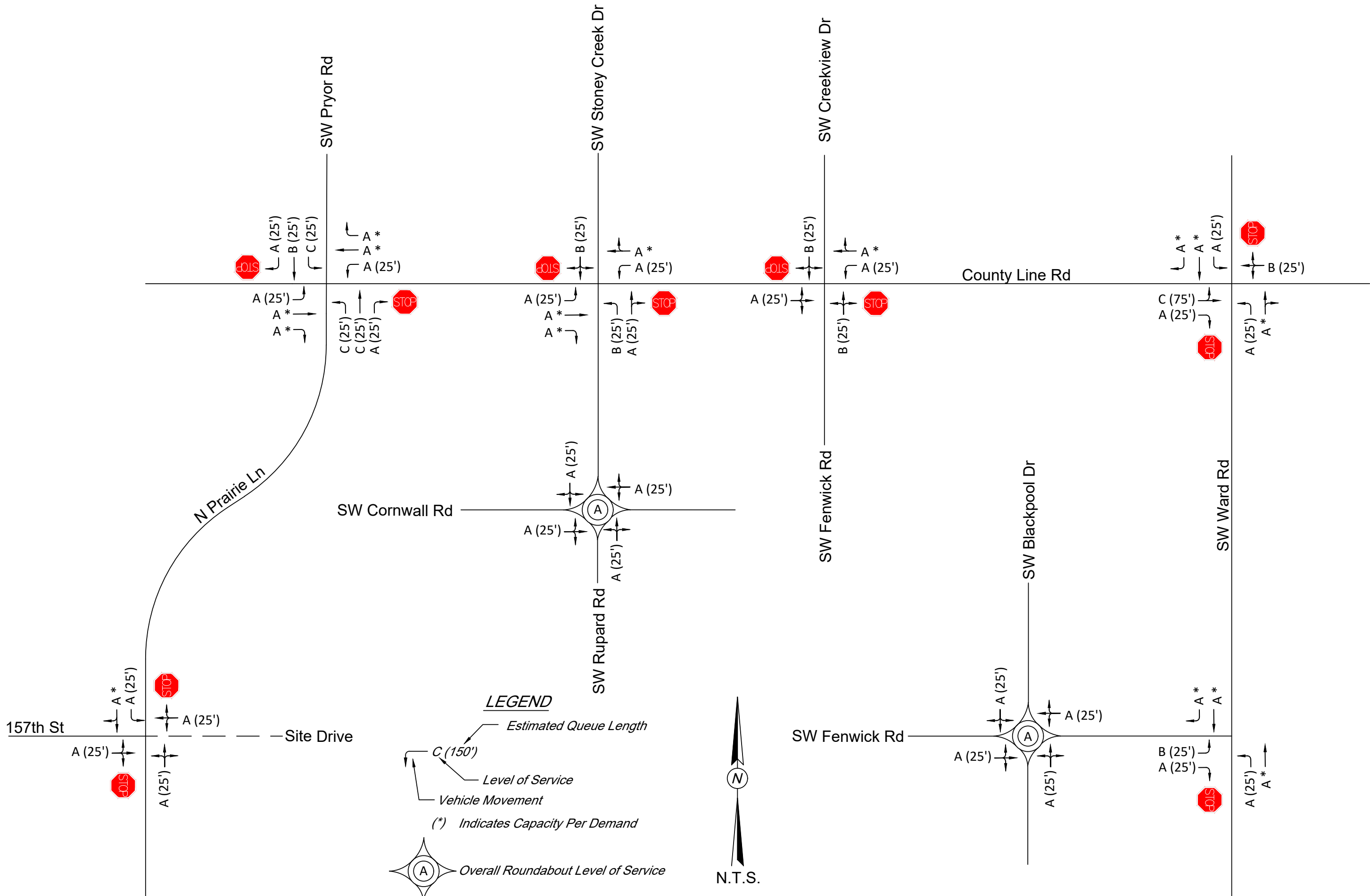
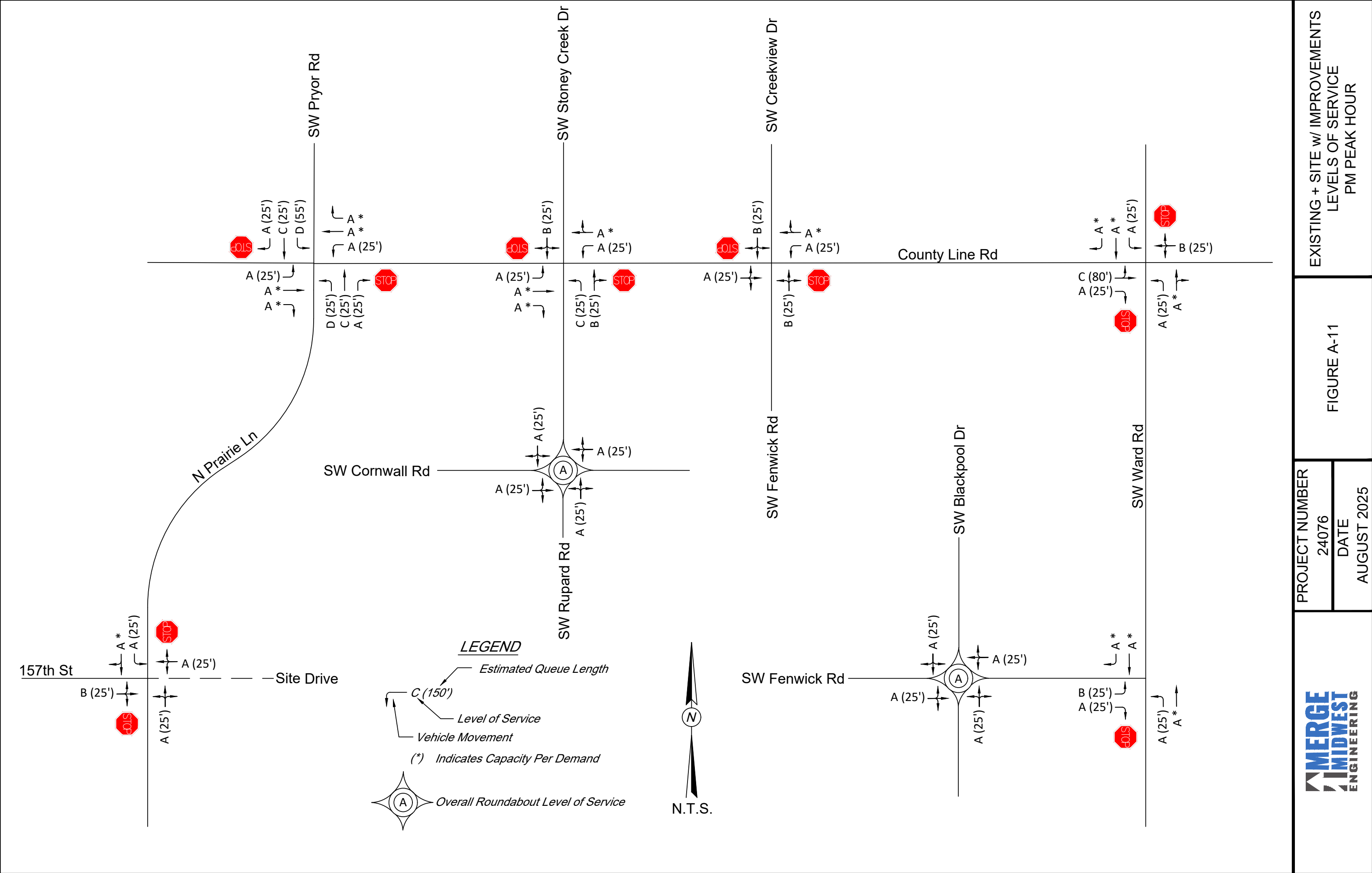


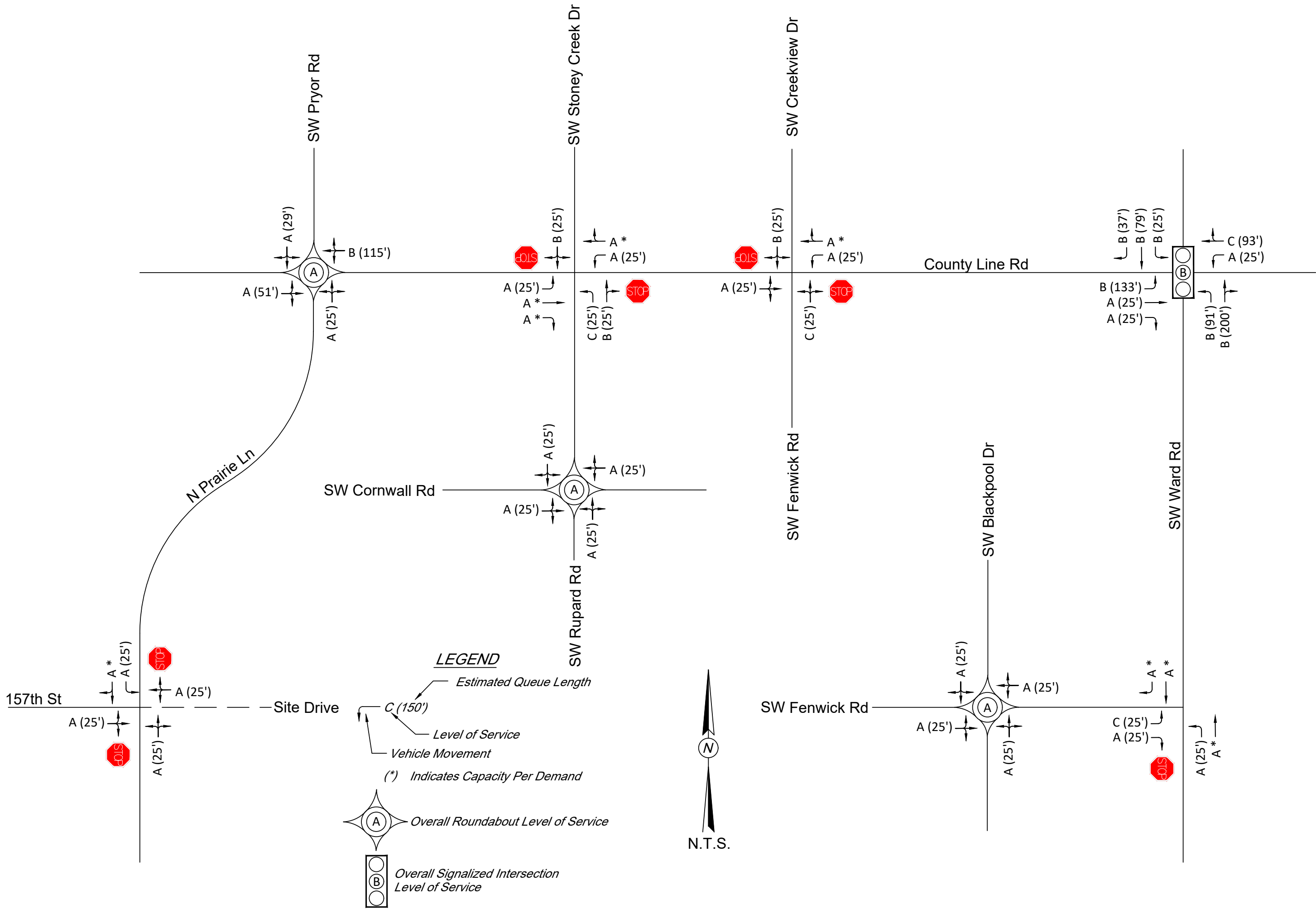
FIGURE A-8

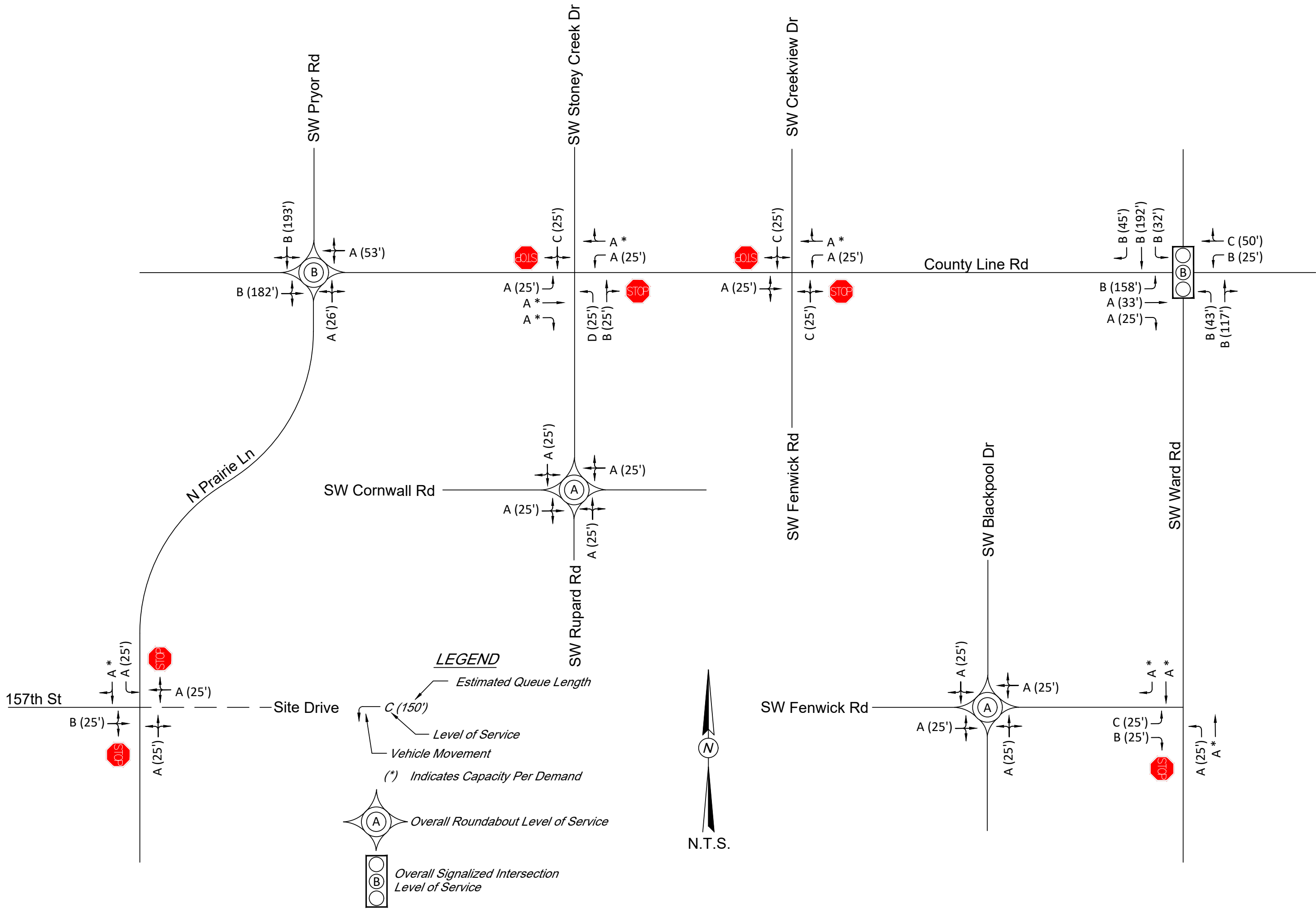






	PROJECT NUMBER	EXISTING + SITE w/ IMPROVEMENTS	
	24076	LEVELS OF SERVICE	
	DATE	PM PEAK HOUR	
	AUGUST 2025	FIGURE A-11	





APPENDIX B

RAW TURNING MOVEMENT TRAFFIC COUNTS



Ward Rd & SW Fenwick Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284577, Location: 38.834766, -94.39975



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Ward Rd Southbound					Ward Rd Northbound					Fenwick Rd Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2025-04-16 7:00AM	0	28	0	28	0	43	0	0	43	0	2	6	0	8	0	79
7:15AM	3	19	0	22	0	60	1	0	61	0	1	5	0	6	0	89
7:30AM	1	17	0	18	0	45	1	0	46	0	1	4	0	5	0	69
7:45AM	2	29	0	31	0	57	2	0	59	0	1	5	1	7	0	97
Hourly Total	6	93	0	99	0	205	4	0	209	0	5	20	1	26	0	334
8:00AM	3	24	0	27	0	47	0	0	47	0	3	8	0	11	0	85
8:15AM	3	21	0	24	0	47	2	0	49	0	4	4	0	8	0	81
8:30AM	2	22	0	24	0	29	5	0	34	0	3	7	0	10	0	68
8:45AM	2	16	0	18	0	32	1	0	33	0	1	5	0	6	0	57
Hourly Total	10	83	0	93	0	155	8	0	163	0	11	24	0	35	0	291
4:00PM	10	39	0	49	0	36	4	0	40	0	1	6	0	7	0	96
4:15PM	6	65	0	71	0	37	0	0	37	0	1	5	0	6	1	114
4:30PM	6	49	0	55	0	29	2	0	31	0	3	2	0	5	0	91
4:45PM	8	49	0	57	0	29	4	0	33	0	0	3	0	3	0	93
Hourly Total	30	202	0	232	0	131	10	0	141	0	5	16	0	21	1	394
5:00PM	8	44	0	52	0	35	1	0	36	0	1	3	0	4	0	92
5:15PM	6	56	0	62	0	34	3	0	37	0	3	6	0	9	0	108
5:30PM	6	47	0	53	0	41	0	0	41	0	4	2	0	6	0	100
5:45PM	10	48	0	58	0	26	0	0	26	0	0	7	0	7	0	91
Hourly Total	30	195	0	225	0	136	4	0	140	0	8	18	0	26	0	391
Total	76	573	0	649	0	627	26	0	653	0	29	78	1	108	1	1410
% Approach	11.7%	88.3%	0%	-	-	96.0%	4.0%	0%	-	-	26.9%	72.2%	0.9%	-	-	-
% Total	5.4%	40.6%	0%	46.0%	-	44.5%	1.8%	0%	46.3%	-	2.1%	5.5%	0.1%	7.7%	-	-
Lights	74	569	0	643	-	620	24	0	644	-	28	77	1	106	-	1393
% Lights	97.4%	99.3%	0%	99.1%	-	98.9%	92.3%	0%	98.6%	-	96.6%	98.7%	100%	98.1%	-	98.8%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Articulated Trucks	1.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	1	4	0	5	-	7	2	0	9	-	1	1	0	2	-	16
% Buses and Single-Unit Trucks	1.3%	0.7%	0%	0.8%	-	1.1%	7.7%	0%	1.4%	-	3.4%	1.3%	0%	1.9%	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Ward Rd & SW Fenwick Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

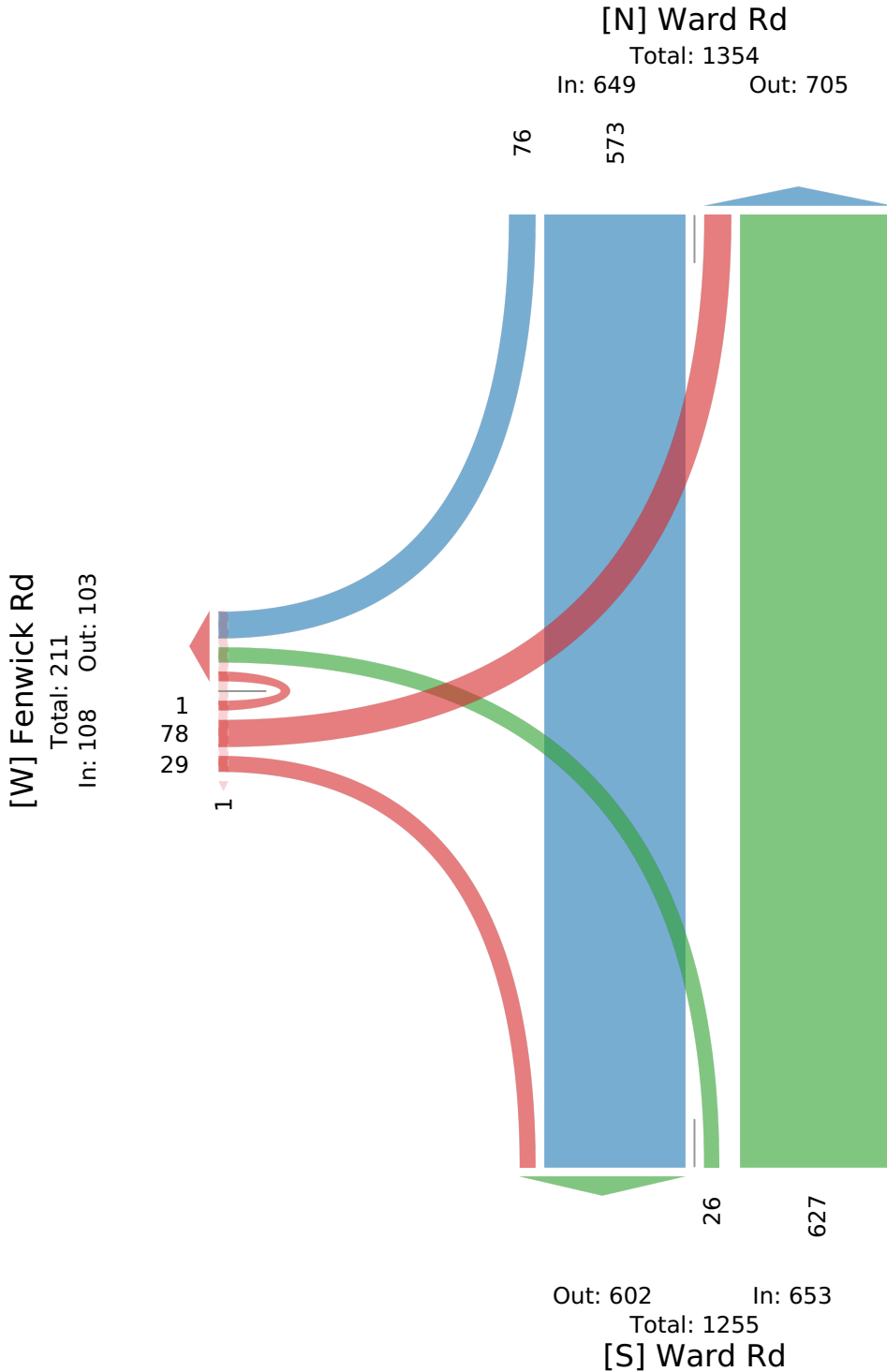
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284577, Location: 38.834766, -94.39975



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Ward Rd & SW Fenwick Rd - TMC

Wed Apr 16, 2025

AM Peak (7:15 AM - 8:15 AM)

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

All Movements

ID: 1284577, Location: 38.834766, -94.39975



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Ward Rd Southbound						Ward Rd Northbound						Fenwick Rd Eastbound						
Time	R	T	U	App	Ped*		T	L	U	App	Ped*		R	L	U	App	Ped*	Int	
2025-04-16 7:15AM	3	19	0	22	0		60	1	0	61	0		1	5	0	6	0	89	
7:30AM	1	17	0	18	0		45	1	0	46	0		1	4	0	5	0	69	
7:45AM	2	29	0	31	0		57	2	0	59	0		1	5	1	7	0	97	
8:00AM	3	24	0	27	0		47	0	0	47	0		3	8	0	11	0	85	
Total	9	89	0	98	0		209	4	0	213	0		6	22	1	29	0	340	
% Approach	9.2%	90.8%	0%	-	-		98.1%	1.9%	0%	-	-		20.7%	75.9%	3.4%	-	-	-	
% Total	2.6%	26.2%	0%	28.8%	-		61.5%	1.2%	0%	62.6%	-		1.8%	6.5%	0.3%	8.5%	-	-	
PHF	0.750	0.767	-	0.790	-		0.871	0.500	-	0.873	-		0.500	0.688	0.250	0.659	-	0.876	
Lights	8	89	0	97	-		206	2	0	208	-		6	21	1	28	-	333	
% Lights	88.9%	100%	0%	99.0%	-		98.6%	50.0%	0%	97.7%	-		100%	95.5%	100%	96.6%	-	97.9%	
Articulated Trucks	0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	0	
% Articulated Trucks	0%	0%	0%	0%	-		0%	0%	0%	0%	-		0%	0%	0%	0%	-	0%	
Buses and Single-Unit Trucks	1	0	0	1	-		3	2	0	5	-		0	1	0	1	-	7	
% Buses and Single-Unit Trucks	11.1%	0%	0%	1.0%	-		1.4%	50.0%	0%	2.3%	-		0%	4.5%	0%	3.4%	-	2.1%	
Pedestrians	-	-	-	-	0		-	-	-	-	0		-	-	-	-	0		
% Pedestrians	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0		-	-	-	-	0		-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-	

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

Ward Rd & SW Fenwick Rd - TMC

Wed Apr 16, 2025

AM Peak (7:15 AM - 8:15 AM)

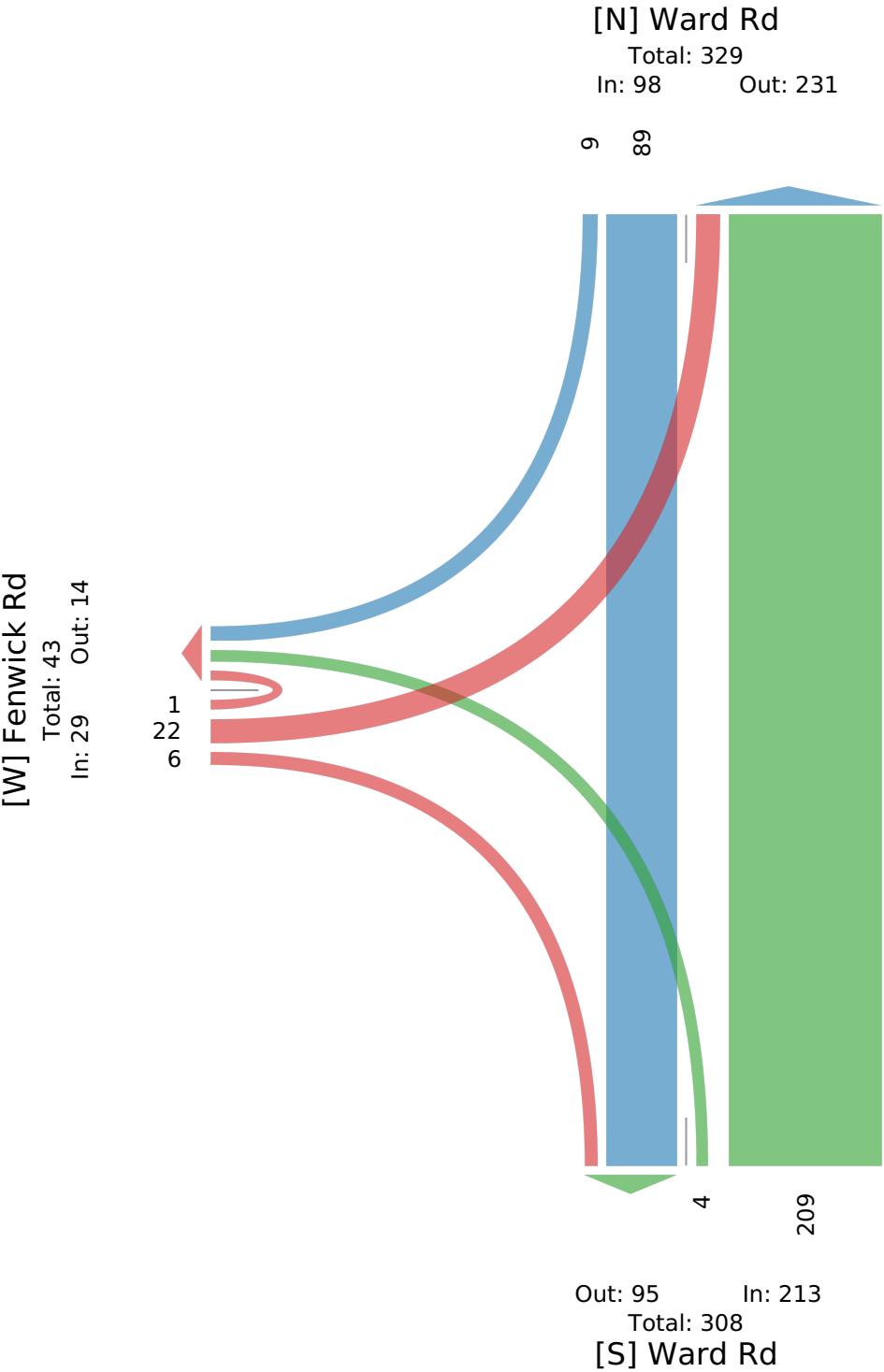
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284577, Location: 38.834766, -94.39975



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Ward Rd & SW Fenwick Rd - TMC

Wed Apr 16, 2025

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

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

All Movements

ID: 1284577, Location: 38.834766, -94.39975



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Ward Rd Southbound					Ward Rd Northbound					Fenwick Rd Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2025-04-16 4:00PM	10	39	0	49	0	36	4	0	40	0	1	6	0	7	0	96
4:15PM	6	65	0	71	0	37	0	0	37	0	1	5	0	6	1	114
4:30PM	6	49	0	55	0	29	2	0	31	0	3	2	0	5	0	91
4:45PM	8	49	0	57	0	29	4	0	33	0	0	3	0	3	0	93
Total	30	202	0	232	0	131	10	0	141	0	5	16	0	21	1	394
% Approach	12.9%	87.1%	0%	-	-	92.9%	7.1%	0%	-	-	23.8%	76.2%	0%	-	-	-
% Total	7.6%	51.3%	0%	58.9%	-	33.2%	2.5%	0%	35.8%	-	1.3%	4.1%	0%	5.3%	-	-
PHF	0.750	0.777	-	0.817	-	0.885	0.625	-	0.881	-	0.417	0.667	-	0.750	-	0.864
Lights	30	201	0	231	-	130	10	0	140	-	4	16	0	20	-	391
% Lights	100%	99.5%	0%	99.6%	-	99.2%	100%	0%	99.3%	-	80.0%	100%	0%	95.2%	-	99.2%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	1	0	1	-	1	0	0	1	-	1	0	0	1	-	3
% Buses and Single-Unit Trucks	0%	0.5%	0%	0.4%	-	0.8%	0%	0%	0.7%	-	20.0%	0%	0%	4.8%	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Ward Rd & SW Fenwick Rd - TMC

Wed Apr 16, 2025

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

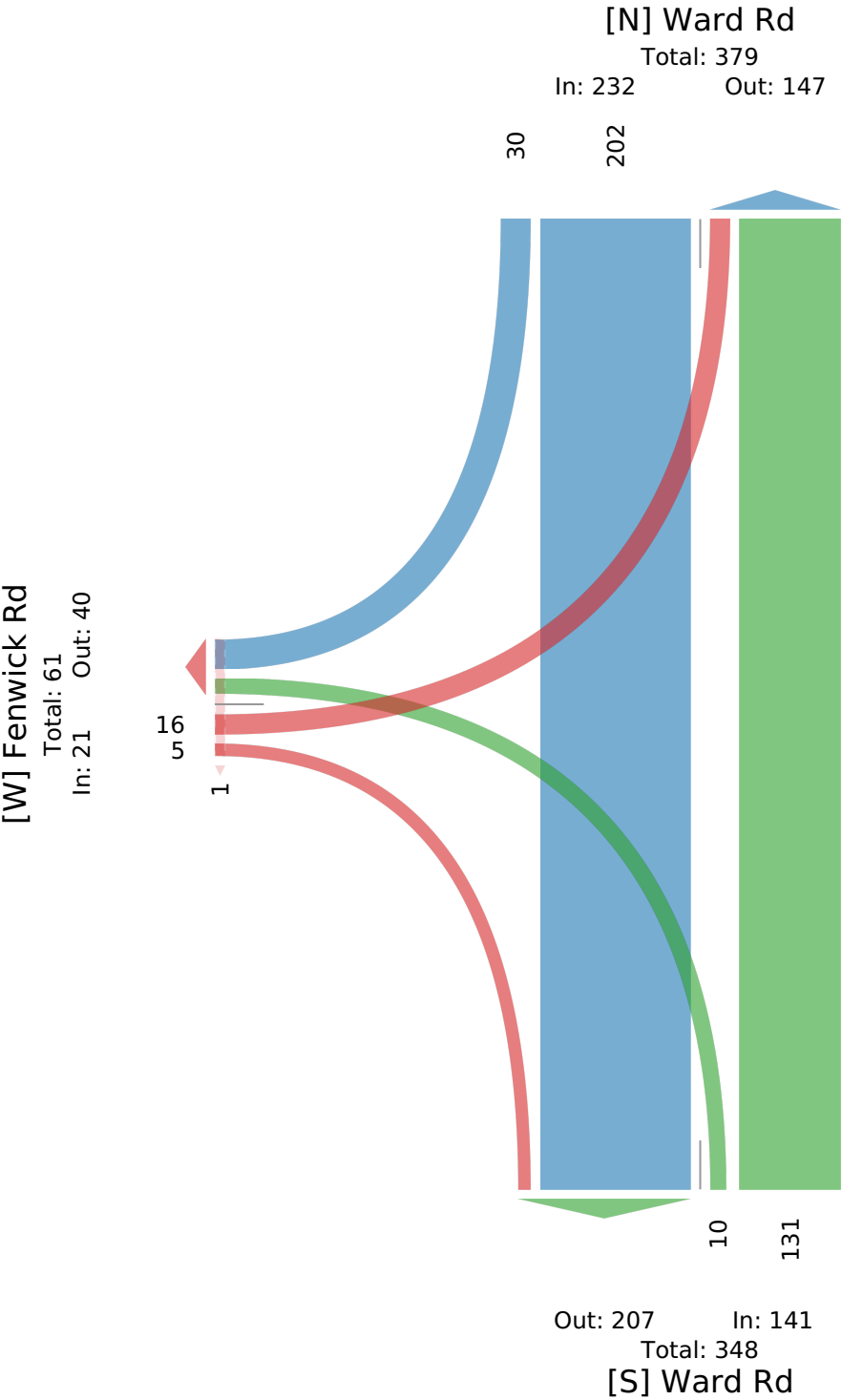
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284577, Location: 38.834766, -94.39975



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



SW Ward Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284576, Location: 38.838779, -94.399411



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Ward Rd Southbound						155th St Westbound						Ward Rd Northbound						155th St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	11	17	3	0	31	0	10	18	0	0	28	0	0	36	16	0	52	0	14	2	22	0	38	0	149
7:15AM	17	13	0	0	30	0	16	9	0	0	25	0	0	41	23	0	64	0	6	3	36	0	45	0	164
7:30AM	19	16	3	0	38	0	9	15	0	0	24	0	0	39	10	0	49	0	6	10	28	0	44	0	155
7:45AM	15	20	3	0	38	0	11	6	0	0	17	0	0	54	10	0	64	0	7	6	33	0	46	0	165
Hourly Total	62	66	9	0	137	0	46	48	0	0	94	0	0	170	59	0	229	0	33	21	119	0	173	0	633
8:00AM	18	22	0	0	40	0	8	10	1	0	19	0	0	39	12	0	51	0	4	7	20	0	31	0	141
8:15AM	10	16	5	0	31	0	10	10	0	0	20	0	0	44	10	0	54	0	8	2	19	0	29	0	134
8:30AM	8	20	2	0	30	0	6	11	0	0	17	0	2	31	3	0	36	0	4	7	21	0	32	0	115
8:45AM	8	13	4	0	25	0	6	7	1	0	14	0	0	33	4	0	37	0	5	4	25	0	34	0	110
Hourly Total	44	71	11	0	126	0	30	38	2	0	70	0	2	147	29	0	178	0	21	20	85	0	126	0	500
4:00PM	38	39	14	0	91	0	4	6	2	0	12	0	1	34	7	0	42	0	12	16	22	0	50	2	195
4:15PM	26	58	8	0	92	0	6	8	0	0	14	0	2	30	9	0	41	0	11	16	25	0	52	0	199
4:30PM	32	46	7	0	85	0	10	4	1	0	15	0	1	22	9	0	32	0	6	7	38	0	51	0	183
4:45PM	28	40	13	0	81	0	6	3	0	0	9	1	0	24	7	0	31	3	18	15	33	0	66	1	187
Hourly Total	124	183	42	0	349	0	26	21	3	0	50	1	4	110	32	0	146	3	47	54	118	0	219	3	764
5:00PM	34	43	9	0	86	0	6	8	0	0	14	0	1	33	6	0	40	0	10	8	33	0	51	0	191
5:15PM	33	45	6	0	84	0	6	6	3	0	15	0	2	29	9	0	40	0	11	12	23	0	46	0	185
5:30PM	26	39	10	0	75	0	6	6	0	0	12	0	0	32	10	0	42	0	14	14	32	0	60	0	189
5:45PM	24	41	6	0	71	0	6	5	0	0	11	0	0	28	4	0	32	0	18	8	18	0	44	0	158
Hourly Total	117	168	31	0	316	0	24	25	3	0	52	0	3	122	29	0	154	0	53	42	106	0	201	0	723
Total	347	488	93	0	928	0	126	132	8	0	266	1	9	549	149	0	707	3	154	137	428	0	719	3	2620
% Approach	37.4%	52.6%	10.0%	0%	-	-	47.4%	49.6%	3.0%	0%	-	-	1.3%	77.7%	21.1%	0%	-	-	21.4%	19.1%	59.5%	0%	-	-	-
% Total	13.2%	18.6%	3.5%	0%	35.4%	-	4.8%	5.0%	0.3%	0%	10.2%	-	0.3%	21.0%	5.7%	0%	27.0%	-	5.9%	5.2%	16.3%	0%	27.4%	-	-
Lights	335	485	92	0	912	-	125	106	8	0	239	-	9	542	147	0	698	-	150	114	415	0	679	-	2528
% Lights	96.5%	99.4%	98.9%	0%	98.3%	-	99.2%	80.3%	100%	0%	89.8%	-	100%	98.7%	98.7%	0%	98.7%	-	97.4%	83.2%	97.0%	0%	94.4%	-	96.5%
Articulated Trucks	2	0	1	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	5
% Articulated Trucks	0.6%	0%	1.1%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0.2%	0%	0.1%	-	0.2%
Buses and Single-Unit Trucks	10	3	0	0	13	-	1	26	0	0	27	-	0	6	2	0	8	-	4	23	12	0	39	-	87
% Buses and Single-Unit Trucks	2.9%	0.6%	0%	0%	1.4%	-	0.8%	19.7%	0%	0%	10.2%	-	0%	1.1%	1.3%	0%	1.1%	-	2.6%	16.8%	2.8%	0%	5.4%	-	3.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

SW Ward Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

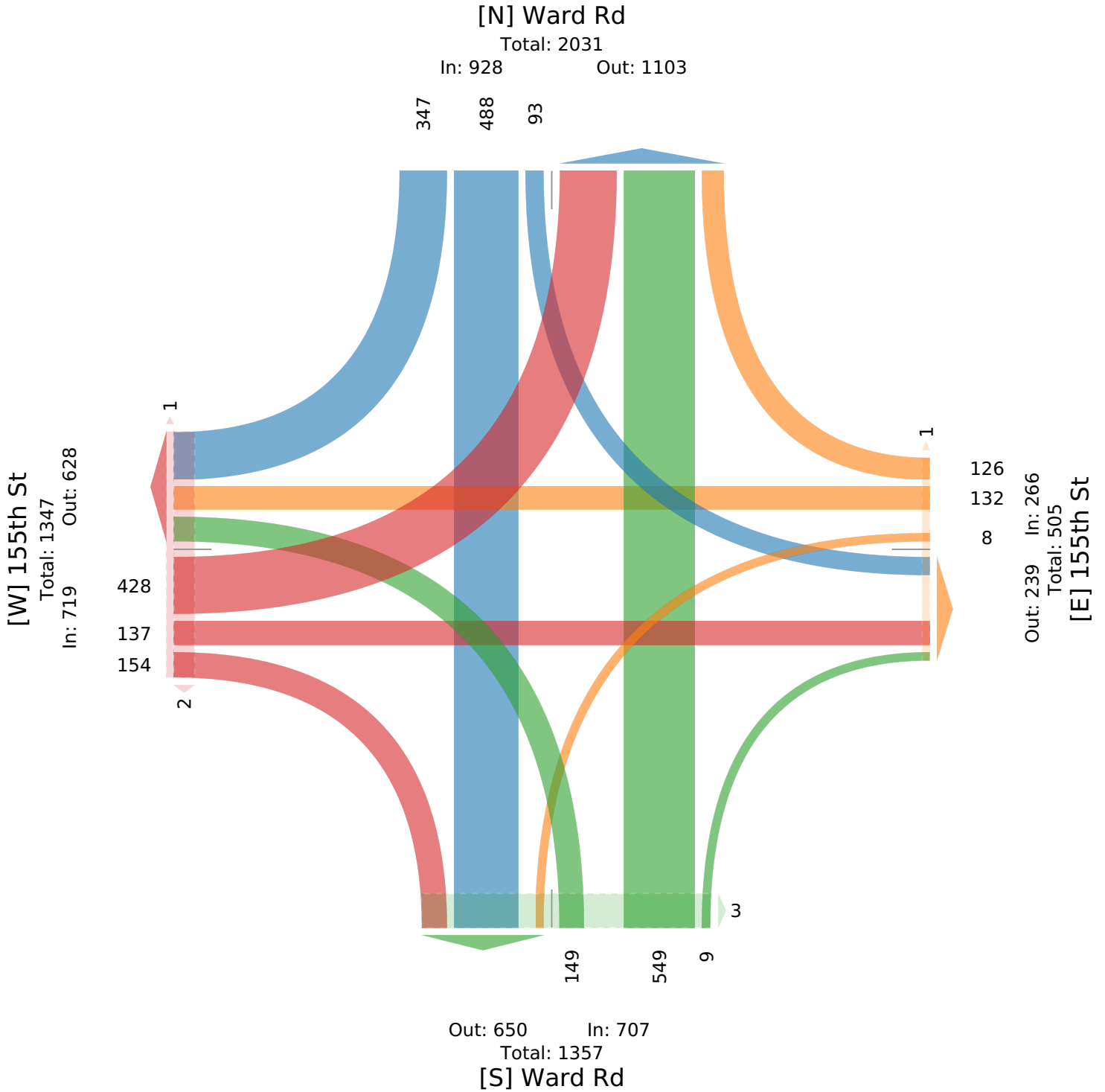
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284576, Location: 38.838779, -94.399411



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



SW Ward Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284576, Location: 38.838779, -94.399411



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Ward Rd Southbound							155th St Westbound							Ward Rd Northbound							155th St Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
2025-04-16 7:00AM	11	17	3	0	31	0		10	18	0	0	28	0		0	36	16	0	52	0		14	2	22	0	38	0		149
7:15AM	17	13	0	0	30	0		16	9	0	0	25	0		0	41	23	0	64	0		6	3	36	0	45	0		164
7:30AM	19	16	3	0	38	0		9	15	0	0	24	0		0	39	10	0	49	0		6	10	28	0	44	0		155
7:45AM	15	20	3	0	38	0		11	6	0	0	17	0		0	54	10	0	64	0		7	6	33	0	46	0		165
Total	62	66	9	0	137	0		46	48	0	0	94	0		0	170	59	0	229	0		33	21	119	0	173	0		633
% Approach	45.3%	48.2%	6.6%	0%	-	-		48.9%	51.1%	0%	0%	-	-		0%	74.2%	25.8%	0%	-	-		19.1%	12.1%	68.8%	0%	-	-		-
% Total	9.8%	10.4%	1.4%	0%	21.6%	-		7.3%	7.6%	0%	0%	14.8%	-		0%	26.9%	9.3%	0%	36.2%	-		5.2%	3.3%	18.8%	0%	27.3%	-		-
PHF	0.816	0.825	0.750	-	0.901	-		0.719	0.667	-	-	0.839	-		-	0.787	0.641	-	0.895	-		0.589	0.525	0.826	-	0.940	-		0.959
Lights	57	66	8	0	131	-		45	37	0	0	82	-		0	170	59	0	229	-		32	14	118	0	164	-		606
% Lights	91.9%	100%	88.9%	0%	95.6%	-		97.8%	77.1%	0%	0%	87.2%	-		0%	100%	100%	0%	100%	-		97.0%	66.7%	99.2%	0%	94.8%	-		95.7%
Articulated Trucks	1	0	1	0	2	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		2
% Articulated Trucks	1.6%	0%	11.1%	0%	1.5%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.3%
Buses and Single-Unit Trucks	4	0	0	0	4	-		1	11	0	0	12	-		0	0	0	0	0	-		1	7	1	0	9	-		25
% Buses and Single-Unit Trucks	6.5%	0%	0%	0%	2.9%	-		2.2%	22.9%	0%	0%	12.8%	-		0%	0%	0%	0%	0%	-		3.0%	33.3%	0.8%	0%	5.2%	-		3.9%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

SW Ward Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

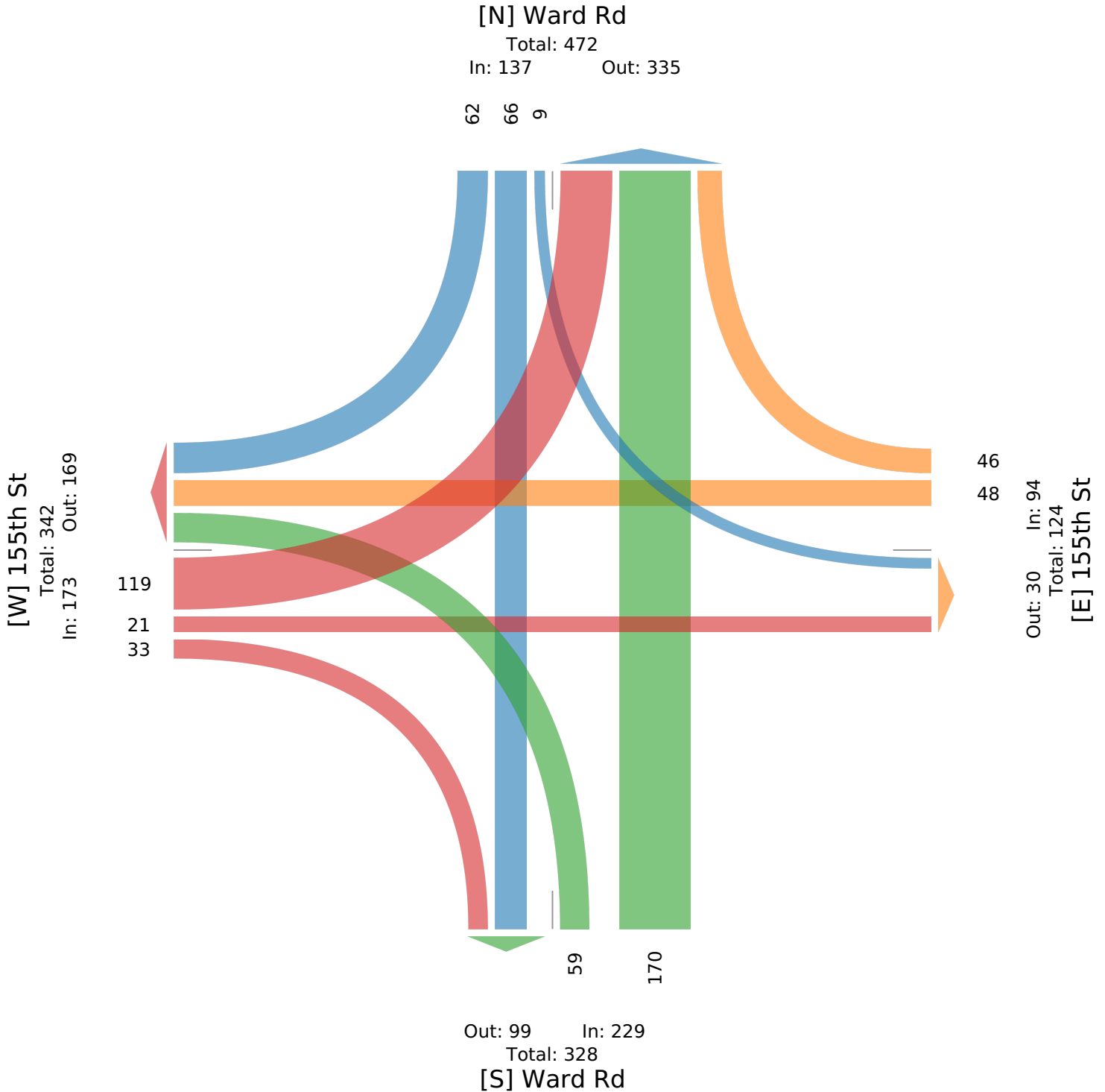
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284576, Location: 38.838779, -94.399411



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



SW Ward Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

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

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

All Movements

ID: 1284576, Location: 38.838779, -94.399411



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Ward Rd Southbound						155th St Westbound						Ward Rd Northbound						155th St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 4:00PM	38	39	14	0	91	0	4	6	2	0	12	0	1	34	7	0	42	0	12	16	22	0	50	2	195
4:15PM	26	58	8	0	92	0	6	8	0	0	14	0	2	30	9	0	41	0	11	16	25	0	52	0	199
4:30PM	32	46	7	0	85	0	10	4	1	0	15	0	1	22	9	0	32	0	6	7	38	0	51	0	183
4:45PM	28	40	13	0	81	0	6	3	0	0	9	1	0	24	7	0	31	3	18	15	33	0	66	1	187
Total	124	183	42	0	349	0	26	21	3	0	50	1	4	110	32	0	146	3	47	54	118	0	219	3	764
% Approach	35.5%	52.4%	12.0%	0%	-	-	52.0%	42.0%	6.0%	0%	-	-	2.7%	75.3%	21.9%	0%	-	-	21.5%	24.7%	53.9%	0%	-	-	-
% Total	16.2%	24.0%	5.5%	0%	45.7%	-	3.4%	2.7%	0.4%	0%	6.5%	-	0.5%	14.4%	4.2%	0%	19.1%	-	6.2%	7.1%	15.4%	0%	28.7%	-	-
PHF	0.816	0.789	0.750	-	0.948	-	0.650	0.656	0.375	-	0.833	-	0.500	0.809	0.889	-	0.869	-	0.653	0.844	0.776	-	0.830	-	0.960
Lights	119	182	42	0	343	-	26	16	3	0	45	-	4	109	32	0	145	-	47	48	111	0	206	-	739
% Lights	96.0%	99.5%	100%	0%	98.3%	-	100%	76.2%	100%	0%	90.0%	-	100%	99.1%	100%	0%	99.3%	-	100%	88.9%	94.1%	0%	94.1%	-	96.7%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0.8%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	4	1	0	0	5	-	0	5	0	0	5	-	0	1	0	0	1	-	0	6	7	0	13	-	24
% Buses and Single-Unit Trucks	3.2%	0.5%	0%	0%	1.4%	-	0%	23.8%	0%	0%	10.0%	-	0%	0.9%	0%	0%	0.7%	-	0%	11.1%	5.9%	0%	5.9%	-	3.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

SW Ward Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

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

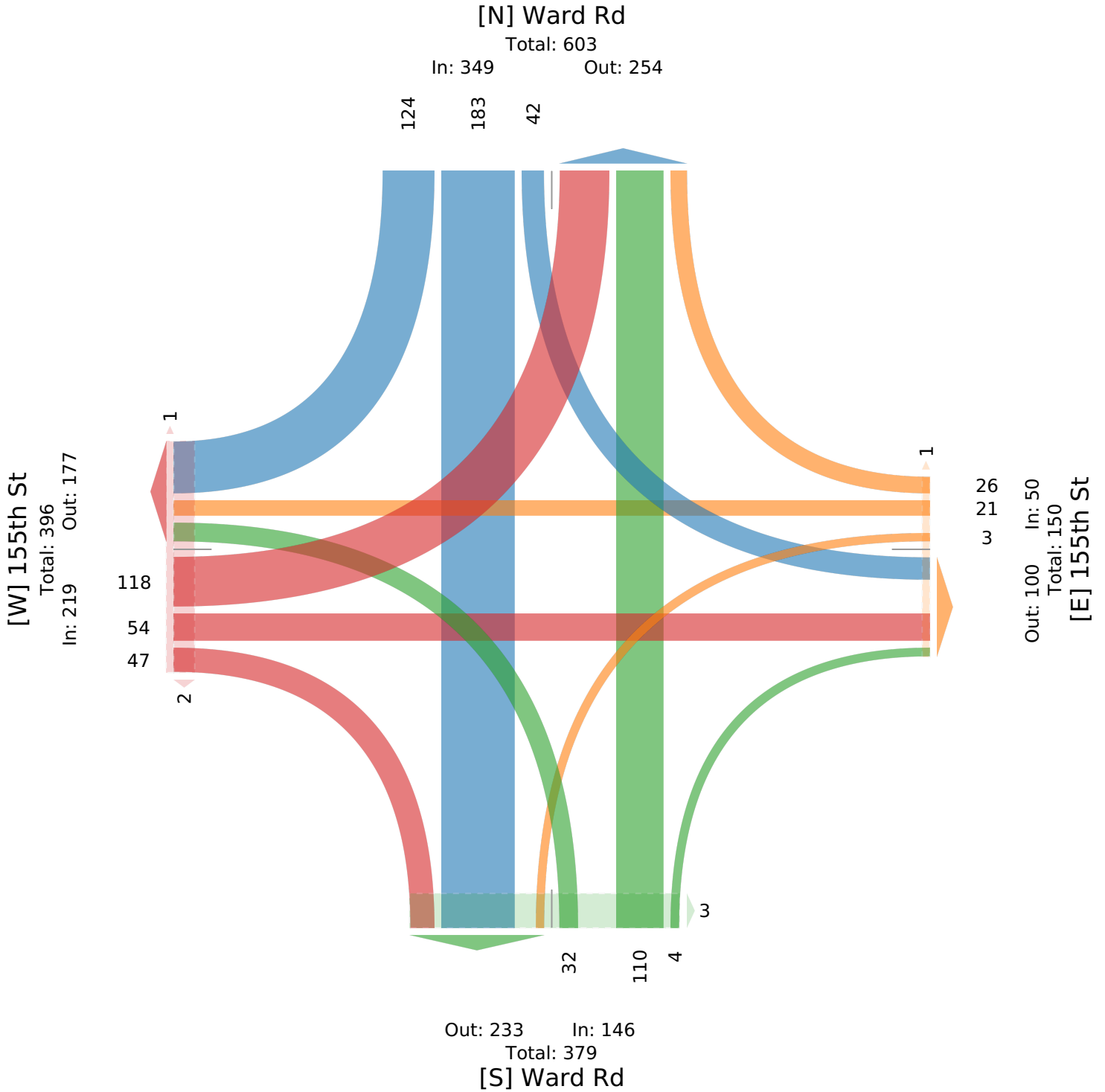
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284576, Location: 38.838779, -94.399411



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Fenwick / SW Creekview Dr & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284575, Location: 38.838943, -94.404562



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Creekview Dr Southbound						155th St Westbound						Fenwick Northbound						155th St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	1	1	1	0	3	0	0	46	2	0	48	0	6	0	3	0	9	0	1	29	0	0	30	0	90
7:15AM	1	0	0	0	1	0	0	43	5	0	48	0	5	0	3	0	8	0	2	42	0	0	44	0	101
7:30AM	0	0	1	0	1	1	0	42	2	0	44	0	3	0	3	0	6	0	5	37	1	0	43	0	94
7:45AM	2	0	1	0	3	0	0	33	0	0	33	0	5	0	4	0	9	0	1	39	0	0	40	0	85
Hourly Total	4	1	3	0	8	1	0	164	9	0	173	0	19	0	13	0	32	0	9	147	1	0	157	0	370
8:00AM	2	1	3	0	6	0	0	32	3	0	35	0	3	0	3	0	6	0	0	28	0	0	28	0	75
8:15AM	1	0	0	0	1	0	1	33	3	0	37	0	3	0	6	0	9	0	4	21	0	0	25	0	72
8:30AM	2	0	0	0	2	0	1	19	3	0	23	0	2	1	4	0	7	0	1	30	0	0	31	0	63
8:45AM	0	0	1	0	1	0	1	19	0	0	20	0	3	0	2	0	5	0	1	27	0	0	28	1	54
Hourly Total	5	1	4	0	10	0	3	103	9	0	115	0	11	1	15	0	27	0	6	106	0	0	112	1	264
4:00PM	0	0	1	0	1	0	1	46	1	0	48	0	3	0	1	0	4	0	1	47	0	0	48	0	101
4:15PM	0	0	1	0	1	0	3	35	7	0	45	0	4	0	0	0	4	0	2	50	0	0	52	0	102
4:30PM	1	0	2	0	3	0	2	37	6	0	45	0	2	0	1	0	3	0	2	45	2	0	49	0	100
4:45PM	3	0	3	0	6	0	1	32	4	0	37	0	4	0	3	0	7	0	2	48	2	0	52	0	102
Hourly Total	4	0	7	0	11	0	7	150	18	0	175	0	13	0	5	0	18	0	7	190	4	0	201	0	405
5:00PM	0	1	2	0	3	0	1	41	4	0	46	0	6	0	3	0	9	0	1	44	0	0	45	0	103
5:15PM	1	0	1	0	2	0	1	43	8	0	52	0	0	1	1	0	2	0	8	45	1	0	54	0	110
5:30PM	0	0	0	0	0	0	1	33	4	0	38	0	6	0	3	0	9	0	2	51	1	0	54	0	101
5:45PM	0	1	1	0	2	0	2	31	1	0	34	0	3	1	0	0	4	0	2	41	2	0	45	0	85
Hourly Total	1	2	4	0	7	0	5	148	17	0	170	0	15	2	7	0	24	0	13	181	4	0	198	0	399
Total	14	4	18	0	36	1	15	565	53	0	633	0	58	3	40	0	101	0	35	624	9	0	668	1	1438
% Approach	38.9%	11.1%	50.0%	0%	-	-	2.4%	89.3%	8.4%	0%	-	-	57.4%	3.0%	39.6%	0%	-	-	5.2%	93.4%	1.3%	0%	-	-	-
% Total	1.0%	0.3%	1.3%	0%	2.5%	-	1.0%	39.3%	3.7%	0%	44.0%	-	4.0%	0.2%	2.8%	0%	7.0%	-	2.4%	43.4%	0.6%	0%	46.5%	-	-
Lights	14	4	16	0	34	-	12	529	51	0	592	-	58	3	39	0	100	-	34	587	9	0	630	-	1356
% Lights	100%	100%	88.9%	0%	94.4%	-	80.0%	93.6%	96.2%	0%	93.5%	-	100%	100%	97.5%	0%	99.0%	-	97.1%	94.1%	100%	0%	94.3%	-	94.3%
Articulated Trucks	0	0	0	0	0	-	0	1	1	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.2%	1.9%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.3%
Buses and Single-Unit Trucks	0	0	2	0	2	-	3	35	1	0	39	-	0	0	1	0	1	-	1	35	0	0	36	-	78
% Buses and Single-Unit Trucks	0%	0%	11.1%	0%	5.6%	-	20.0%	6.2%	1.9%	0%	6.2%	-	0%	0%	2.5%	0%	1.0%	-	2.9%	5.6%	0%	0%	5.4%	-	5.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Fenwick / SW Creekview Dr & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284575, Location: 38.838943, -94.404562



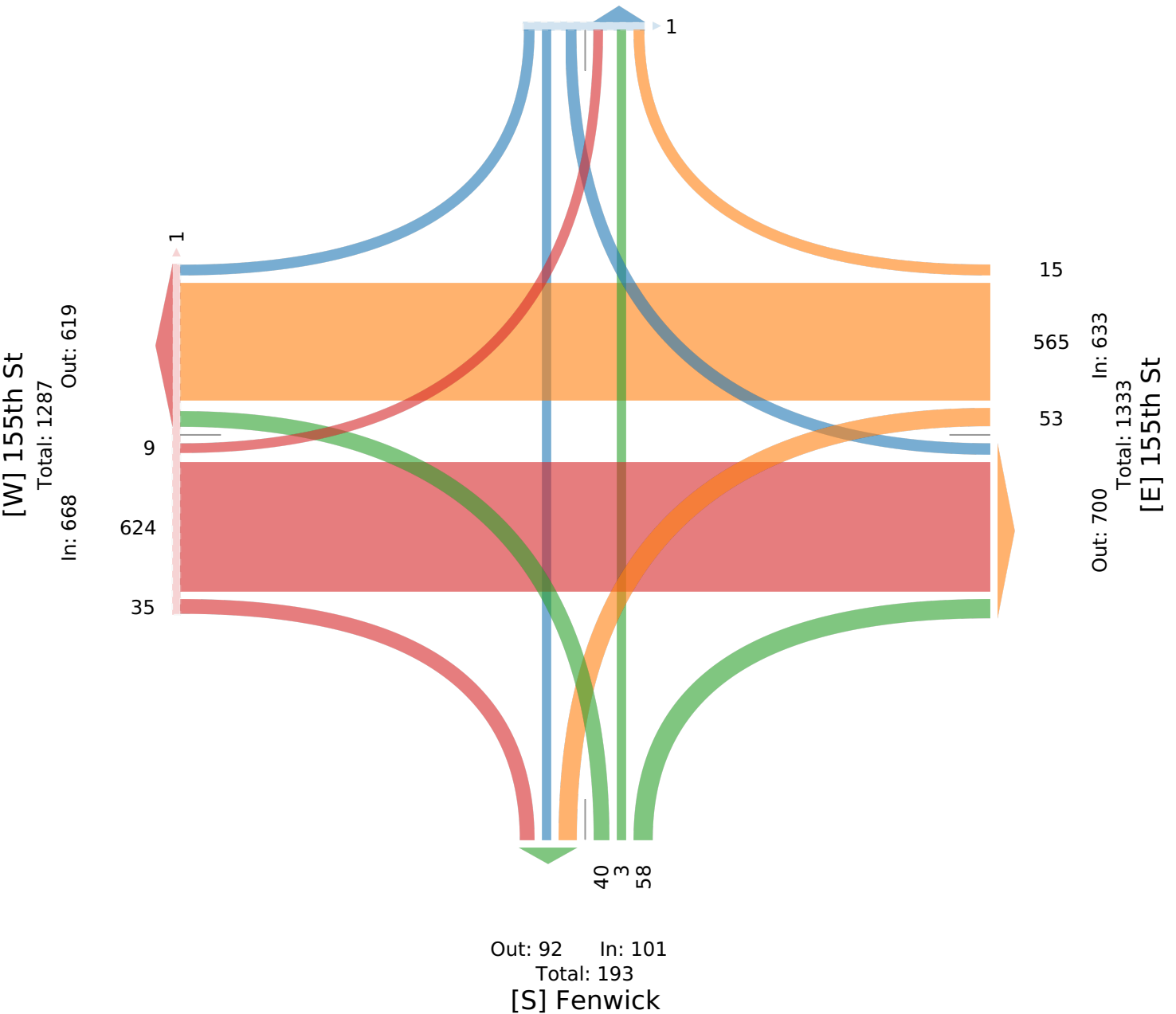
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Creekview Dr

Total: 63

In: 36 Out: 27

14 4 18



Fenwick / SW Creekview Dr & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284575, Location: 38.838943, -94.404562



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Creekview Dr Southbound							155th St Westbound							Fenwick Northbound							155th St Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*	Int	
2025-04-16 7:00AM	1	1	1	0	3	0		0	46	2	0	48	0		6	0	3	0	9	0		1	29	0	0	30	0		90
7:15AM	1	0	0	0	1	0		0	43	5	0	48	0		5	0	3	0	8	0		2	42	0	0	44	0		101
7:30AM	0	0	1	0	1	1		0	42	2	0	44	0		3	0	3	0	6	0		5	37	1	0	43	0		94
7:45AM	2	0	1	0	3	0		0	33	0	0	33	0		5	0	4	0	9	0		1	39	0	0	40	0		85
Total	4	1	3	0	8	1		0	164	9	0	173	0		19	0	13	0	32	0		9	147	1	0	157	0		370
% Approach	50.0%	12.5%	37.5%	0%	-	-		0%	94.8%	5.2%	0%	-	-		59.4%	0%	40.6%	0%	-	-		5.7%	93.6%	0.6%	0%	-	-		-
% Total	1.1%	0.3%	0.8%	0%	2.2%	-		0%	44.3%	2.4%	0%	46.8%	-		5.1%	0%	3.5%	0%	8.6%	-		2.4%	39.7%	0.3%	0%	42.4%	-		-
PHF	0.500	0.250	0.750	-	0.667	-		-	0.891	0.450	-	0.901	-		0.792	-	0.813	-	0.889	-		0.450	0.875	0.250	-	0.892	-		0.916
Lights	4	1	3	0	8	-		0	150	8	0	158	-		19	0	12	0	31	-		9	137	1	0	147	-		344
% Lights	100%	100%	100%	0%	100%	-		0%	91.5%	88.9%	0%	91.3%	-		100%	0%	92.3%	0%	96.9%	-		100%	93.2%	100%	0%	93.6%	-		93.0%
Articulated Trucks	0	0	0	0	0	-		0	0	1	0	1	-		0	0	0	0	0	-		0	1	0	0	1	-		2
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	11.1%	0%	0.6%	-		0%	0%	0%	0%	0%	-		0%	0.7%	0%	0%	0.6%	-		0.5%
Buses and Single-Unit Trucks	0	0	0	0	0	-		0	14	0	0	14	-		0	0	1	0	1	-		0	9	0	0	9	-		24
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	8.5%	0%	0%	8.1%	-		0%	0%	7.7%	0%	3.1%	-		0%	6.1%	0%	0%	5.7%	-		6.5%
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-

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

Fenwick / SW Creekview Dr & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284575, Location: 38.838943, -94.404562



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Creekview Dr

Total: 9

In: 8 Out: 1

4 1 3

1

[W] 155th St

Total: 338

Out: 181

In: 157

1
147
9

164
9

Out: 169 In: 173

Total: 342

[E] 155th St

Out: 19 In: 32
Total: 51

[S] Fenwick

13 19

Fenwick / SW Creekview Dr & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1284575, Location: 38.838943, -94.404562



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Creekview Dr Southbound						155th St Westbound						Fenwick Northbound						155th St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 4:45PM	3	0	3	0	6	0	1	32	4	0	37	0	4	0	3	0	7	0	2	48	2	0	52	0	102
5:00PM	0	1	2	0	3	0	1	41	4	0	46	0	6	0	3	0	9	0	1	44	0	0	45	0	103
5:15PM	1	0	1	0	2	0	1	43	8	0	52	0	0	1	1	0	2	0	8	45	1	0	54	0	110
5:30PM	0	0	0	0	0	0	1	33	4	0	38	0	6	0	3	0	9	0	2	51	1	0	54	0	101
Total	4	1	6	0	11	0	4	149	20	0	173	0	16	1	10	0	27	0	13	188	4	0	205	0	416
% Approach	36.4%	9.1%	54.5%	0%	-	-	2.3%	86.1%	11.6%	0%	-	-	59.3%	3.7%	37.0%	0%	-	-	6.3%	91.7%	2.0%	0%	-	-	-
% Total	1.0%	0.2%	1.4%	0%	2.6%	-	1.0%	35.8%	4.8%	0%	41.6%	-	3.8%	0.2%	2.4%	0%	6.5%	-	3.1%	45.2%	1.0%	0%	49.3%	-	-
PHF	0.333	0.250	0.500	-	0.458	-	1.000	0.866	0.625	-	0.832	-	0.667	0.250	0.833	-	0.750	-	0.406	0.922	0.500	-	0.949	-	0.945
Lights	4	1	6	0	11	-	4	148	20	0	172	-	16	1	10	0	27	-	13	180	4	0	197	-	407
% Lights	100%	100%	100%	0%	100%	-	100%	99.3%	100%	0%	99.4%	-	100%	100%	100%	0%	100%	-	100%	95.7%	100%	0%	96.1%	-	97.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	7	0	0	7	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	3.7%	0%	0%	3.4%	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Fenwick / SW Creekview Dr & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1284575, Location: 38.838943, -94.404562



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Creekview Dr

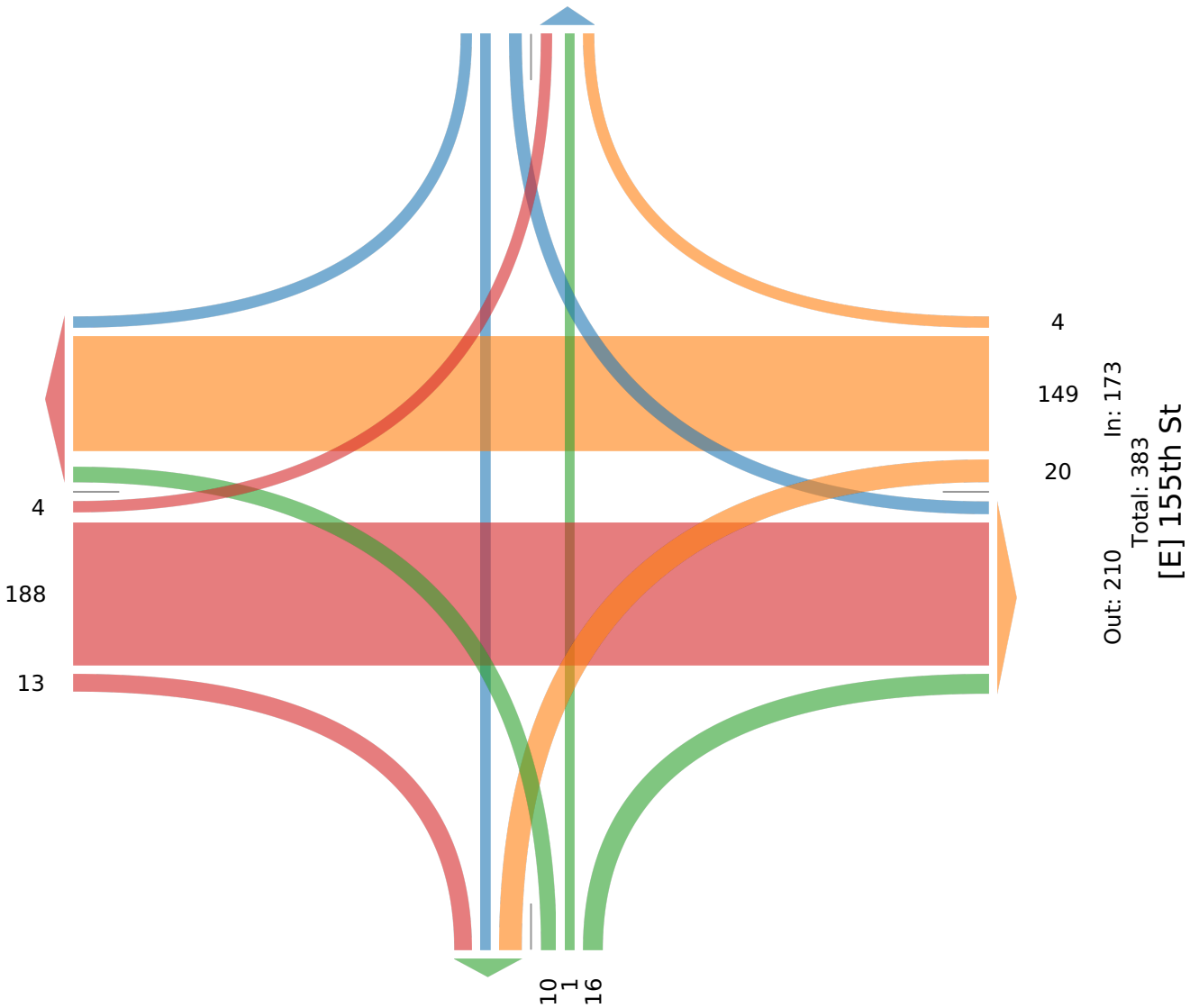
Total: 20

In: 11 Out: 9

4 1 6

[W] 155th St

Total: 368
In: 205 Out: 163



Rupard / SW Stoney Creek Dr & E Cass Jackson... - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284574, Location: 38.839065, -94.409234

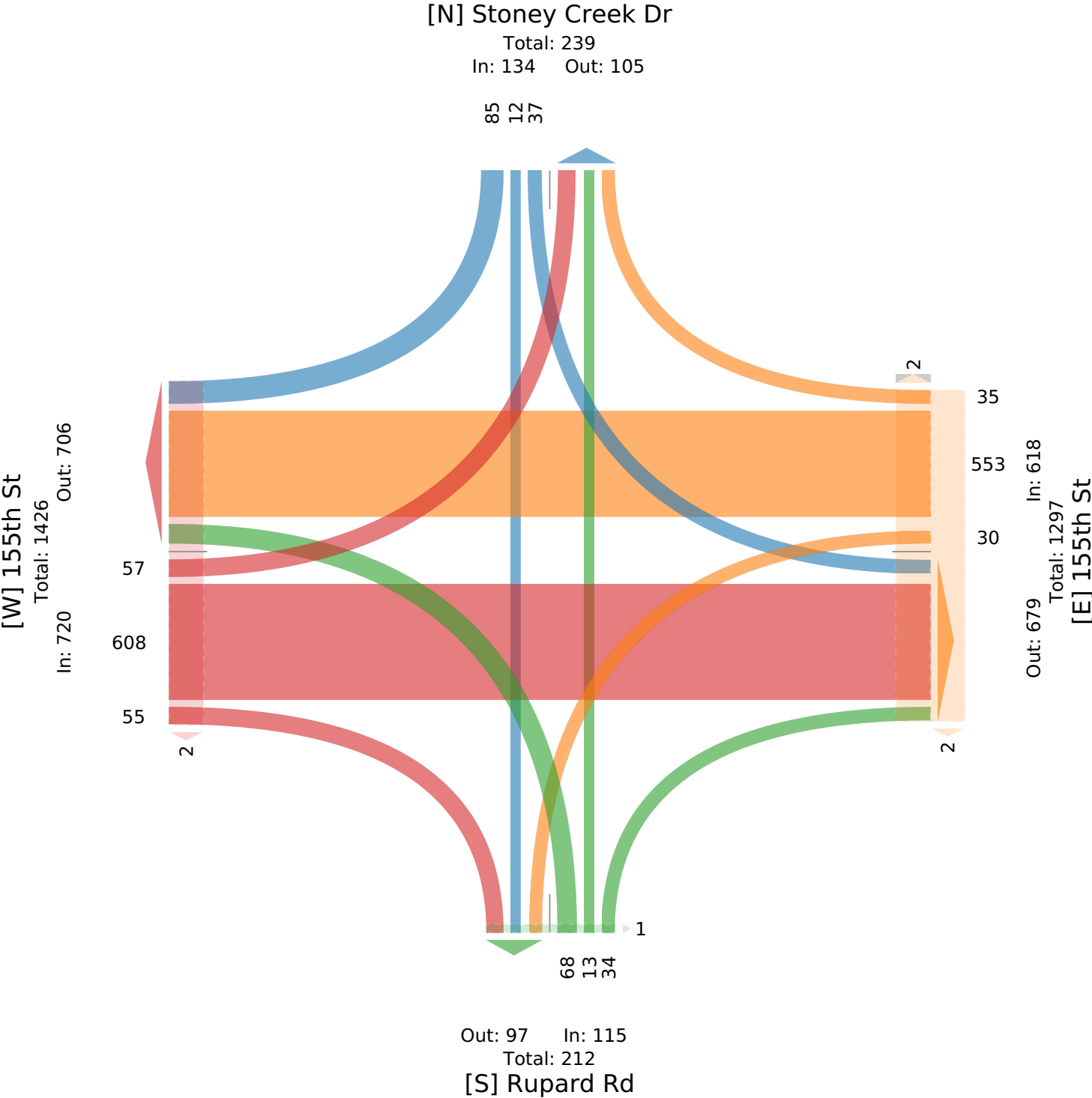


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Stoney Creek Dr Southbound						155th St Westbound						Rupard Rd Northbound						155th St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	4	0	3	0	7	0	2	47	0	0	49	0	2	2	13	0	17	0	1	23	1	0	25	0	98
7:15AM	6	0	2	0	8	0	0	47	1	0	48	0	3	0	4	0	7	0	0	39	0	0	39	1	102
7:30AM	7	0	3	0	10	0	2	40	2	0	44	0	4	2	7	0	13	0	1	34	1	0	36	0	103
7:45AM	5	0	6	0	11	0	1	38	1	0	40	0	4	0	8	0	12	0	1	30	2	0	33	0	96
Hourly Total	22	0	14	0	36	0	5	172	4	0	181	0	13	4	32	0	49	0	3	126	4	0	133	1	399
8:00AM	5	0	0	0	5	0	4	34	0	0	38	0	1	1	14	0	16	0	1	27	3	0	31	1	90
8:15AM	0	0	1	0	1	0	2	37	1	0	40	0	2	1	4	0	7	0	1	22	2	0	25	0	73
8:30AM	6	0	1	0	7	0	1	24	1	0	26	0	1	1	1	0	3	0	4	29	0	0	33	0	69
8:45AM	3	2	4	0	9	0	2	18	0	0	20	0	2	0	0	0	2	0	3	22	1	0	26	0	57
Hourly Total	14	2	6	0	22	0	9	113	2	0	124	0	6	3	19	0	28	0	9	100	6	0	115	1	289
4:00PM	5	2	3	0	10	0	4	44	1	0	49	0	0	1	1	0	2	0	6	46	8	0	60	0	121
4:15PM	6	2	1	0	9	0	3	28	4	0	35	0	3	0	0	0	3	0	5	49	4	0	58	0	105
4:30PM	4	1	3	0	8	0	5	29	5	0	39	2	4	0	0	0	4	0	4	45	7	0	56	0	107
4:45PM	5	4	1	0	10	0	1	33	1	0	35	0	0	2	0	0	2	1	10	64	8	0	82	0	129
Hourly Total	20	9	8	0	37	0	13	134	11	0	158	2	7	3	1	0	11	1	25	204	27	0	256	0	462
5:00PM	6	1	3	0	10	0	3	38	4	0	45	2	1	1	5	0	7	0	4	38	7	0	49	0	111
5:15PM	6	0	1	0	7	0	3	38	3	0	44	0	1	0	6	0	7	0	2	53	4	0	59	0	117
5:30PM	10	0	3	0	13	0	1	34	1	0	36	0	4	1	5	0	10	0	9	47	6	0	62	0	121
5:45PM	7	0	2	0	9	0	1	24	5	0	30	0	2	1	0	0	3	0	3	40	3	0	46	0	88
Hourly Total	29	1	9	0	39	0	8	134	13	0	155	2	8	3	16	0	27	0	18	178	20	0	216	0	437
Total	85	12	37	0	134	0	35	553	30	0	618	4	34	13	68	0	115	1	55	608	57	0	720	2	1587
% Approach	63.4%	9.0%	27.6%	0%	-	-	5.7%	89.5%	4.9%	0%	-	-	29.6%	11.3%	59.1%	0%	-	-	7.6%	84.4%	7.9%	0%	-	-	-
% Total	5.4%	0.8%	2.3%	0%	8.4%	-	2.2%	34.8%	1.9%	0%	38.9%	-	2.1%	0.8%	4.3%	0%	7.2%	-	3.5%	38.3%	3.6%	0%	45.4%	-	-
Lights	84	12	34	0	130	-	34	518	29	0	581	-	33	13	66	0	112	-	53	574	57	0	684	-	1507
% Lights	98.8%	100%	91.9%	0%	97.0%	-	97.1%	93.7%	96.7%	0%	94.0%	-	97.1%	100%	97.1%	0%	97.4%	-	96.4%	94.4%	100%	0%	95.0%	-	95.0%
Articulated Trucks	1	0	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	3
% Articulated Trucks	1.2%	0%	0%	0%	0.7%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0.2%
Buses and Single-Unit Trucks	0	0	3	0	3	-	1	34	1	0	36	-	1	0	2	0	3	-	2	33	0	0	35	-	77
% Buses and Single-Unit Trucks	0%	0%	8.1%	0%	2.2%	-	2.9%	6.1%	3.3%	0%	5.8%	-	2.9%	0%	2.9%	0%	2.6%	-	3.6%	5.4%	0%	0%	4.9%	-	4.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

Rupard / SW Stoney Creek Dr & E Cass Jackson... - TMC
Wed Apr 16, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1284574, Location: 38.839065, -94.409234



Rupard / SW Stoney Creek Dr & E Cass Jackson... - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284574, Location: 38.839065, -94.409234



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Stoney Creek Dr Southbound						155th St Westbound						Rupard Rd Northbound						155th St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	4	0	3	0	7	0	2	47	0	0	49	0	2	2	13	0	17	0	1	23	1	0	25	0	98
7:15AM	6	0	2	0	8	0	0	47	1	0	48	0	3	0	4	0	7	0	0	39	0	0	39	1	102
7:30AM	7	0	3	0	10	0	2	40	2	0	44	0	4	2	7	0	13	0	1	34	1	0	36	0	103
7:45AM	5	0	6	0	11	0	1	38	1	0	40	0	4	0	8	0	12	0	1	30	2	0	33	0	96
Total	22	0	14	0	36	0	5	172	4	0	181	0	13	4	32	0	49	0	3	126	4	0	133	1	399
% Approach	61.1%	0%	38.9%	0%	-	-	2.8%	95.0%	2.2%	0%	-	-	26.5%	8.2%	65.3%	0%	-	-	2.3%	94.7%	3.0%	0%	-	-	-
% Total	5.5%	0%	3.5%	0%	9.0%	-	1.3%	43.1%	1.0%	0%	45.4%	-	3.3%	1.0%	8.0%	0%	12.3%	-	0.8%	31.6%	1.0%	0%	33.3%	-	-
PHF	0.786	-	0.583	-	0.818	-	0.625	0.915	0.500	-	0.923	-	0.813	0.500	0.615	-	0.721	-	0.750	0.808	0.500	-	0.853	-	0.968
Lights	22	0	11	0	33	-	4	159	3	0	166	-	13	4	31	0	48	-	3	119	4	0	126	-	373
% Lights	100%	0%	78.6%	0%	91.7%	-	80.0%	92.4%	75.0%	0%	91.7%	-	100%	100%	96.9%	0%	98.0%	-	100%	94.4%	100%	0%	94.7%	-	93.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	3	0	3	-	1	13	1	0	15	-	0	0	1	0	1	-	0	7	0	0	7	-	26
% Buses and Single-Unit Trucks	0%	0%	21.4%	0%	8.3%	-	20.0%	7.6%	25.0%	0%	8.3%	-	0%	0%	3.1%	0%	2.0%	-	0%	5.6%	0%	0%	5.3%	-	6.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Rupard / SW Stoney Creek Dr & E Cass Jackson... - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284574, Location: 38.839065, -94.409234



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Stoney Creek Dr

Total: 49

In: 36 Out: 13

22 14

[W] 155th St

Total: 359

In: 133 Out: 226

4 126

3 1

5

172

4

Out: 153 In: 181

Total: 334

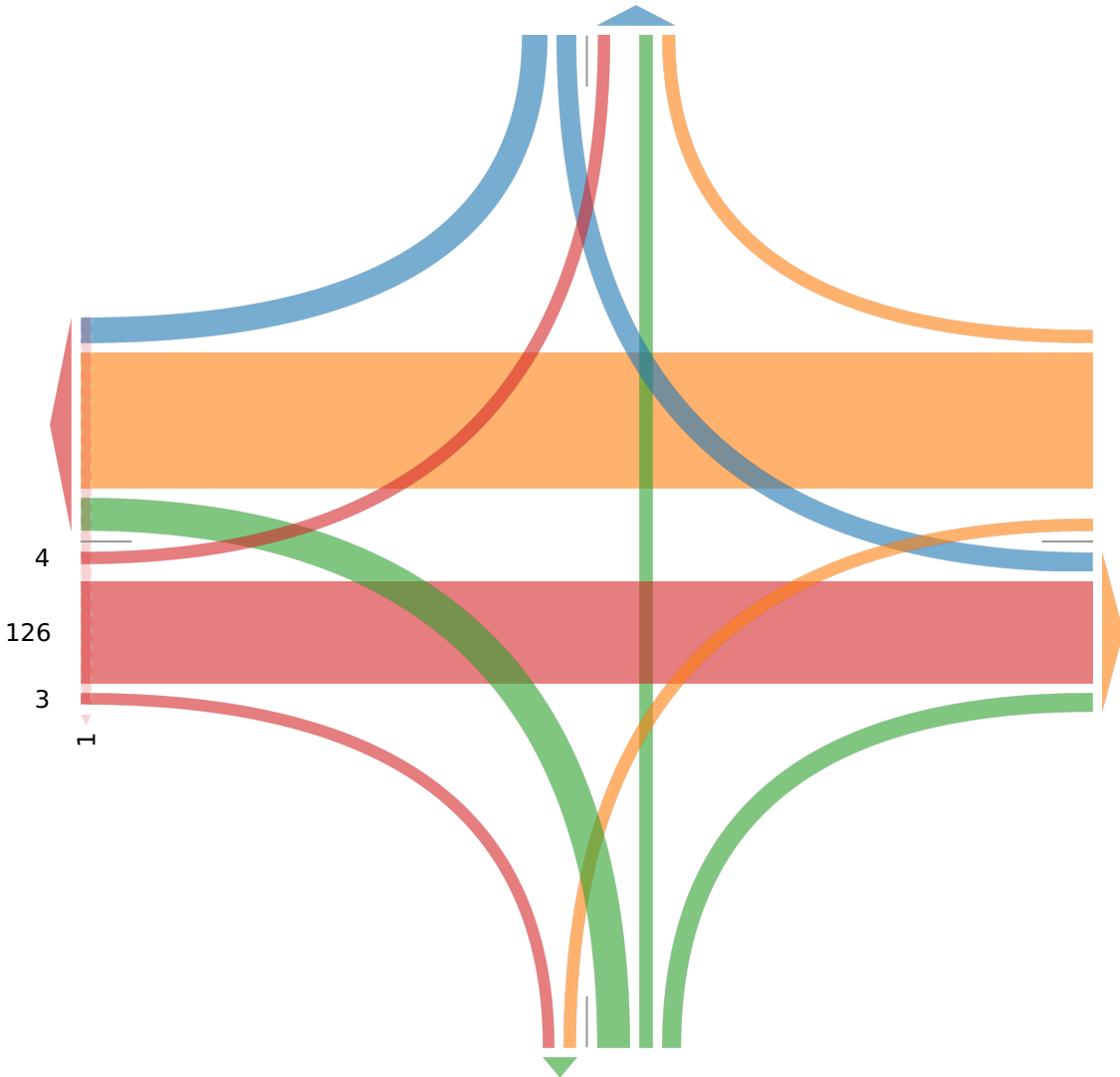
[E] 155th St

Out: 7 In: 49

Total: 56

[S] Rupard Rd

32 4 13



Rupard / SW Stoney Creek Dr & E Cass Jackson... - TMC

Wed Apr 16, 2025

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1284574, Location: 38.839065, -94.409234

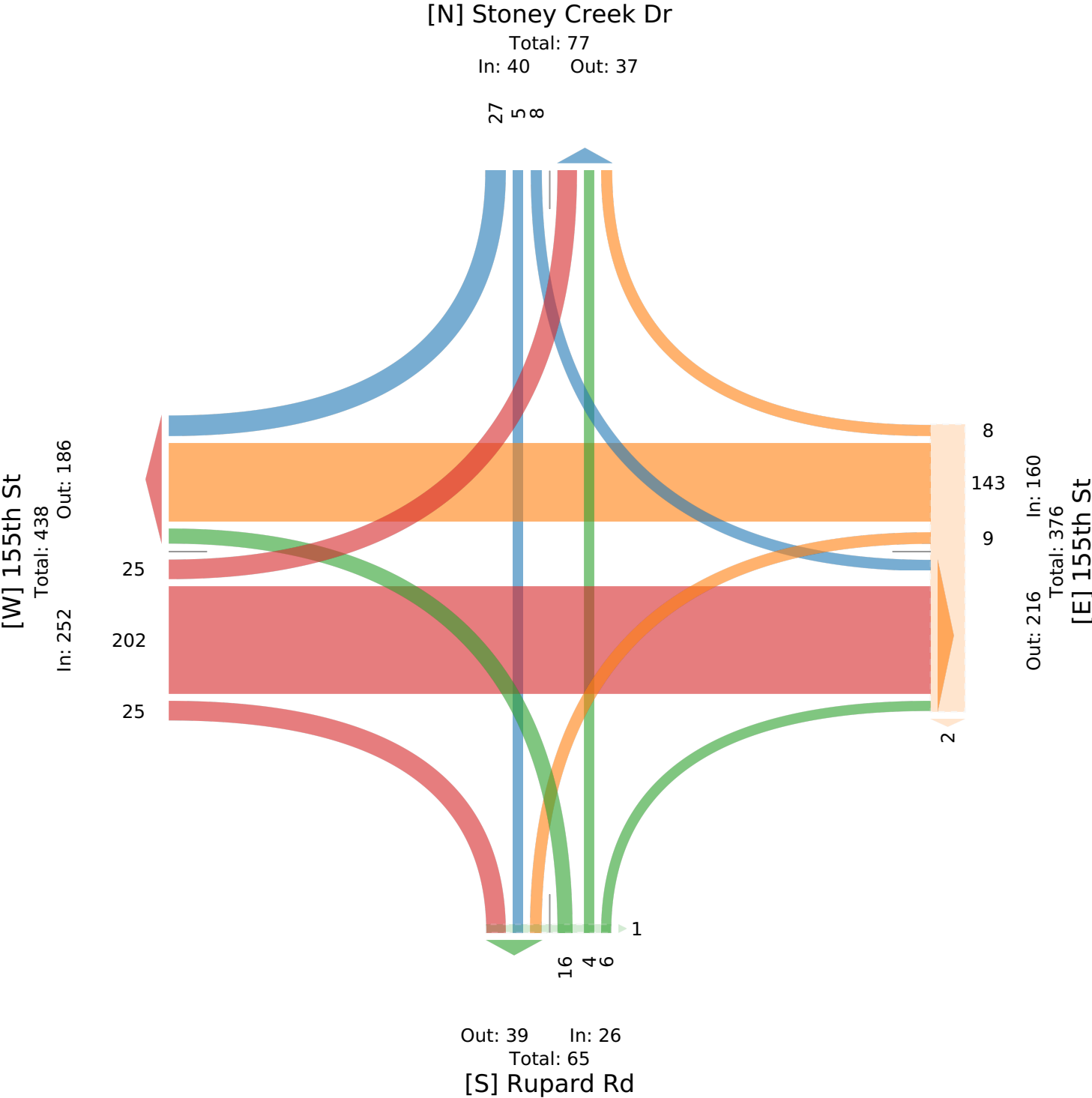


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Stoney Creek Dr Southbound						155th St Westbound						Rupard Rd Northbound						155th St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 4:45PM	5	4	1	0	10	0	1	33	1	0	35	0	0	2	0	0	2	1	10	64	8	0	82	0	129
5:00PM	6	1	3	0	10	0	3	38	4	0	45	2	1	1	5	0	7	0	4	38	7	0	49	0	111
5:15PM	6	0	1	0	7	0	3	38	3	0	44	0	1	0	6	0	7	0	2	53	4	0	59	0	117
5:30PM	10	0	3	0	13	0	1	34	1	0	36	0	4	1	5	0	10	0	9	47	6	0	62	0	121
Total	27	5	8	0	40	0	8	143	9	0	160	2	6	4	16	0	26	1	25	202	25	0	252	0	478
% Approach	67.5%	12.5%	20.0%	0%	-	-	5.0%	89.4%	5.6%	0%	-	-	23.1%	15.4%	61.5%	0%	-	-	9.9%	80.2%	9.9%	0%	-	-	-
% Total	5.6%	1.0%	1.7%	0%	8.4%	-	1.7%	29.9%	1.9%	0%	33.5%	-	1.3%	0.8%	3.3%	0%	5.4%	-	5.2%	42.3%	5.2%	0%	52.7%	-	-
PHF	0.675	0.313	0.667	-	0.769	-	0.667	0.941	0.563	-	0.889	-	0.375	0.500	0.667	-	0.650	-	0.625	0.789	0.781	-	0.768	-	0.926
Lights	27	5	8	0	40	-	8	142	9	0	159	-	6	4	16	0	26	-	25	194	25	0	244	-	469
% Lights	100%	100%	100%	0%	100%	-	100%	99.3%	100%	0%	99.4%	-	100%	100%	100%	0%	100%	-	100%	96.0%	100%	0%	96.8%	-	98.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.4%	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	7	0	0	7	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	3.5%	0%	0%	2.8%	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Rupard / SW Stoney Creek Dr & E Cass Jackson... - TMC
Wed Apr 16, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1284574, Location: 38.839065, -94.409234



SW Pryor Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284573, Location: 38.839345, -94.417928



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Pryor Rd Southbound					County Line Rd Westbound					County Line Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	18	2	0	20	0	14	45	0	59	0	24	31	0	55	0	134
7:15AM	17	2	0	19	0	15	45	0	60	0	35	31	0	66	0	145
7:30AM	17	4	0	21	0	14	46	0	60	0	31	26	0	57	0	138
7:45AM	29	6	0	35	0	12	42	0	54	0	26	14	0	40	0	129
Hourly Total	81	14	0	95	0	55	178	0	233	0	116	102	0	218	0	546
8:00AM	22	3	0	25	0	12	40	0	52	0	26	22	0	48	0	125
8:15AM	18	3	0	21	0	7	36	0	43	0	22	24	0	46	0	110
8:30AM	16	6	0	22	0	8	22	0	30	0	32	23	0	55	0	107
8:45AM	14	1	0	15	0	6	17	0	23	0	21	20	0	41	0	79
Hourly Total	70	13	0	83	0	33	115	0	148	0	101	89	0	190	0	421
4:00PM	25	17	0	42	0	6	45	0	51	0	48	19	0	67	0	160
4:15PM	35	11	0	46	0	3	31	0	34	0	47	26	0	73	0	153
4:30PM	25	12	0	37	0	5	30	0	35	0	49	27	0	76	0	148
4:45PM	52	21	0	73	0	4	35	0	39	0	59	25	0	84	0	196
Hourly Total	137	61	0	198	0	18	141	0	159	0	203	97	0	300	0	657
5:00PM	47	14	0	61	0	7	37	0	44	0	40	29	0	69	0	174
5:15PM	48	18	0	66	0	1	46	0	47	0	41	32	0	73	0	186
5:30PM	47	27	0	74	0	5	42	0	47	0	35	32	0	67	0	188
5:45PM	31	16	1	48	0	7	26	0	33	0	31	24	0	55	0	136
Hourly Total	173	75	1	249	0	20	151	0	171	0	147	117	0	264	0	684
Total	461	163	1	625	0	126	585	0	711	0	567	405	0	972	0	2308
% Approach	73.8%	26.1%	0.2%	-	-	17.7%	82.3%	0%	-	-	58.3%	41.7%	0%	-	-	-
% Total	20.0%	7.1%	0%	27.1%	-	5.5%	25.3%	0%	30.8%	-	24.6%	17.5%	0%	42.1%	-	-
Lights	446	158	1	605	-	123	547	0	670	-	532	398	0	930	-	2205
% Lights	96.7%	96.9%	100%	96.8%	-	97.6%	93.5%	0%	94.2%	-	93.8%	98.3%	0%	95.7%	-	95.5%
Articulated Trucks	1	0	0	1	-	0	1	0	1	-	1	2	0	3	-	5
% Articulated Trucks	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0.1%	-	0.2%	0.5%	0%	0.3%	-	0.2%
Buses and Single-Unit Trucks	14	5	0	19	-	3	37	0	40	-	34	5	0	39	-	98
% Buses and Single-Unit Trucks	3.0%	3.1%	0%	3.0%	-	2.4%	6.3%	0%	5.6%	-	6.0%	1.2%	0%	4.0%	-	4.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SW Pryor Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

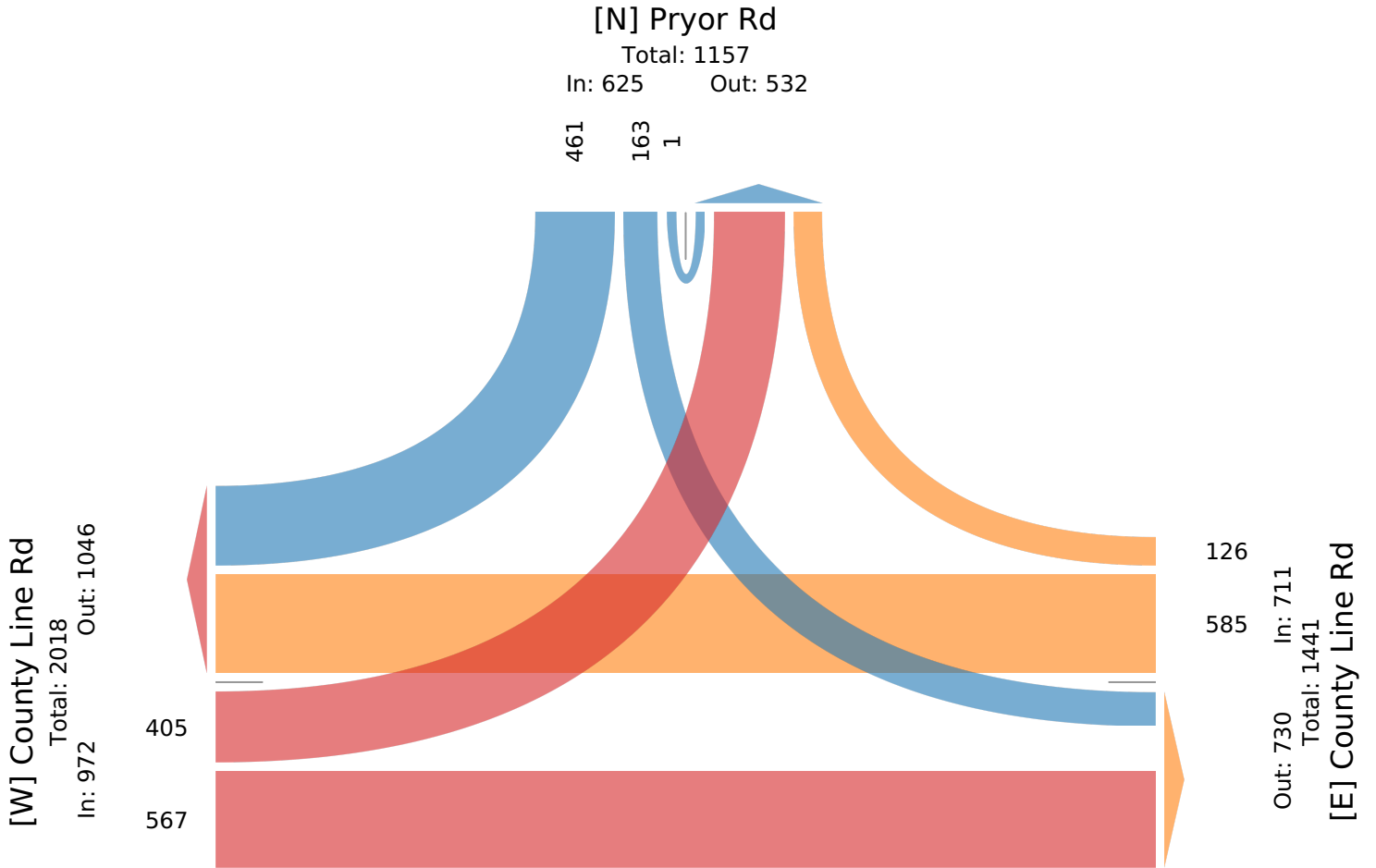
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284573, Location: 38.839345, -94.417928



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



SW Pryor Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284573, Location: 38.839345, -94.417928



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Pryor Rd Southbound					County Line Rd Westbound					County Line Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	18	2	0	20	0	14	45	0	59	0	24	31	0	55	0	134
7:15AM	17	2	0	19	0	15	45	0	60	0	35	31	0	66	0	145
7:30AM	17	4	0	21	0	14	46	0	60	0	31	26	0	57	0	138
7:45AM	29	6	0	35	0	12	42	0	54	0	26	14	0	40	0	129
Total	81	14	0	95	0	55	178	0	233	0	116	102	0	218	0	546
% Approach	85.3%	14.7%	0%	-	-	23.6%	76.4%	0%	-	-	53.2%	46.8%	0%	-	-	-
% Total	14.8%	2.6%	0%	17.4%	-	10.1%	32.6%	0%	42.7%	-	21.2%	18.7%	0%	39.9%	-	-
PHF	0.698	0.583	-	0.679	-	0.917	0.967	-	0.971	-	0.829	0.823	-	0.826	-	0.941
Lights	75	14	0	89	-	54	164	0	218	-	108	99	0	207	-	514
% Lights	92.6%	100%	0%	93.7%	-	98.2%	92.1%	0%	93.6%	-	93.1%	97.1%	0%	95.0%	-	94.1%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	1.0%	0%	0.5%	-	0.2%
Buses and Single-Unit Trucks	6	0	0	6	-	1	14	0	15	-	8	2	0	10	-	31
% Buses and Single-Unit Trucks	7.4%	0%	0%	6.3%	-	1.8%	7.9%	0%	6.4%	-	6.9%	2.0%	0%	4.6%	-	5.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SW Pryor Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284573, Location: 38.839345, -94.417928



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Pryor Rd

Total: 252

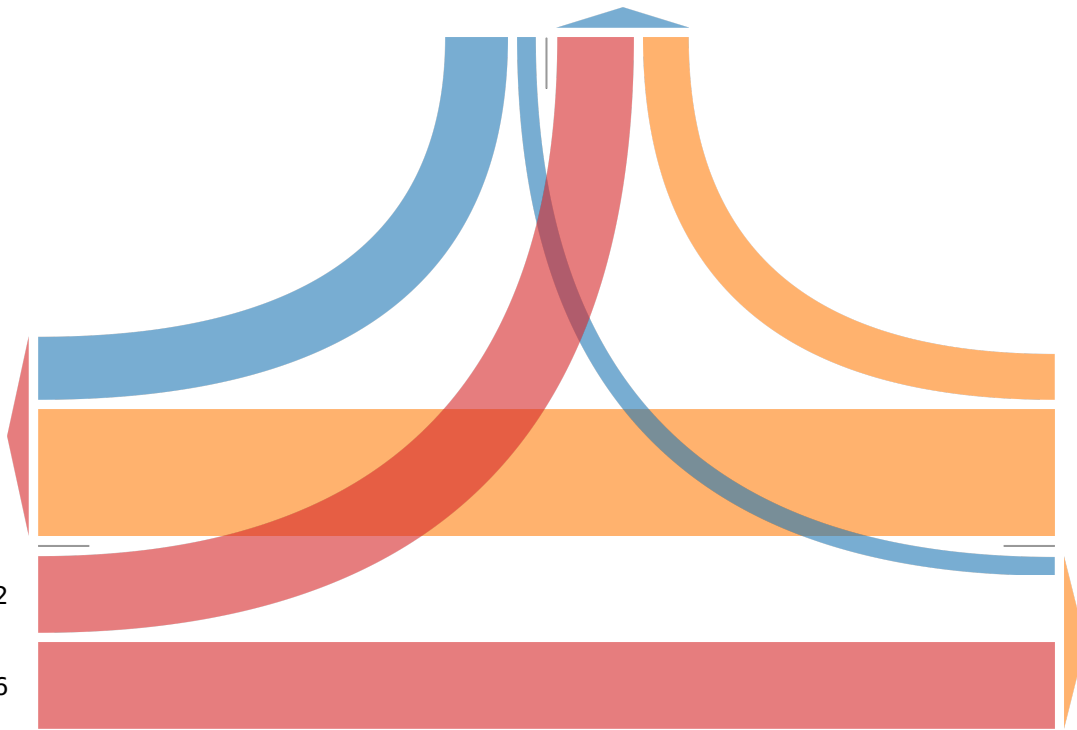
In: 95 Out: 157

81 14

[W] County Line Rd

Total: 477
In: 218 Out: 259

102
116



55
178

Out: 130 In: 233
Total: 363

[E] County Line Rd

SW Pryor Rd & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1284573, Location: 38.839345, -94.417928

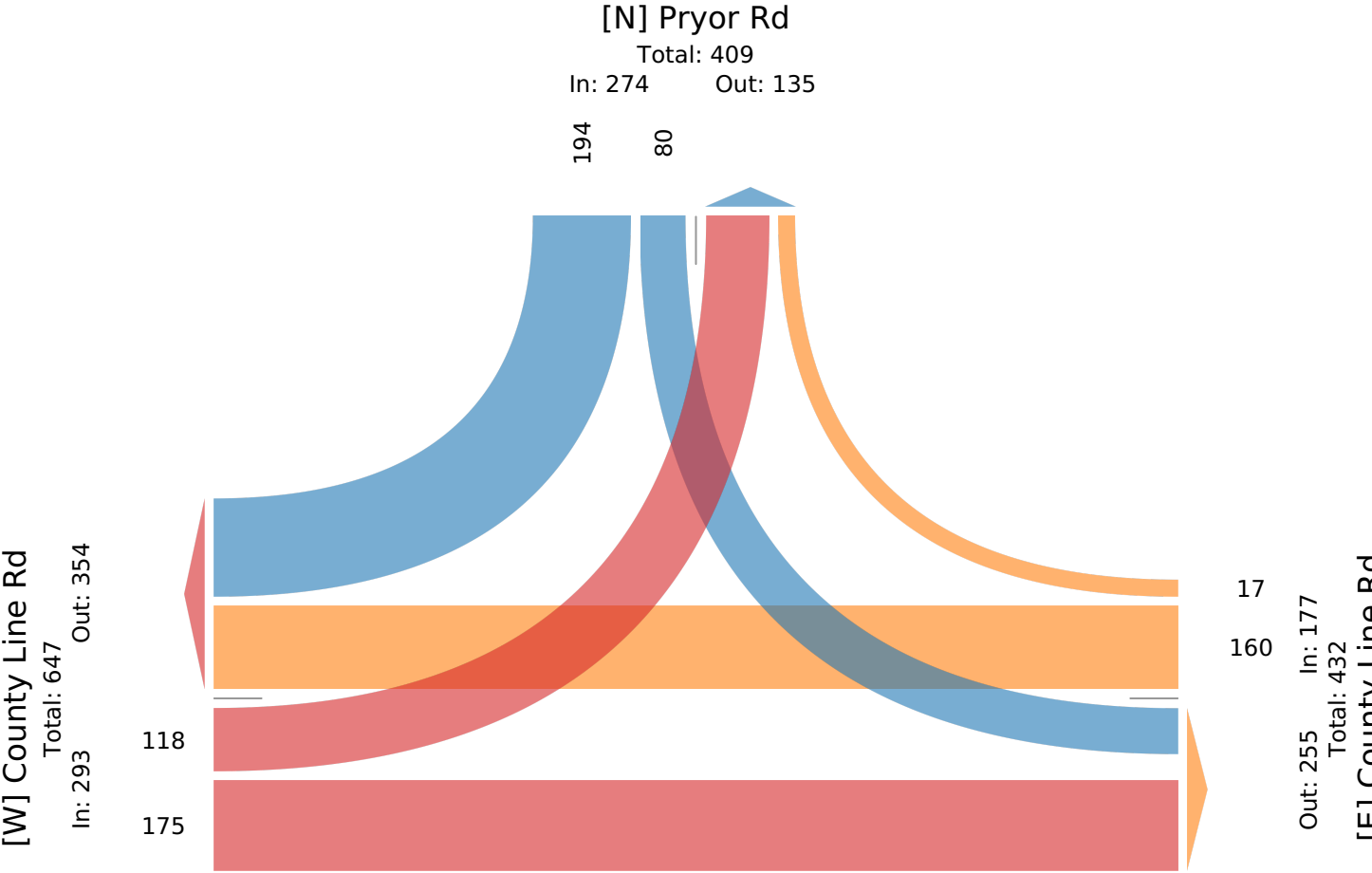


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Pryor Rd Southbound					County Line Rd Westbound					County Line Rd Eastbound					
Time	R	L	U	App	Ped*	R	T	U	App	Ped*	T	L	U	App	Ped*	Int
2025-04-16 4:45PM	52	21	0	73	0	4	35	0	39	0	59	25	0	84	0	196
5:00PM	47	14	0	61	0	7	37	0	44	0	40	29	0	69	0	174
5:15PM	48	18	0	66	0	1	46	0	47	0	41	32	0	73	0	186
5:30PM	47	27	0	74	0	5	42	0	47	0	35	32	0	67	0	188
Total	194	80	0	274	0	17	160	0	177	0	175	118	0	293	0	744
% Approach	70.8%	29.2%	0%	-	-	9.6%	90.4%	0%	-	-	59.7%	40.3%	0%	-	-	-
% Total	26.1%	10.8%	0%	36.8%	-	2.3%	21.5%	0%	23.8%	-	23.5%	15.9%	0%	39.4%	-	-
PHF	0.933	0.741	-	0.926	-	0.607	0.870	-	0.941	-	0.742	0.922	-	0.872	-	0.949
Lights	189	80	0	269	-	17	158	0	175	-	166	116	0	282	-	726
% Lights	97.4%	100%	0%	98.2%	-	100%	98.8%	0%	98.9%	-	94.9%	98.3%	0%	96.2%	-	97.6%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	1	1	0	2	-	2
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.6%	0.8%	0%	0.7%	-	0.3%
Buses and Single-Unit Trucks	5	0	0	5	-	0	2	0	2	-	8	1	0	9	-	16
% Buses and Single-Unit Trucks	2.6%	0%	0%	1.8%	-	0%	1.3%	0%	1.1%	-	4.6%	0.8%	0%	3.1%	-	2.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

SW Pryor Rd & E Cass Jackson Rd - TMC
Wed Apr 16, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1284573, Location: 38.839345, -94.417928



N Prairie Lane & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284572, Location: 38.839325, -94.418518



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	155th St Westbound					Prairie Ln Northbound					155th St Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2025-04-16 7:00AM	54	6	0	60	0	7	6	0	13	0	4	47	0	51	0	124
7:15AM	59	4	0	63	0	12	8	0	20	0	2	51	0	53	0	136
7:30AM	62	1	0	63	0	9	0	0	9	0	1	49	0	50	0	122
7:45AM	70	1	0	71	0	3	0	0	3	0	0	39	0	39	0	113
Hourly Total	245	12	0	257	0	31	14	0	45	0	7	186	0	193	0	495
8:00AM	60	1	0	61	0	1	1	0	2	0	0	47	0	47	0	110
8:15AM	54	0	0	54	0	1	1	0	2	0	0	46	0	46	0	102
8:30AM	38	0	0	38	0	0	0	0	0	0	0	55	0	55	0	93
8:45AM	31	0	0	31	0	1	0	0	1	0	0	40	0	40	0	72
Hourly Total	183	1	0	184	0	3	2	0	5	0	0	188	0	188	0	377
4:00PM	60	10	0	70	0	7	2	0	9	0	1	59	0	60	0	139
4:15PM	48	17	0	65	0	7	1	0	8	0	3	67	0	70	0	143
4:30PM	44	11	0	55	0	11	2	0	13	0	3	64	0	67	0	135
4:45PM	73	14	0	87	0	14	2	0	16	0	4	72	0	76	0	179
Hourly Total	225	52	0	277	0	39	7	0	46	0	11	262	0	273	0	596
5:00PM	61	24	0	85	0	11	3	0	14	0	4	57	0	61	0	160
5:15PM	69	22	0	91	0	9	6	0	15	0	4	62	0	66	0	172
5:30PM	77	15	0	92	0	11	3	0	14	0	4	56	0	60	0	166
5:45PM	45	10	0	55	0	11	3	0	14	0	3	43	0	46	0	115
Hourly Total	252	71	0	323	0	42	15	0	57	0	15	218	0	233	0	613
Total	905	136	0	1041	0	115	38	0	153	0	33	854	0	887	0	2081
% Approach	86.9%	13.1%	0%	-	-	75.2%	24.8%	0%	-	-	3.7%	96.3%	0%	-	-	-
% Total	43.5%	6.5%	0%	50.0%	-	5.5%	1.8%	0%	7.4%	-	1.6%	41.0%	0%	42.6%	-	-
Lights	860	135	0	995	-	115	38	0	153	-	33	813	0	846	-	1994
% Lights	95.0%	99.3%	0%	95.6%	-	100%	100%	0%	100%	-	100%	95.2%	0%	95.4%	-	95.8%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	1	0	1	-	2
% Articulated Trucks	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%
Buses and Single-Unit Trucks	44	1	0	45	-	0	0	0	0	-	0	40	0	40	-	85
% Buses and Single-Unit Trucks	4.9%	0.7%	0%	4.3%	-	0%	0%	0%	0%	-	0%	4.7%	0%	4.5%	-	4.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

N Prairie Lane & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

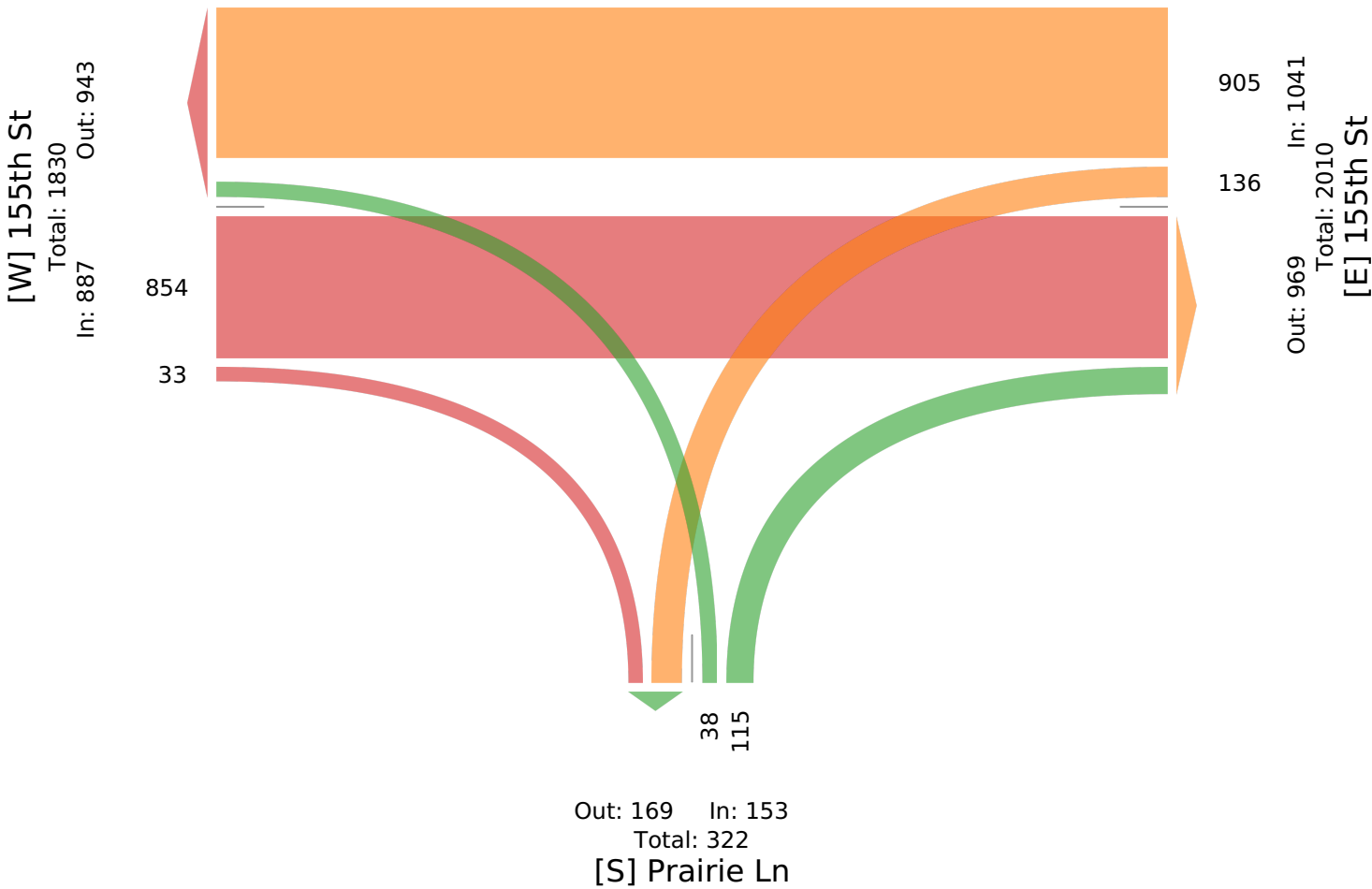
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284572, Location: 38.839325, -94.418518



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



N Prairie Lane & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 1284572, Location: 38.839325, -94.418518



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	155th St Westbound					Prairie Ln Northbound					155th St Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2025-04-16 7:00AM	54	6	0	60	0	7	6	0	13	0	4	47	0	51	0	124
7:15AM	59	4	0	63	0	12	8	0	20	0	2	51	0	53	0	136
7:30AM	62	1	0	63	0	9	0	0	9	0	1	49	0	50	0	122
7:45AM	70	1	0	71	0	3	0	0	3	0	0	39	0	39	0	113
Total	245	12	0	257	0	31	14	0	45	0	7	186	0	193	0	495
% Approach	95.3%	4.7%	0%	-	-	68.9%	31.1%	0%	-	-	3.6%	96.4%	0%	-	-	-
% Total	49.5%	2.4%	0%	51.9%	-	6.3%	2.8%	0%	9.1%	-	1.4%	37.6%	0%	39.0%	-	-
PHF	0.875	0.500	-	0.905	-	0.646	0.438	-	0.563	-	0.438	0.912	-	0.910	-	0.910
Lights	228	12	0	240	-	31	14	0	45	-	7	177	0	184	-	469
% Lights	93.1%	100%	0%	93.4%	-	100%	100%	0%	100%	-	100%	95.2%	0%	95.3%	-	94.7%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	17	0	0	17	-	0	0	0	0	-	0	9	0	9	-	26
% Buses and Single-Unit Trucks	6.9%	0%	0%	6.6%	-	0%	0%	0%	0%	-	0%	4.8%	0%	4.7%	-	5.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

N Prairie Lane & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM)

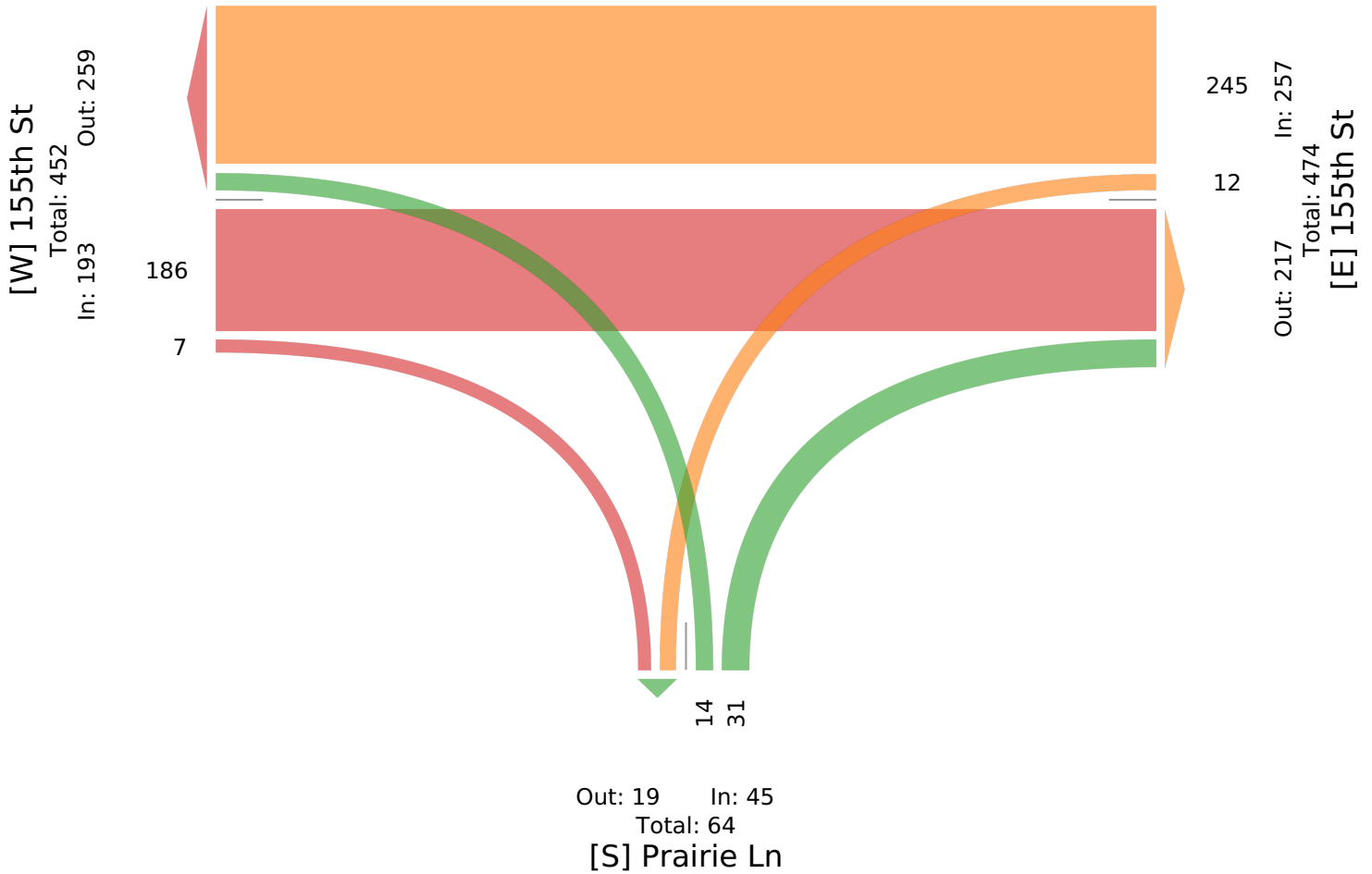
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284572, Location: 38.839325, -94.418518



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



N Prairie Lane & E Cass Jackson Rd - TMC

Wed Apr 16, 2025

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1284572, Location: 38.839325, -94.418518

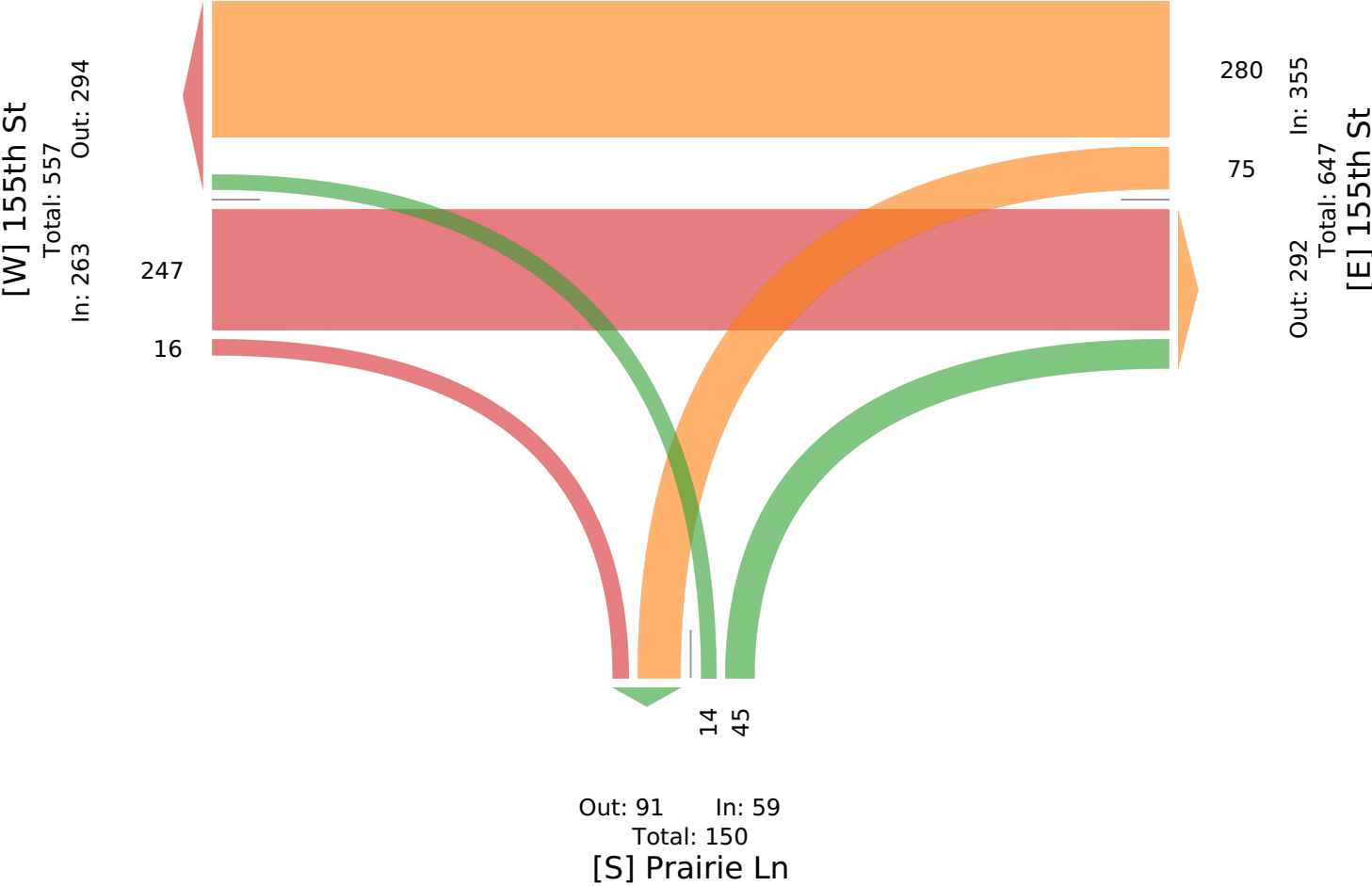


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	155th St Westbound					Prairie Ln Northbound					155th St Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2025-04-16 4:45PM	73	14	0	87	0	14	2	0	16	0	4	72	0	76	0	179
5:00PM	61	24	0	85	0	11	3	0	14	0	4	57	0	61	0	160
5:15PM	69	22	0	91	0	9	6	0	15	0	4	62	0	66	0	172
5:30PM	77	15	0	92	0	11	3	0	14	0	4	56	0	60	0	166
Total	280	75	0	355	0	45	14	0	59	0	16	247	0	263	0	677
% Approach	78.9%	21.1%	0%	-	-	76.3%	23.7%	0%	-	-	6.1%	93.9%	0%	-	-	-
% Total	41.4%	11.1%	0%	52.4%	-	6.6%	2.1%	0%	8.7%	-	2.4%	36.5%	0%	38.8%	-	-
PHF	0.909	0.781	-	0.965	-	0.804	0.583	-	0.922	-	1.000	0.858	-	0.865	-	0.946
Lights	276	74	0	350	-	45	14	0	59	-	16	235	0	251	-	660
% Lights	98.6%	98.7%	0%	98.6%	-	100%	100%	0%	100%	-	100%	95.1%	0%	95.4%	-	97.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.4%	0%	0.4%	-	0.1%
Buses and Single-Unit Trucks	4	1	0	5	-	0	0	0	0	-	0	11	0	11	-	16
% Buses and Single-Unit Trucks	1.4%	1.3%	0%	1.4%	-	0%	0%	0%	0%	-	0%	4.5%	0%	4.2%	-	2.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

N Prairie Lane & E Cass Jackson Rd - TMC
Wed Apr 16, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1284572, Location: 38.839325, -94.418518



Rupard & SW Cornwall Rd RAB - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284578, Location: 38.837465, -94.409621



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Rupard Southbound						Cornwall Rd Westbound						Nubbin Northbound						Cornwall Rd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	0	0	2	4	6	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	5	0	5	0	20
7:15AM	0	0	1	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	4	1	9
7:30AM	0	0	1	5	6	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	2	0	13
7:45AM	0	1	1	2	4	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	5	0	5	0	15
Hourly Total	0	1	5	11	17	0	23	0	0	0	23	0	0	1	0	0	1	0	0	0	16	0	16	1	57
8:00AM	1	0	0	1	2	0	12	1	0	0	13	0	0	0	0	0	0	0	0	0	2	0	2	0	17
8:15AM	0	0	2	4	6	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	9
8:30AM	1	0	3	1	5	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	8
8:45AM	1	0	1	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	4
Hourly Total	3	0	6	6	15	1	16	1	0	0	17	0	0	0	0	0	0	0	0	0	6	0	6	0	38
4:00PM	2	0	4	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	8
4:15PM	3	0	3	0	6	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	0	11
4:30PM	1	0	3	0	4	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	8
4:45PM	3	0	6	0	9	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	12
Hourly Total	9	0	16	1	26	4	4	1	0	0	5	0	0	0	0	0	0	0	0	0	2	6	8	0	39
5:00PM	4	0	3	2	9	1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	3	0	14
5:15PM	2	0	1	2	5	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	2	0	10
5:30PM	1	0	5	1	7	3	4	0	0	0	4	0	0	0	0	0	0	1	0	0	5	0	5	0	16
5:45PM	2	0	4	1	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	9
Hourly Total	9	0	13	6	28	4	10	0	0	0	10	1	0	0	0	0	0	1	0	0	11	0	11	0	49
Total	21	1	40	24	86	9	53	2	0	0	55	1	0	1	0	0	1	1	0	2	39	0	41	1	183
% Approach	24.4%	1.2%	46.5%	27.9%	-	-	96.4%	3.6%	0%	0%	-	-	0%	100%	0%	0%	-	-	0%	4.9%	95.1%	0%	-	-	-
% Total	11.5%	0.5%	21.9%	13.1%	47.0%	-	29.0%	1.1%	0%	0%	30.1%	-	0%	0.5%	0%	0%	0.5%	-	0%	1.1%	21.3%	0%	22.4%	-	-
Lights	21	1	40	23	85	-	53	1	0	0	54	-	0	1	0	0	1	-	0	1	37	0	38	-	178
% Lights	100%	100%	100%	95.8%	98.8%	-	100%	50.0%	0%	0%	98.2%	-	0%	100%	0%	0%	100%	-	0%	50.0%	94.9%	0%	92.7%	-	97.3%
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%
Buses and Single-Unit Trucks	0	0	0	1	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	2	0	3	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	4.2%	1.2%	-	0%	50.0%	0%	0%	1.8%	-	0%	0%	0%	0%	0%	-	0%	50.0%	5.1%	0%	7.3%	-	2.7%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	77.8%	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	22.2%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Rupard & SW Cornwall Rd RAB - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

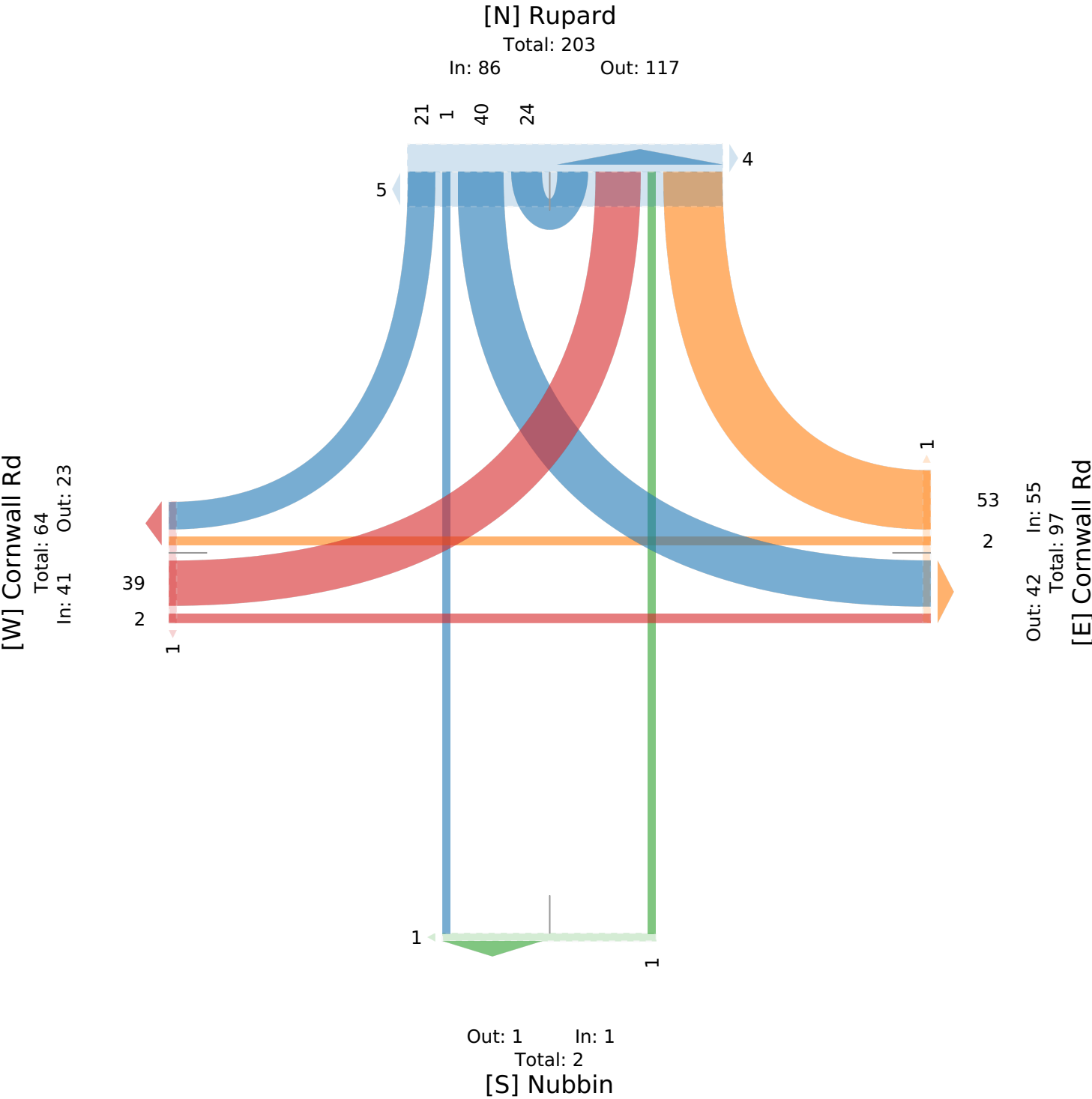
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284578, Location: 38.837465, -94.409621



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Rupard & SW Cornwall Rd RAB - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM) - Overall Peak Hour

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

All Movements

ID: 1284578, Location: 38.837465, -94.409621



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Rupard Southbound						Cornwall Rd Westbound						Nubbin Northbound						Cornwall Rd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	0	0	2	4	6	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	5	0	5	0	20
7:15AM	0	0	1	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	4	1	9
7:30AM	0	0	1	5	6	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	2	0	13
7:45AM	0	1	1	2	4	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	5	0	5	0	15
Total	0	1	5	11	17	0	23	0	0	0	23	0	0	1	0	0	1	0	0	0	16	0	16	1	57
% Approach	0%	5.9%	29.4%	64.7%	-	-	100%	0%	0%	0%	-	-	0%	100%	0%	0%	-	-	0%	0%	100%	0%	-	-	-
% Total	0%	1.8%	8.8%	19.3%	29.8%	-	40.4%	0%	0%	0%	40.4%	-	0%	1.8%	0%	0%	1.8%	-	0%	0%	28.1%	0%	28.1%	-	-
PHF	-	0.250	0.625	0.550	0.708	-	0.639	-	-	-	0.639	-	-	0.250	-	-	0.250	-	-	-	0.800	-	0.800	-	0.713
Lights	0	1	5	11	17	-	23	0	0	0	23	-	0	1	0	0	1	-	0	0	15	0	15	-	56
% Lights	0%	100%	100%	100%	100%	-	100%	0%	0%	0%	100%	-	0%	100%	0%	0%	100%	-	0%	0%	93.8%	0%	93.8%	-	98.2%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	6.3%	0%	6.3%	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Rupard & SW Cornwall Rd RAB - TMC

Wed Apr 16, 2025

AM Peak (7 AM - 8 AM) - Overall Peak Hour

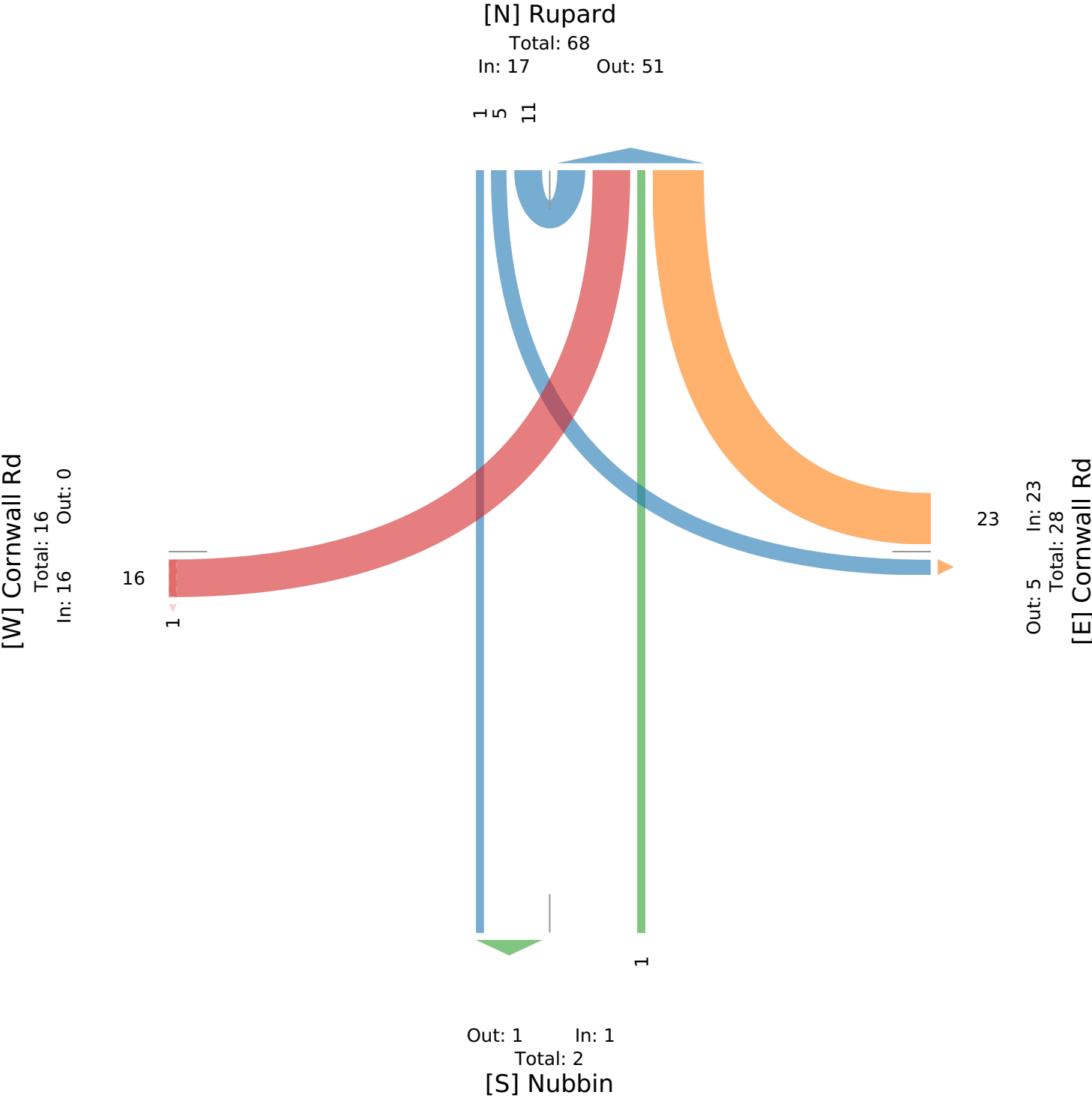
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284578, Location: 38.837465, -94.409621



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Rupard & SW Cornwall Rd RAB - TMC

Wed Apr 16, 2025

PM Peak (4:45 PM - 5:45 PM)

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

All Movements

ID: 1284578, Location: 38.837465, -94.409621

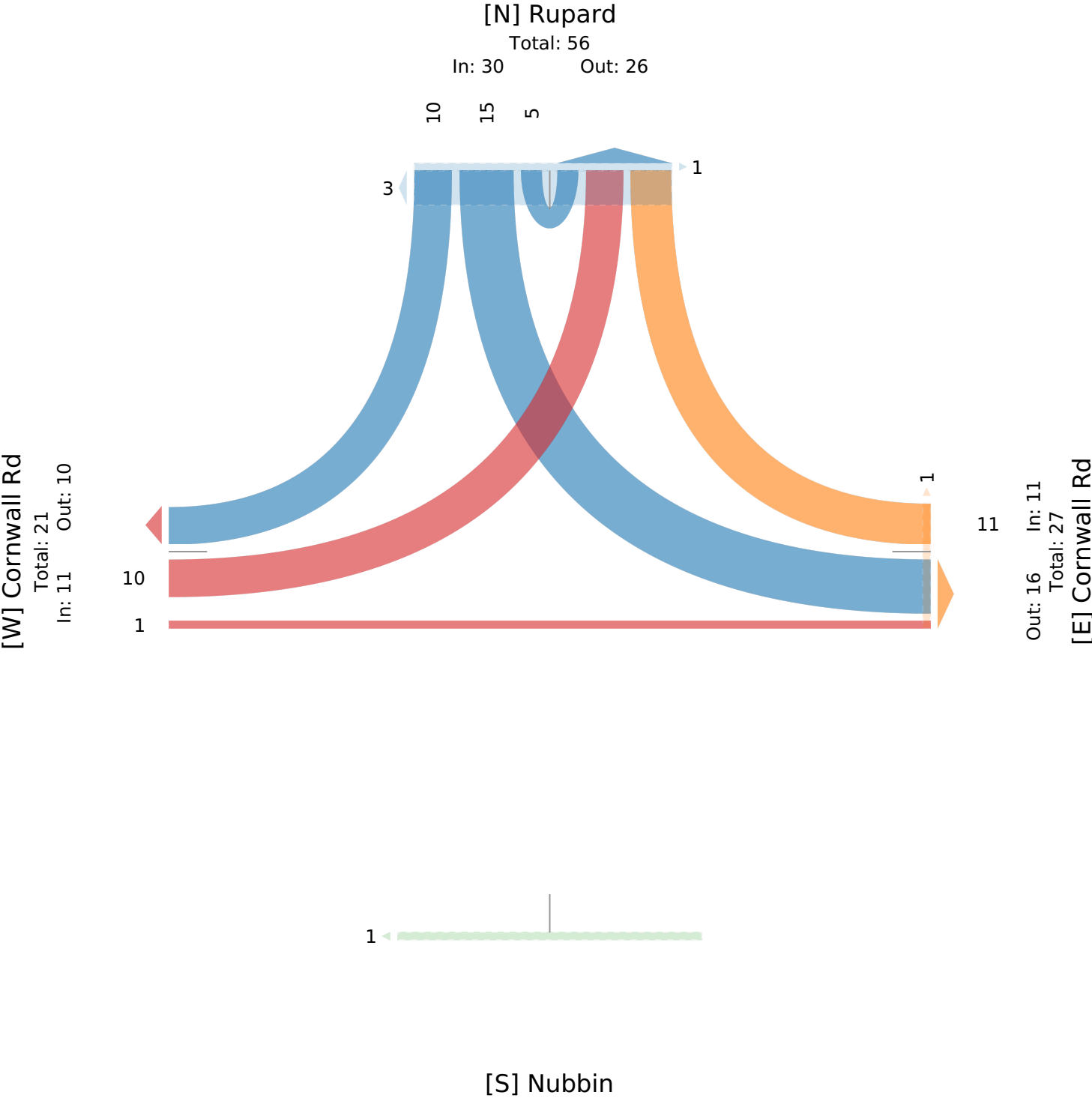


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Rupard Southbound						Cornwall Rd Westbound						Nubbin Northbound						Cornwall Rd Eastbound							
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int	
2025-04-16 4:45PM	3	0	6	0	9	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	12
5:00PM	4	0	3	2	9	1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	0	3	0	14
5:15PM	2	0	1	2	5	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	2	0	10
5:30PM	1	0	5	1	7	3	4	0	0	0	4	0	0	0	0	0	0	1	0	0	5	0	5	0	16	
Total	10	0	15	5	30	4	11	0	0	0	11	1	0	0	0	0	0	1	0	1	10	0	11	0	52	
% Approach	33.3%	0%	50.0%	16.7%	-	-	100%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	9.1%	90.9%	0%	-	-	-	
% Total	19.2%	0%	28.8%	9.6%	57.7%	-	21.2%	0%	0%	0%	21.2%	-	0%	0%	0%	0%	0%	-	0%	1.9%	19.2%	0%	21.2%	-	-	
PHF	0.625	-	0.625	0.625	0.833	-	0.688	-	-	-	0.688	-	-	-	-	-	-	-	-	0.250	0.500	-	0.550	-	0.813	
Lights	10	0	15	5	30	-	11	0	0	0	11	-	0	0	0	0	0	-	0	1	10	0	11	-	52	
% Lights	100%	0%	100%	100%	100%	-	100%	0%	0%	0%	100%	-	0%	0%	0%	0%	-	-	0%	100%	100%	0%	100%	-	100%	
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%	
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	

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

Rupard & SW Cornwall Rd RAB - TMC
Wed Apr 16, 2025
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1284578, Location: 38.837465, -94.409621



SW Fenwick Rd & Blackpool Dr RAB - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 1284579, Location: 38.835142, -94.4021



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	SW Cornwall Southbound						Fenwick Westbound						Blackpool Northbound						Nubbin Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 7:00AM	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	9
7:15AM	0	2	1	0	3	0	0	0	4	0	4	0	4	1	0	0	5	0	0	0	0	0	0	0	12
7:30AM	0	0	0	0	0	0	2	0	0	0	2	0	5	0	0	0	5	0	0	0	0	0	0	0	7
7:45AM	0	1	3	0	4	0	1	0	3	0	4	0	4	1	0	0	5	0	0	0	0	0	0	0	13
Hourly Total	0	4	4	0	8	0	3	0	7	0	10	0	21	2	0	0	23	0	0	0	0	0	0	0	41
8:00AM	0	3	1	0	4	0	0	0	3	0	3	0	9	2	0	0	11	0	0	0	0	0	0	0	18
8:15AM	0	2	1	0	3	0	1	0	4	0	5	0	8	5	0	0	13	0	0	0	0	0	0	1	21
8:30AM	0	1	1	0	2	0	1	0	3	1	5	0	8	2	0	0	10	0	0	0	0	0	0	0	17
8:45AM	0	4	1	0	5	0	2	0	3	0	5	0	5	2	0	0	7	0	0	0	0	0	0	0	17
Hourly Total	0	10	4	0	14	0	4	0	13	1	18	0	30	11	0	0	41	0	0	0	0	0	0	1	73
4:00PM	0	1	2	0	3	0	1	0	13	0	14	0	5	1	0	0	6	1	0	0	0	0	0	0	23
4:15PM	0	2	0	0	2	0	0	0	4	1	5	0	5	1	0	0	6	0	0	0	0	0	0	0	13
4:30PM	1	3	0	0	4	0	0	0	8	0	8	3	5	2	0	0	7	0	1	0	0	0	1	0	20
4:45PM	0	2	1	0	3	0	3	0	10	0	13	0	2	3	0	0	5	0	0	0	0	0	0	0	21
Hourly Total	1	8	3	0	12	0	4	0	35	1	40	3	17	7	0	0	24	1	1	0	0	0	1	0	77
5:00PM	0	3	1	0	4	0	3	0	6	0	9	0	3	2	0	0	5	0	0	0	0	0	0	0	18
5:15PM	0	2	2	0	4	0	2	0	7	0	9	0	7	2	0	0	9	0	0	0	0	0	0	1	22
5:30PM	0	3	3	0	6	0	0	0	5	0	5	0	3	2	0	0	5	0	0	0	0	0	0	0	16
5:45PM	0	2	1	0	3	0	0	0	8	0	8	0	6	2	0	0	8	0	0	0	0	0	0	0	19
Hourly Total	0	10	7	0	17	0	5	0	26	0	31	0	19	8	0	0	27	0	0	0	0	0	0	1	75
Total	1	32	18	0	51	0	16	0	81	2	99	3	87	28	0	0	115	1	1	0	0	0	1	2	266
% Approach	2.0%	62.7%	35.3%	0%	-	-	16.2%	0%	81.8%	2.0%	-	-	75.7%	24.3%	0%	0%	-	-	100%	0%	0%	0%	-	-	-
% Total	0.4%	12.0%	6.8%	0%	19.2%	-	6.0%	0%	30.5%	0.8%	37.2%	-	32.7%	10.5%	0%	0%	43.2%	-	0.4%	0%	0%	0%	0.4%	-	-
Lights	1	11	18	0	30	-	14	0	79	2	95	-	85	8	0	0	93	-	1	0	0	0	1	-	219
% Lights	100%	34.4%	100%	0%	58.8%	-	87.5%	0%	97.5%	100%	96.0%	-	97.7%	28.6%	0%	0%	80.9%	-	100%	0%	0%	0%	100%	-	82.3%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	3.1%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
Buses and Single-Unit Trucks	0	20	0	0	20	-	2	0	2	0	4	-	2	20	0	0	22	-	0	0	0	0	0	-	46
% Buses and Single-Unit Trucks	0%	62.5%	0%	0%	39.2%	-	12.5%	0%	2.5%	0%	4.0%	-	2.3%	71.4%	0%	0%	19.1%	-	0%	0%	0%	0%	0%	-	17.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

SW Fenwick Rd & Blackpool Dr RAB - TMC

Wed Apr 16, 2025

Full Length (7 AM-9 AM, 4 PM-6 PM)

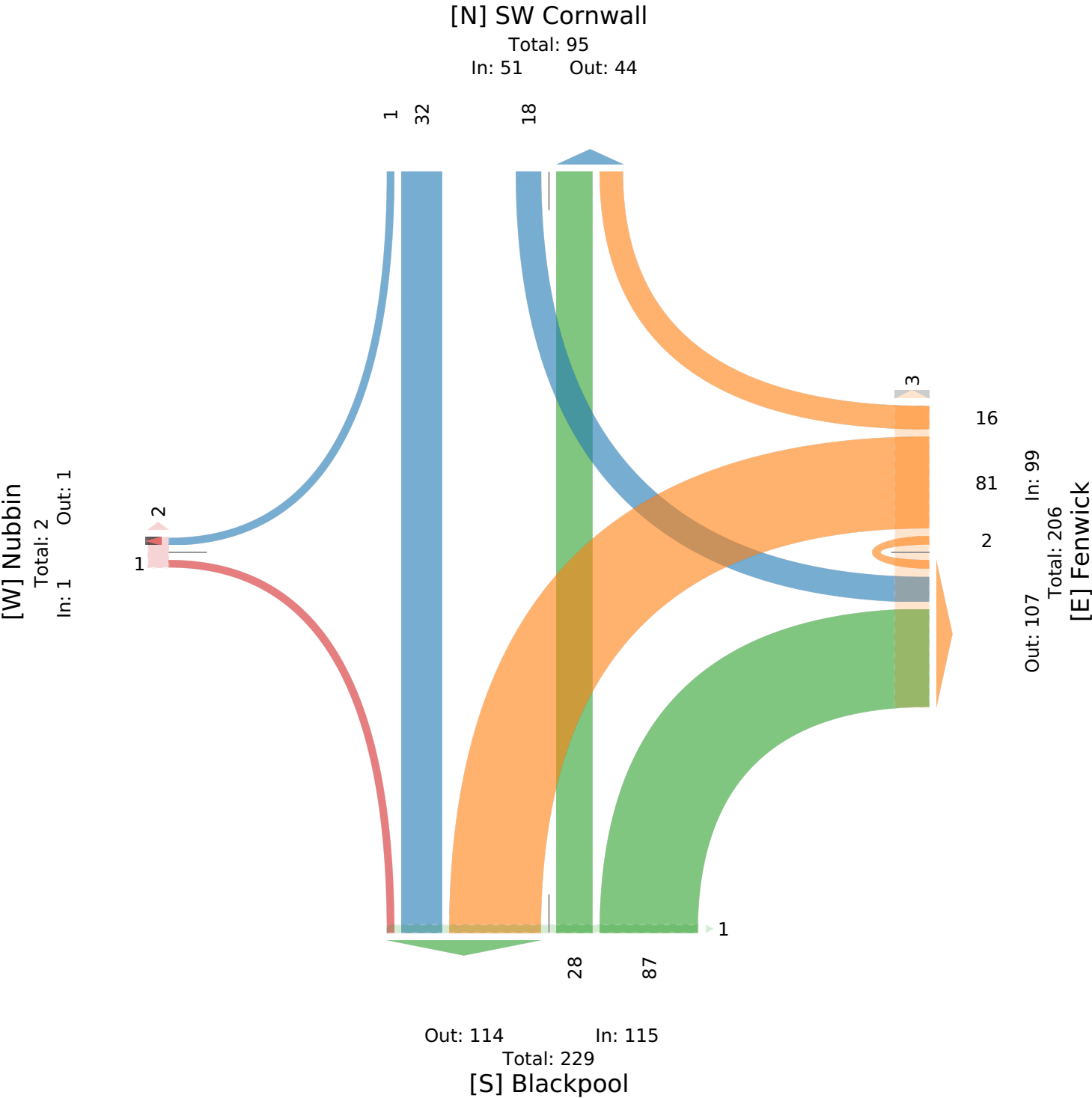
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1284579, Location: 38.835142, -94.4021



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



SW Fenwick Rd & Blackpool Dr RAB - TMC

Wed Apr 16, 2025

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 1284579, Location: 38.835142, -94.4021



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	SW Cornwall Southbound						Fenwick Westbound						Blackpool Northbound						Nubbin Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 8:00AM	0	3	1	0	4	0	0	0	3	0	3	0	9	2	0	0	11	0	0	0	0	0	0	0	18
8:15AM	0	2	1	0	3	0	1	0	4	0	5	0	8	5	0	0	13	0	0	0	0	0	0	1	21
8:30AM	0	1	1	0	2	0	1	0	3	1	5	0	8	2	0	0	10	0	0	0	0	0	0	0	17
8:45AM	0	4	1	0	5	0	2	0	3	0	5	0	5	2	0	0	7	0	0	0	0	0	0	0	17
Total	0	10	4	0	14	0	4	0	13	1	18	0	30	11	0	0	41	0	0	0	0	0	0	1	73
% Approach	0%	71.4%	28.6%	0%	-	-	22.2%	0%	72.2%	5.6%	-	-	73.2%	26.8%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	0%	13.7%	5.5%	0%	19.2%	-	5.5%	0%	17.8%	1.4%	24.7%	-	41.1%	15.1%	0%	0%	56.2%	-	0%	0%	0%	0%	0%	-	-
PHF	-	0.625	1.000	-	0.700	-	0.500	-	0.813	0.250	0.900	-	0.833	0.550	-	-	0.788	-	-	-	-	-	-	-	0.869
Lights	0	4	4	0	8	-	4	0	13	1	18	-	29	4	0	0	33	-	0	0	0	0	0	-	59
% Lights	0%	40.0%	100%	0%	57.1%	-	100%	0%	100%	100%	100%	-	96.7%	36.4%	0%	0%	80.5%	-	0%	0%	0%	0%	-	-	80.8%
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%
Buses and Single-Unit Trucks	0	6	0	0	6	-	0	0	0	0	0	-	1	7	0	0	8	-	0	0	0	0	0	-	14
% Buses and Single-Unit Trucks	0%	60.0%	0%	0%	42.9%	-	0%	0%	0%	0%	0%	-	3.3%	63.6%	0%	0%	19.5%	-	0%	0%	0%	0%	-	-	19.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

SW Fenwick Rd & Blackpool Dr RAB - TMC

Wed Apr 16, 2025

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 1284579, Location: 38.835142, -94.4021



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[W] Nubbin



[N] SW Cornwall

Total: 29
In: 14 Out: 15



Out: 23 In: 41
Total: 64
[S] Blackpool

Out: 35 In: 18
Total: 53
[E] Fenwick

SW Fenwick Rd & Blackpool Dr RAB - TMC

Wed Apr 16, 2025

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

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

All Movements

ID: 1284579, Location: 38.835142, -94.4021

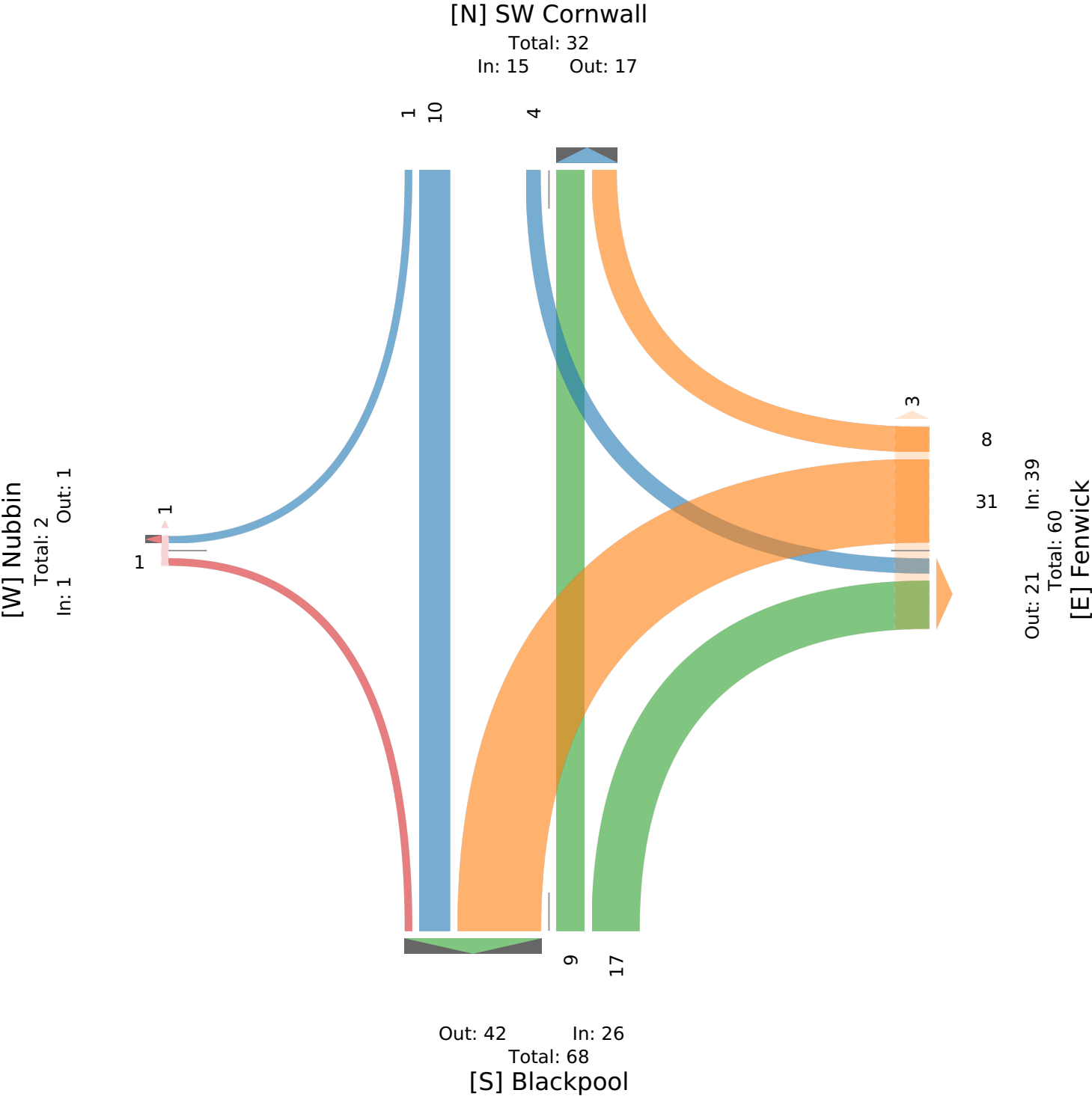


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	SW Cornwall Southbound						Fenwick Westbound						Blackpool Northbound						Nubbin Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-04-16 4:30PM	1	3	0	0	4	0	0	0	8	0	8	3	5	2	0	0	7	0	1	0	0	0	1	0	20
4:45PM	0	2	1	0	3	0	3	0	10	0	13	0	2	3	0	0	5	0	0	0	0	0	0	0	21
5:00PM	0	3	1	0	4	0	3	0	6	0	9	0	3	2	0	0	5	0	0	0	0	0	0	0	18
5:15PM	0	2	2	0	4	0	2	0	7	0	9	0	7	2	0	0	9	0	0	0	0	0	0	1	22
Total	1	10	4	0	15	0	8	0	31	0	39	3	17	9	0	0	26	0	1	0	0	0	1	1	81
% Approach	6.7%	66.7%	26.7%	0%	-	-	20.5%	0%	79.5%	0%	-	-	65.4%	34.6%	0%	0%	-	-	100%	0%	0%	0%	-	-	-
% Total	1.2%	12.3%	4.9%	0%	18.5%	-	9.9%	0%	38.3%	0%	48.1%	-	21.0%	11.1%	0%	0%	32.1%	-	1.2%	0%	0%	0%	1.2%	-	-
PHF	0.250	0.833	0.500	-	0.938	-	0.667	-	0.775	-	0.750	-	0.607	0.750	-	-	0.722	-	0.250	-	-	-	0.250	-	0.920
Lights	1	5	4	0	10	-	8	0	31	0	39	-	16	4	0	0	20	-	1	0	0	0	1	-	70
% Lights	100%	50.0%	100%	0%	66.7%	-	100%	0%	100%	0%	100%	-	94.1%	44.4%	0%	0%	76.9%	-	100%	0%	0%	0%	100%	-	86.4%
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%
Buses and Single-Unit Trucks	0	5	0	0	5	-	0	0	0	0	0	-	1	5	0	0	6	-	0	0	0	0	0	-	11
% Buses and Single-Unit Trucks	0%	50.0%	0%	0%	33.3%	-	0%	0%	0%	0%	0%	-	5.9%	55.6%	0%	0%	23.1%	-	0%	0%	0%	0%	0%	-	13.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

SW Fenwick Rd & Blackpool Dr RAB - TMC
Wed Apr 16, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1284579, Location: 38.835142, -94.4021



APPENDIX C

TRIP GENERATION AND DISTRIBUTION



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

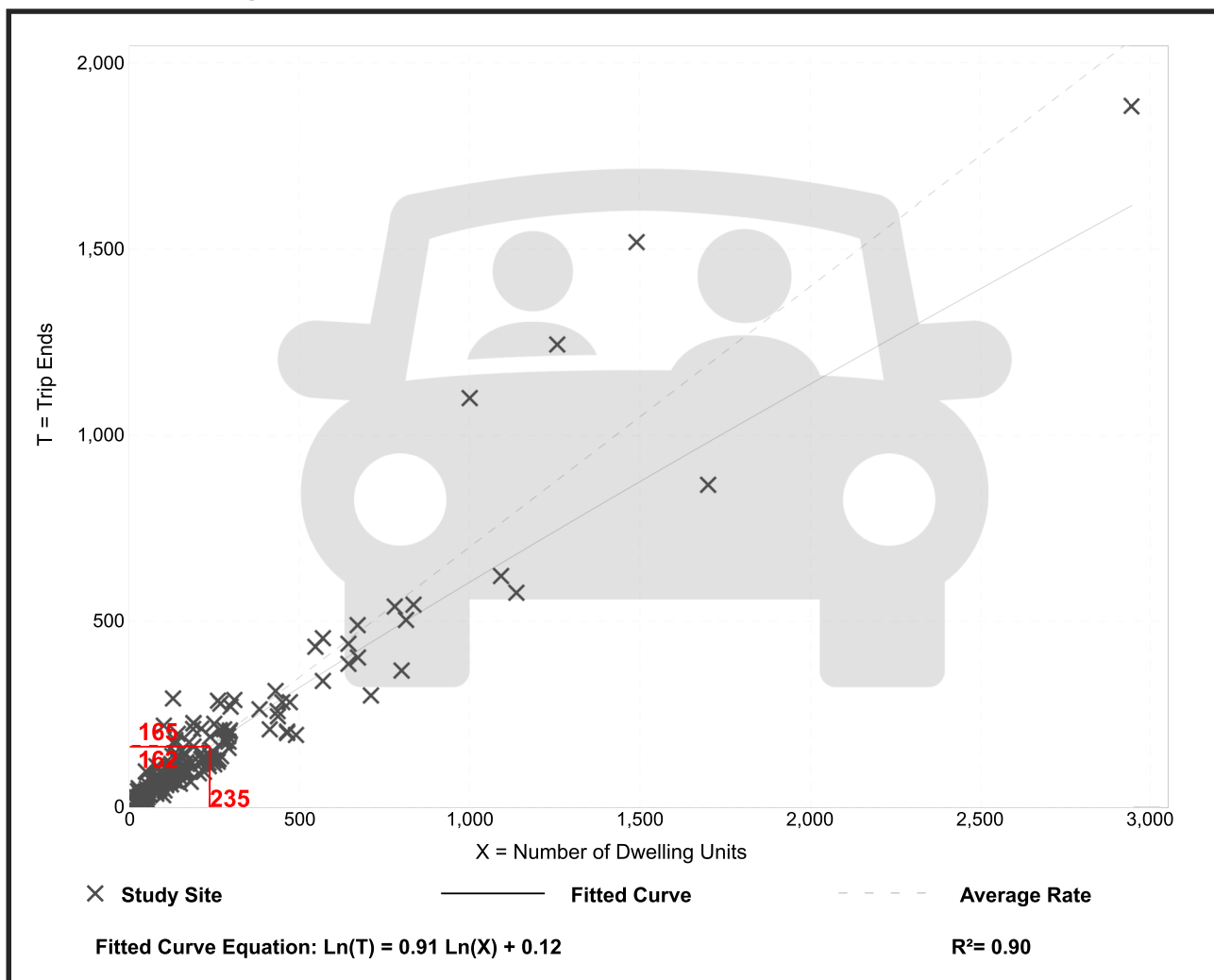
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Calculated Trip Ends:

Average Rate: 165 (Total), 41 (Entry), 124 (Exit)

Fitted Curve: 162 (Total), 41 (Entry), 121 (Exit)

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

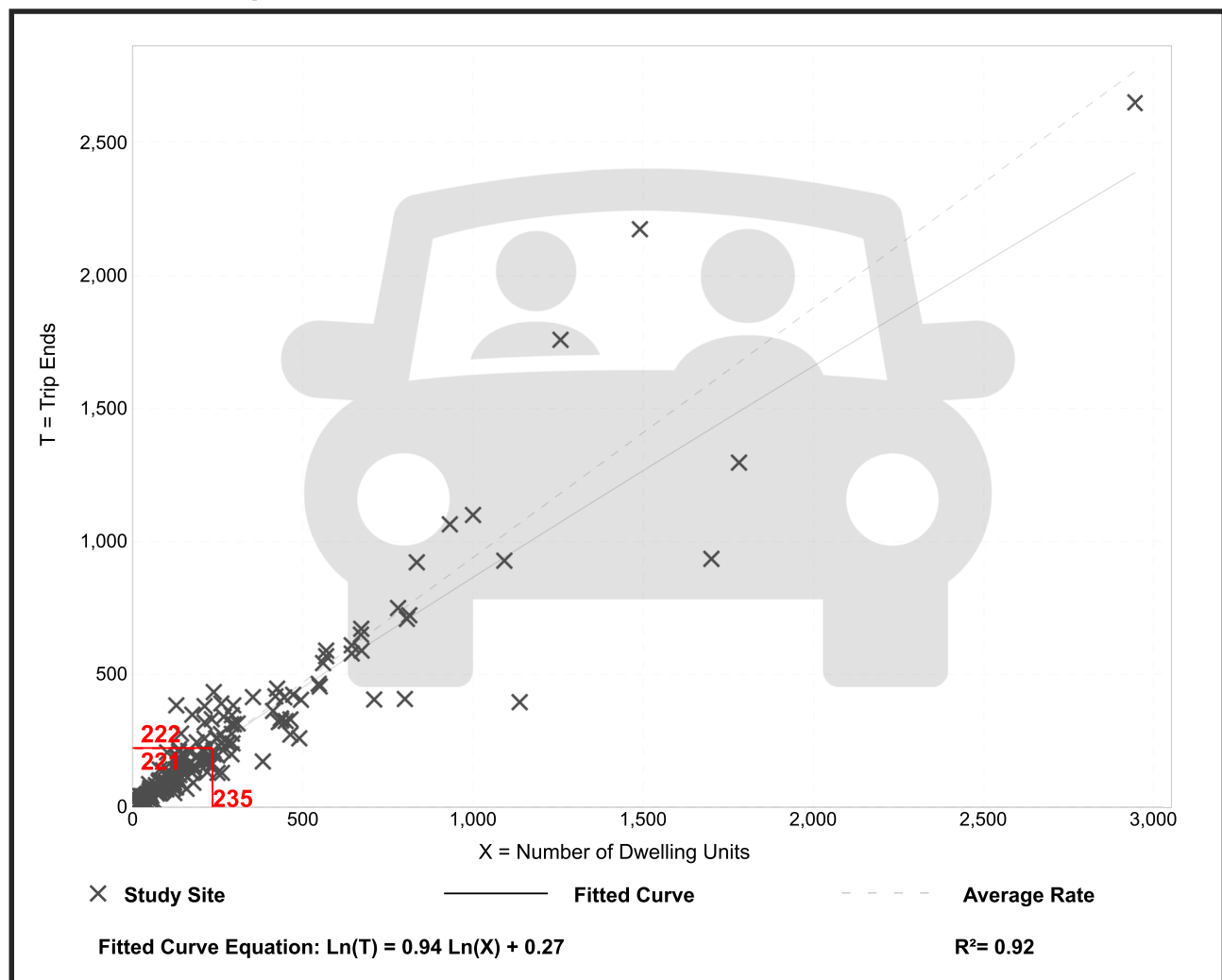
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Calculated Trip Ends:

Average Rate: 221 (Total), 139 (Entry), 82 (Exit)

Fitted Curve: 222 (Total), 140 (Entry), 82 (Exit)

Single-Family Detached Housing (210)

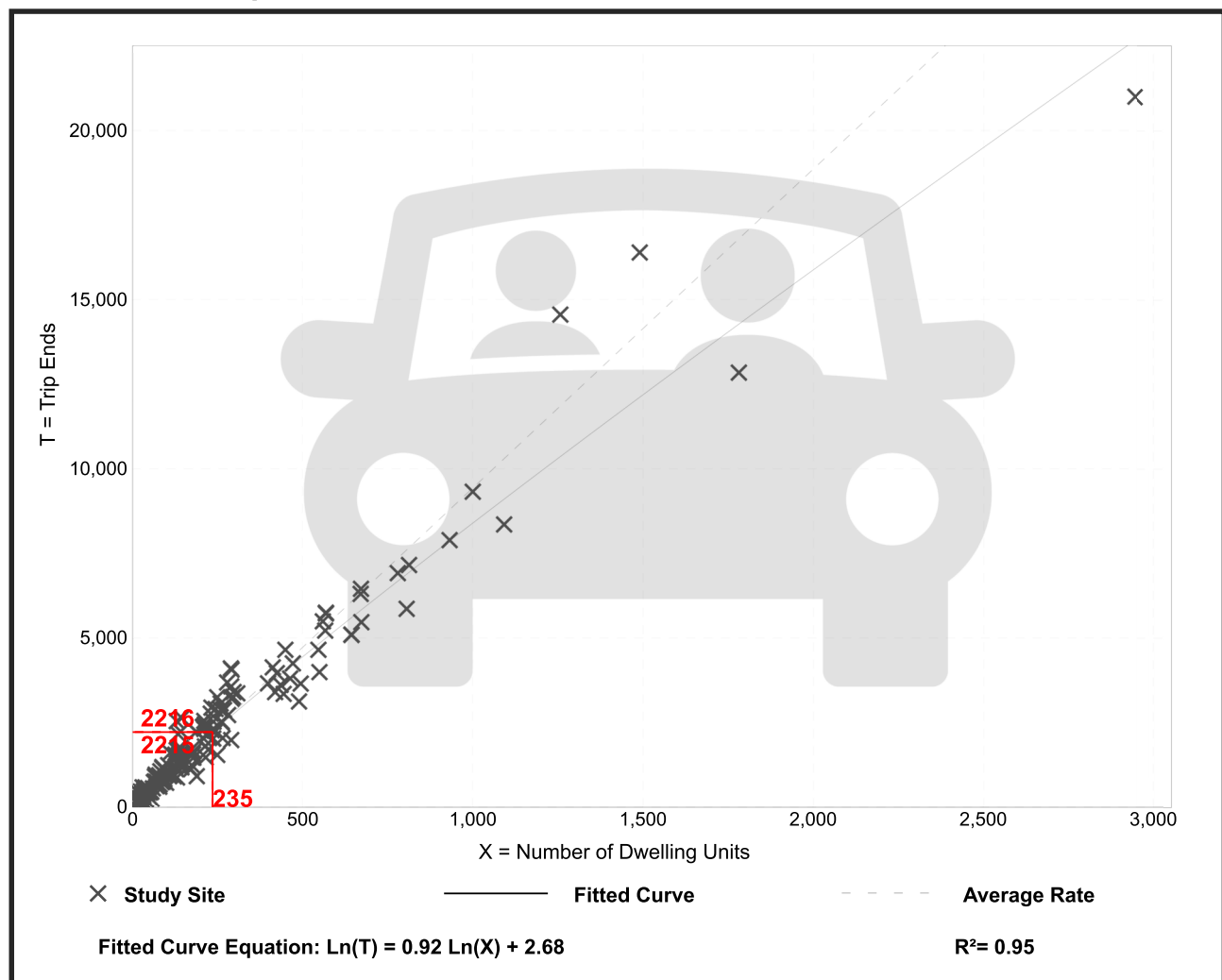
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Calculated Trip Ends:

Average Rate: 2216 (Total), 1108 (Entry), 1108 (Exit)

Fitted Curve: 2215 (Total), 1107 (Entry), 1108 (Exit)

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

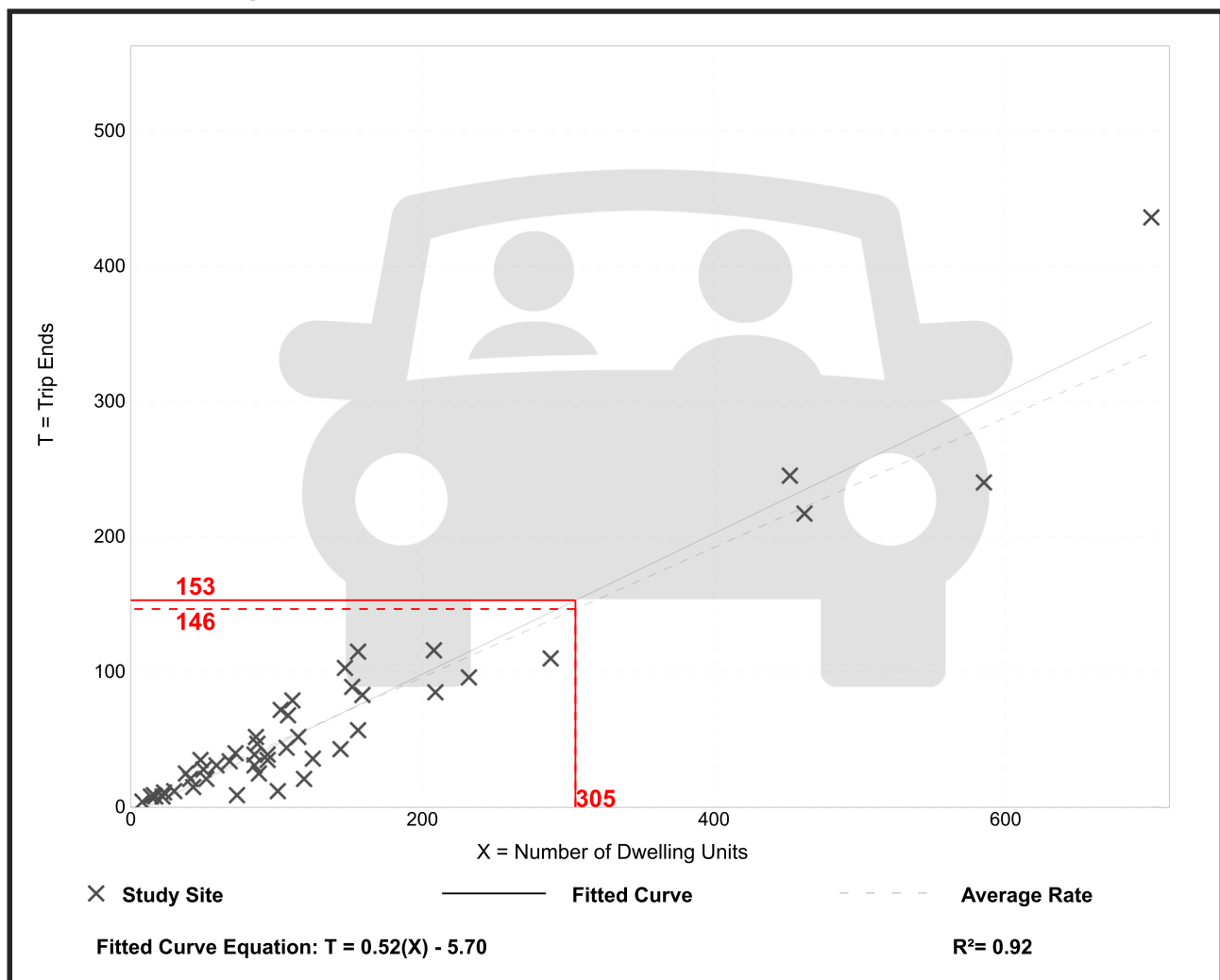
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Calculated Trip Ends:

Average Rate: 146 (Total), 37 (Entry), 109 (Exit)

Fitted Curve: 153 (Total), 38 (Entry), 115 (Exit)

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

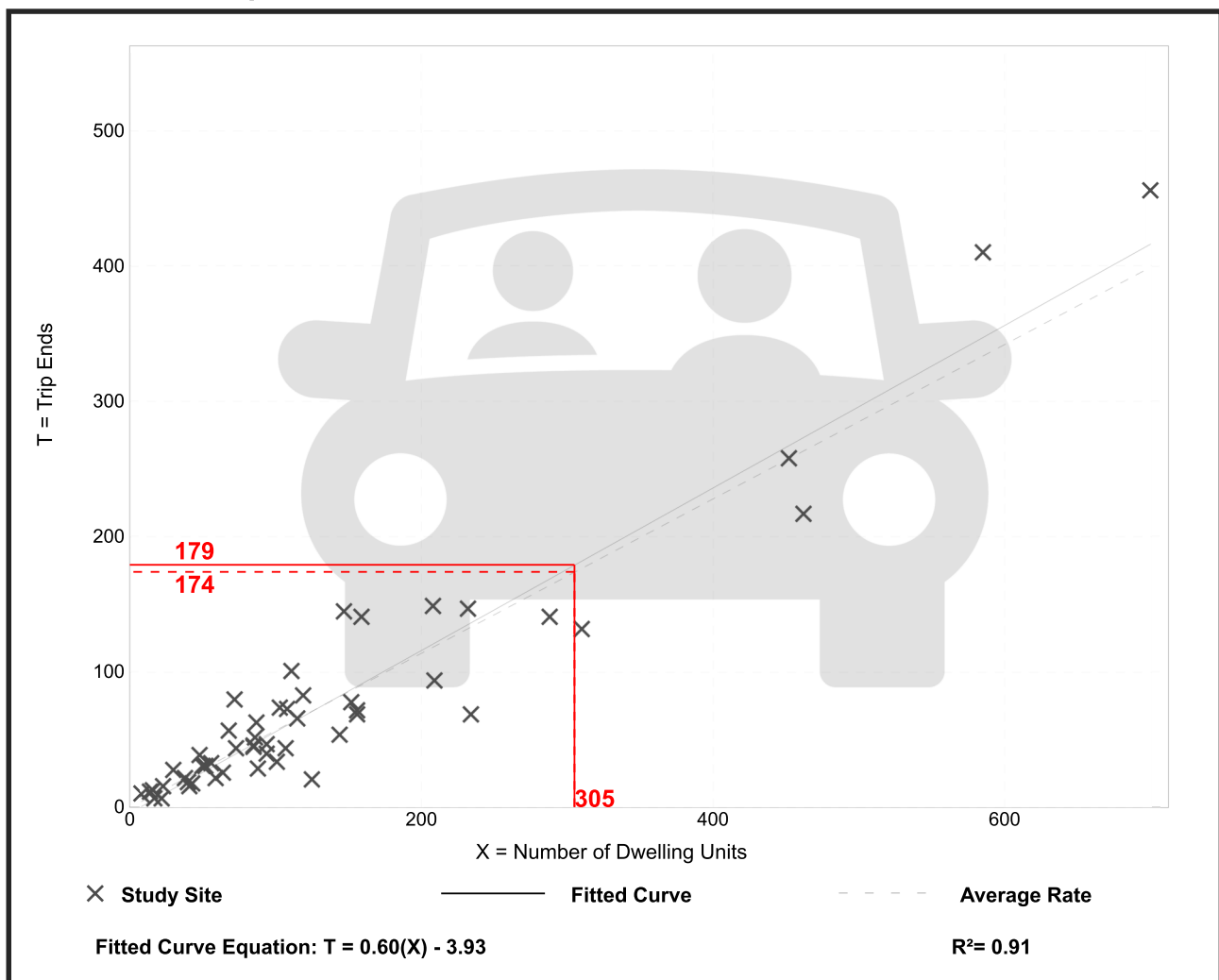
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Calculated Trip Ends:

Average Rate: 174 (Total), 103 (Entry), 71 (Exit)

Fitted Curve: 179 (Total), 106 (Entry), 73 (Exit)

Single-Family Attached Housing (215)

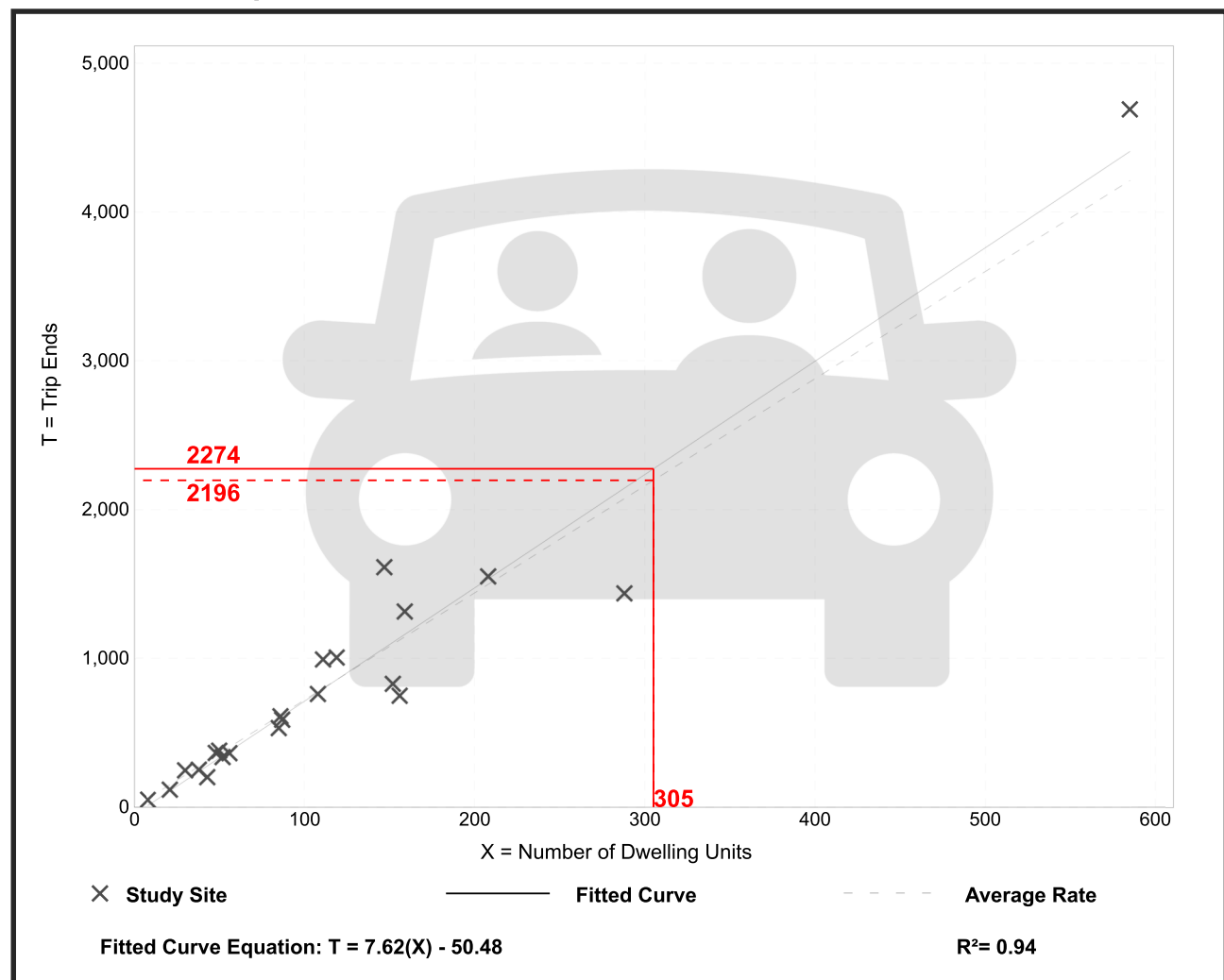
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Calculated Trip Ends:

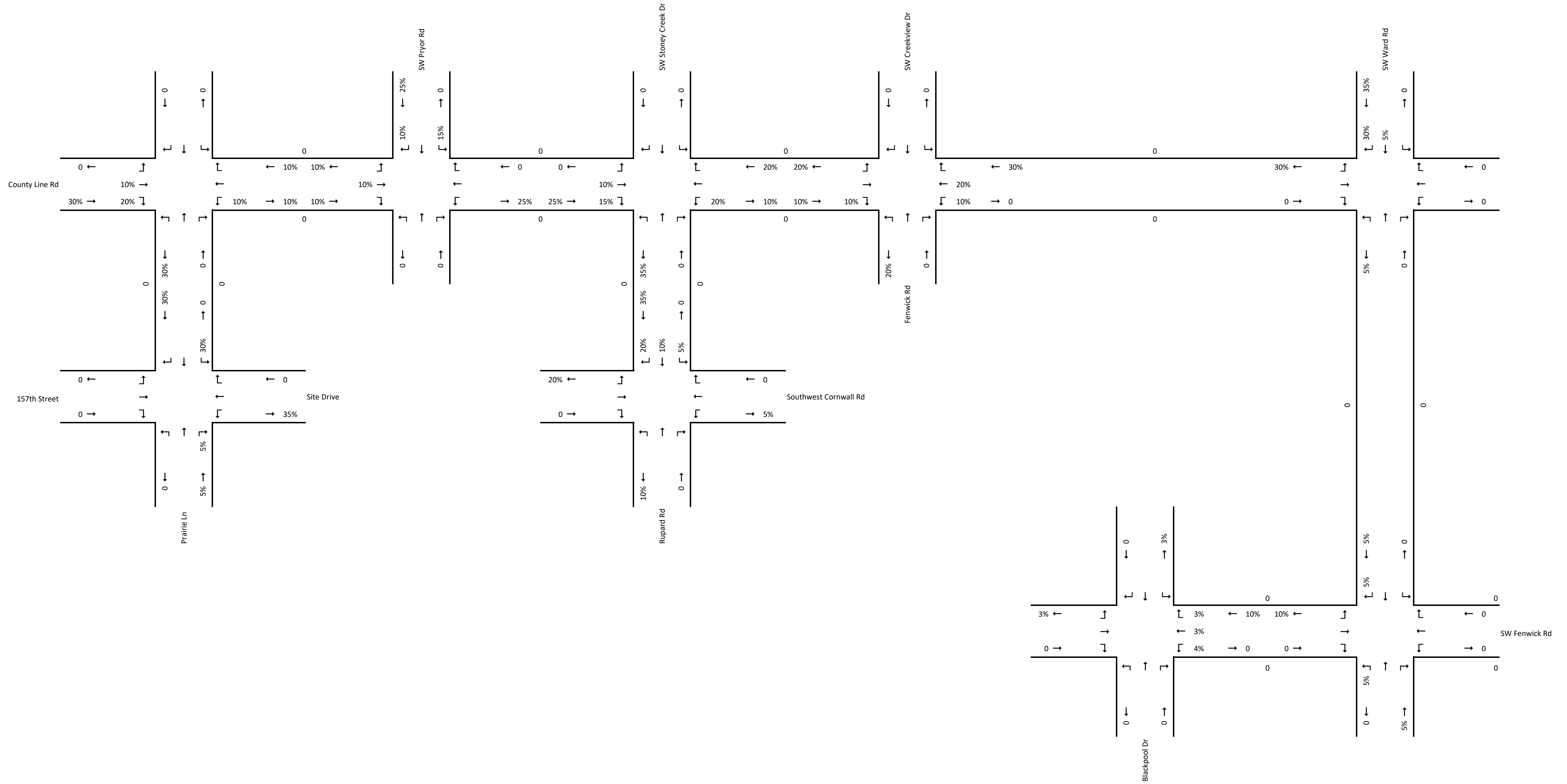
Average Rate: 2196 (Total), 1098 (Entry), 1098 (Exit)

Fitted Curve: 2274 (Total), 1137 (Entry), 1137 (Exit)

Kensington Farms TIS

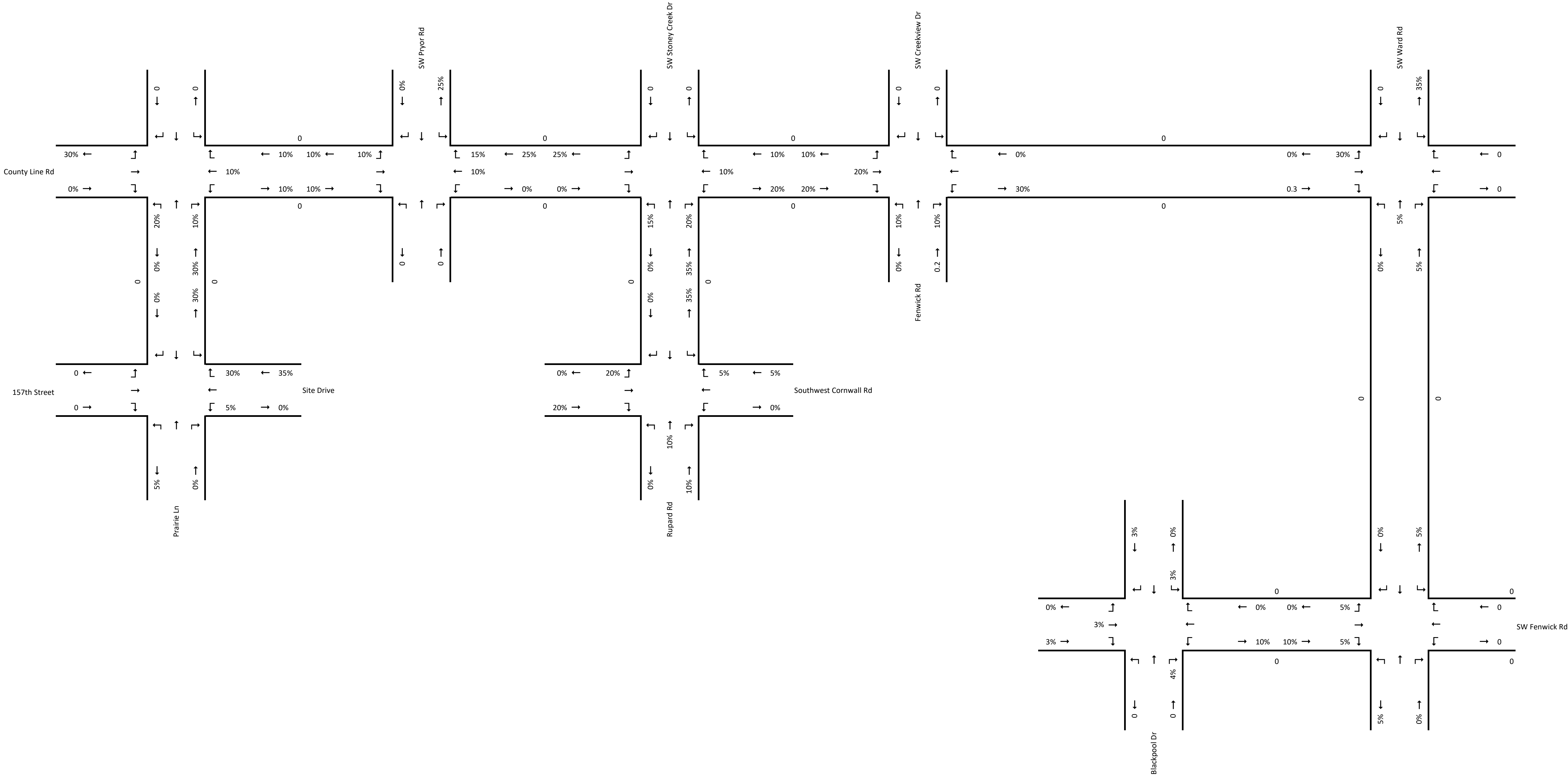
Lee's Summit, MO

Trip Distribution Inbound



Kensington Farms TIS
Lee's Summit, MO

Trip Distribution
Outbound



APPENDIX D

CAPACITY ANALYSIS OUTPUT FILES



Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	8	6	209	89	11
Future Vol, veh/h	26	8	6	209	89	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	2	50	2	2	11
Mvmt Flow	30	9	7	238	101	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	352	101	114	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.6	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.65	-	-	-
Pot Cap-1 Maneuver	639	954	1225	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	636	954	1225	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.44	0.22	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1225	-	636	954	-	-
HCM Lane V/C Ratio	0.006	-	0.046	0.01	-	-
HCM Ctrl Dly (s/v)	8	-	10.9	8.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 7th TWSC
2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Existing Conditions AM Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	119	21	33	0	48	46	60	175	0	9	67	62
Future Vol, veh/h	119	21	33	0	48	46	60	175	0	9	67	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	200	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	33	3	2	23	2	2	2	2	2	2	8
Mvmt Flow	124	22	34	0	50	48	63	182	0	9	70	65

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	421	396	70	407	460	182	134	0	0	182	0	0
Stage 1	89	89	-	307	307	-	-	-	-	-	-	-
Stage 2	332	307	-	99	153	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.83	6.23	7.12	6.73	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.83	-	6.12	5.73	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.83	-	6.12	5.73	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.297	3.327	3.518	4.207	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	543	496	990	555	468	860	1450	-	-	1393	-	-
Stage 1	919	765	-	703	625	-	-	-	-	-	-	-
Stage 2	681	608	-	907	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	435	472	990	486	445	860	1450	-	-	1393	-	-
Mov Cap-2 Maneuver	435	472	-	486	445	-	-	-	-	-	-	-
Stage 1	913	760	-	672	598	-	-	-	-	-	-	-
Stage 2	564	582	-	844	727	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.58		12.43		1.94		0.5	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1450	-	-	440	990	582	1393	-	-
HCM Lane V/C Ratio	0.043	-	-	0.331	0.035	0.168	0.007	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	17.2	8.8	12.4	7.6	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.1	0.6	0	-	-

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	1	147	9	9	164	0	13	0	19	3	1	4
Future Vol, veh/h	1	147	9	9	164	0	13	0	19	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	2	2	9	2	8	2	2	2	2	2
Mvmt Flow	1	160	10	10	178	0	14	0	21	3	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	170	0	0	365	365	165	360	370	178
Stage 1	-	-	-	-	-	-	167	167	-	198	198	-
Stage 2	-	-	-	-	-	-	198	198	-	162	172	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.18	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.572	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1398	-	-	1408	-	-	580	563	880	596	560	865
Stage 1	-	-	-	-	-	-	821	760	-	804	737	-
Stage 2	-	-	-	-	-	-	790	737	-	840	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1398	-	-	1408	-	-	571	559	880	577	556	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	571	559	-	577	556	-
Stage 1	-	-	-	-	-	-	821	760	-	798	732	-
Stage 2	-	-	-	-	-	-	779	732	-	820	756	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.39			10.24			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	722	11	-	-	1408	-	-	688
HCM Lane V/C Ratio	0.048	0.001	-	-	0.007	-	-	0.013
HCM Ctrl Dly (s/v)	10.2	7.6	0	-	7.6	-	-	10.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	128	3	4	172	5	32	4	14	15	0	22
Future Vol, veh/h	4	128	3	4	172	5	32	4	14	15	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	6	2	25	8	20	3	2	2	21	2	2
Mvmt Flow	4	132	3	4	177	5	33	4	14	15	0	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	182	0	0	135	0	0	326	331	132	330	331	180
Stage 1	-	-	-	-	-	-	140	140	-	188	188	-
Stage 2	-	-	-	-	-	-	186	191	-	142	143	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.13	6.52	6.22	7.31	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.527	4.018	3.318	3.689	4.018	3.318
Pot Cap-1 Maneuver	1393	-	-	1319	-	-	625	588	917	588	588	863
Stage 1	-	-	-	-	-	-	860	781	-	772	744	-
Stage 2	-	-	-	-	-	-	814	742	-	817	778	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1393	-	-	1319	-	-	605	585	917	571	585	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	605	585	-	571	585	-
Stage 1	-	-	-	-	-	-	858	778	-	769	742	-
Stage 2	-	-	-	-	-	-	790	740	-	798	776	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.22			0.17			10.65			10.32		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	605		815	1393	-	-	1319	-	-	715		
HCM Lane V/C Ratio	0.055		0.023	0.003	-	-	0.003	-	-	0.053		
HCM Ctrl Dly (s/v)	11.3		9.5	7.6	-	-	7.7	-	-	10.3		
HCM Lane LOS	B		A	A	-	-	A	-	-	B		
HCM 95th %tile Q(veh)	0.2		0.1	0	-	-	0	-	-	0.2		

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	102	116	178	55	14	81
Future Vol, veh/h	102	116	178	55	14	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	7	8	2	2	7
Mvmt Flow	109	123	189	59	15	86
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	248	0	-	0	559	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	4.12	-	-	-	6.42	6.27
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.363
Pot Cap-1 Maneuver	1318	-	-	-	490	809
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1318	-	-	-	447	809
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	721	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.73	0		10.79		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	842	-	-	-	722	
HCM Lane V/C Ratio	0.082	-	-	-	0.14	
HCM Ctrl Dly (s/v)	8	0	-	-	10.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5	

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	187	7	12	247	14	31
Future Vol, veh/h	187	7	12	247	14	31
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, %	5	2	2	7	2	2
Mvmt Flow	205	8	13	271	15	34
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	507	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1357	-	525	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1357	-	519	831
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	745	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.36		10.53	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	700	-	-	83	-	
HCM Lane V/C Ratio	0.071	-	-	0.01	-	
HCM Ctrl Dly (s/v)	10.5	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

LANE SUMMARY



Site: [2] SW Fenwick Rd & SW Blackpool Dr (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Fenwick Rd & SW Blackpool Dr

Site Category: Existing Design - AM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: SW Blackpool Dr															
Lane 1 ^d	47	19.4	47	19.4	1165	0.040	100	3.3	LOS A	0.1	4.3	Full	1600	0.0	0.0
Approach	47	19.4	47	19.4		0.040		3.3	LOS A	0.1	4.3				
East: SW Fenwick Rd															
Lane 1 ^d	20	2.0	20	2.0	1326	0.015	100	2.8	LOS A	0.1	1.6	Full	1600	0.0	0.0
Approach	20	2.0	20	2.0		0.015		2.8	LOS A	0.1	1.6				
North: SW Blackpool Dr															
Lane 1 ^d	16	43.4	16	43.4	967	0.017	100	3.8	LOS A	0.1	1.7	Full	1600	0.0	0.0
Approach	16	43.4	16	43.4		0.017		3.8	LOS A	0.1	1.7				
All Vehicles	83	19.9	83	19.9		0.040		3.4	LOS A	0.1	4.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [1] SW Cornwall Rd & SW Rupard Rd (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Cornwall Rd & SW Rupard Rd

Site Category: Existing Design - AM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
East: SW Cornwall Rd															
Lane 1 ^d	34	2.0	34	2.0	1322	0.026	100	2.9	LOS A	0.1	2.7	Full	1600	0.0	0.0
Approach	34	2.0	34	2.0		0.026		2.9	LOS A	0.1	2.7				
North: SW Rupard Rd															
Lane 1 ^d	8	2.0	8	2.0	1353	0.006	100	2.7	LOS A	0.0	0.7	Full	1600	0.0	0.0
Approach	8	2.0	8	2.0		0.006		2.7	LOS A	0.0	0.7				
West: SW Cornwall Rd															
Lane 1 ^d	24	5.8	24	5.8	1301	0.018	100	2.9	LOS A	0.1	2.0	Full	1600	0.0	0.0
Approach	24	5.8	24	5.8		0.018		2.9	LOS A	0.1	2.0				
All Vehicles	66	3.4	66	3.4		0.026		2.9	LOS A	0.1	2.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	5	10	131	203	30
Future Vol, veh/h	16	5	10	131	203	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	19	6	12	152	236	35
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	412	236	271	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.42	6.4	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.48	2.218	-	-	-
Pot Cap-1 Maneuver	597	760	1292	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	591	760	1292	-	-	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.93	0.55		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1292	-	591	760	-	-
HCM Lane V/C Ratio	0.009	-	0.031	0.008	-	-
HCM Ctrl Dly (s/v)	7.8	-	11.3	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 7th TWSC
2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Existing Conditions PM Peak Hour

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	118	54	47	3	21	26	32	111	4	42	183	124
Future Vol, veh/h	118	54	47	3	21	26	32	111	4	42	183	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	200	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	11	2	2	24	2	2	2	2	2	2	4
Mvmt Flow	123	56	49	3	22	27	33	116	4	44	191	129

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	471	465	191	491	592	118	320	0	0	120	0	0
Stage 1	278	278	-	184	184	-	-	-	-	-	-	-
Stage 2	193	186	-	306	407	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.61	6.22	7.12	6.74	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.61	-	6.12	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.61	-	6.12	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.099	3.318	3.518	4.216	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	496	482	851	488	391	934	1240	-	-	1468	-	-
Stage 1	720	664	-	817	708	-	-	-	-	-	-	-
Stage 2	799	729	-	704	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	429	455	851	383	369	934	1240	-	-	1468	-	-
Mov Cap-2 Maneuver	429	455	-	383	369	-	-	-	-	-	-	-
Stage 1	698	644	-	795	689	-	-	-	-	-	-	-
Stage 2	731	709	-	587	544	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	16.83		12.37		1.74		0.91	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1240	-	-	437	851	540	1468	-	-
HCM Lane V/C Ratio	0.027	-	-	0.41	0.058	0.096	0.03	-	-
HCM Ctrl Dly (s/v)	8	-	-	18.8	9.5	12.4	7.5	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.2	0.3	0.1	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	198	14	20	149	4	10	1	16	6	1	4
Future Vol, veh/h	4	198	14	20	149	4	10	1	16	6	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	208	15	21	157	4	11	1	17	6	1	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	223	0	0	424	427	216	418	433	159
Stage 1	-	-	-	-	-	-	224	224	-	201	201	-
Stage 2	-	-	-	-	-	-	199	203	-	217	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1418	-	-	1346	-	-	541	520	824	545	516	886
Stage 1	-	-	-	-	-	-	778	718	-	801	735	-
Stage 2	-	-	-	-	-	-	802	733	-	785	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1346	-	-	527	510	824	523	506	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	527	510	-	523	506	-
Stage 1	-	-	-	-	-	-	776	716	-	788	723	-
Stage 2	-	-	-	-	-	-	785	722	-	765	710	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.14			0.89			10.62			10.99		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	669	33	-	-	1346	-	-	612				
HCM Lane V/C Ratio	0.042	0.003	-	-	0.016	-	-	0.019				
HCM Ctrl Dly (s/v)	10.6	7.5	0	-	7.7	-	-	11				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	202	25	9	146	8	16	4	6	8	5	27
Future Vol, veh/h	25	202	25	9	146	8	16	4	6	8	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	217	27	10	157	9	17	4	6	9	5	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	244	0	0	450	456	217	454	478	161
Stage 1	-	-	-	-	-	-	271	271	-	181	181	-
Stage 2	-	-	-	-	-	-	179	185	-	273	298	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1322	-	-	519	501	823	516	486	884
Stage 1	-	-	-	-	-	-	735	685	-	821	750	-
Stage 2	-	-	-	-	-	-	823	747	-	733	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1322	-	-	484	488	823	495	473	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	488	-	495	473	-
Stage 1	-	-	-	-	-	-	721	672	-	815	744	-
Stage 2	-	-	-	-	-	-	784	741	-	709	654	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.75			0.43			11.93			10.49		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	484	645	1413	-	-	1322	-	-	698
HCM Lane V/C Ratio	0.036	0.017	0.019	-	-	0.007	-	-	0.062
HCM Ctrl Dly (s/v)	12.7	10.7	7.6	-	-	7.7	-	-	10.5
HCM Lane LOS	B	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	118	175	160	17	80	195
Future Vol, veh/h	118	175	160	17	80	195
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	95	95	95	95	95	95
Heavy Vehicles, %	2	5	2	2	2	3
Mvmt Flow	124	184	168	18	84	205
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	186	0	-	0	610	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	433	-
Critical Hdwy	4.12	-	-	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.327
Pot Cap-1 Maneuver	1388	-	-	-	458	863
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	412	863
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	654	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.16	0		14.78		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	725	-	-	-	655	
HCM Lane V/C Ratio	0.089	-	-	-	0.442	
HCM Ctrl Dly (s/v)	7.8	0	-	-	14.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.3	-	-	-	2.3	

HCM 7th TWSC
6: N Prairie Ln & County Line Rd

Kensington Farms TIS
Existing Conditions PM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	16	75	280	14	45
Future Vol, veh/h	248	16	75	280	14	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	2	2	2	2	2
Mvmt Flow	261	17	79	295	15	47
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	278	0	722	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1285	-	394	769
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1285	-	365	769
Mov Cap-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	594	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.69		11.58	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	609	-	-	380	-	
HCM Lane V/C Ratio	0.102	-	-	0.061	-	
HCM Ctrl Dly (s/v)	11.6	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-	

LANE SUMMARY



Site: [1] SW Cornwall Rd & SW Rupard Rd (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Cornwall Rd & SW Rupard Rd

Site Category: Existing Design - PM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
East: SW Cornwall Rd															
Lane 1 ^d	15	2.0	15	2.0	1338	0.011	100	2.8	LOS A	0.0	1.2	Full	1600	0.0	0.0
Approach	15	2.0	15	2.0		0.011		2.8	LOS A	0.0	1.2				
North: SW Rupard Rd															
Lane 1 ^d	31	2.0	31	2.0	1353	0.023	100	2.8	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	31	2.0	31	2.0		0.023		2.8	LOS A	0.1	2.4				
West: SW Cornwall Rd															
Lane 1 ^d	14	2.0	14	2.0	1329	0.010	100	2.8	LOS A	0.0	1.1	Full	1600	0.0	0.0
Approach	14	2.0	14	2.0		0.010		2.8	LOS A	0.0	1.1				
All Vehicles	59	2.0	59	2.0		0.023		2.8	LOS A	0.1	2.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [2] SW Fenwick Rd & SW Blackpool Dr (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Fenwick Rd & SW Blackpool Dr

Site Category: Existing Design - PM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: SW Blackpool Dr															
Lane 1 ^d	28	23.3	28	23.3	1131	0.025	100	3.3	LOS A	0.1	2.6	Full	1600	0.0	0.0
Approach	28	23.3	28	23.3		0.025		3.3	LOS A	0.1	2.6				
East: SW Fenwick Rd															
Lane 1 ^d	43	2.0	43	2.0	1334	0.033	100	2.9	LOS A	0.1	3.5	Full	1600	0.0	0.0
Approach	43	2.0	43	2.0		0.033		2.9	LOS A	0.1	3.5				
North: SW Blackpool Dr															
Lane 1 ^d	15	36.3	15	36.3	989	0.015	100	3.7	LOS A	0.0	1.6	Full	1600	0.0	0.0
Approach	15	36.3	15	36.3		0.015		3.7	LOS A	0.0	1.6				
All Vehicles	87	14.9	87	14.9		0.033		3.2	LOS A	0.1	3.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoeline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	19	9	209	89	15
Future Vol, veh/h	38	19	9	209	89	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	2	50	2	2	11
Mvmt Flow	43	22	10	238	101	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	359	101	118	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.6	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.65	-	-	-
Pot Cap-1 Maneuver	634	954	1220	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	954	1220	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.39	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1220	-	628	954	-	-
HCM Lane V/C Ratio	0.008	-	0.069	0.023	-	-
HCM Ctrl Dly (s/v)	8	-	11.2	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	190	21	33	0	48	46	60	187	0	9	71	86
Future Vol, veh/h	190	21	33	0	48	46	60	187	0	9	71	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	200	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	33	3	2	23	2	2	2	2	2	2	8
Mvmt Flow	198	22	34	0	50	48	63	195	0	9	74	90

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	438	413	74	423	502	195	164	0	0	195	0	0
Stage 1	93	93	-	320	320	-	-	-	-	-	-	-
Stage 2	345	320	-	104	182	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.83	6.23	7.12	6.73	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.83	-	6.12	5.73	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.83	-	6.12	5.73	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.297	3.327	3.518	4.207	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	529	485	985	541	442	847	1415	-	-	1378	-	-
Stage 1	914	762	-	692	616	-	-	-	-	-	-	-
Stage 2	671	600	-	902	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	420	460	985	473	420	847	1415	-	-	1378	-	-
Mov Cap-2 Maneuver	420	460	-	473	420	-	-	-	-	-	-	-
Stage 1	908	756	-	661	589	-	-	-	-	-	-	-
Stage 2	554	574	-	840	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.46	12.83	1.86	0.41
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1415	-	-	424	985	558	1378	-	-
HCM Lane V/C Ratio	0.044	-	-	0.519	0.035	0.176	0.007	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	22.3	8.8	12.8	7.6	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	0.1	0.6	0	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	194	17	17	180	0	37	0	43	3	1	4
Future Vol, veh/h	1	194	17	17	180	0	37	0	43	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	2	2	9	2	8	2	2	2	2	2
Mvmt Flow	1	211	18	18	196	0	40	0	47	3	1	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	229	0	0	455	455	220	446	464	196
Stage 1	-	-	-	-	-	-	222	222	-	233	233	-
Stage 2	-	-	-	-	-	-	233	233	-	213	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.18	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.572	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1339	-	-	505	501	820	523	495	846
Stage 1	-	-	-	-	-	-	767	719	-	770	712	-
Stage 2	-	-	-	-	-	-	757	712	-	789	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1339	-	-	494	494	820	486	488	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	494	494	-	486	488	-
Stage 1	-	-	-	-	-	-	766	719	-	760	702	-
Stage 2	-	-	-	-	-	-	741	702	-	743	712	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.04			0.67			11.65			10.91		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	628	8	-	-	1339	-	-	618				
HCM Lane V/C Ratio	0.138	0.001	-	-	0.014	-	-	0.014				
HCM Ctrl Dly (s/v)	11.7	7.6	0	-	7.7	-	-	10.9				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	136	15	20	196	5	67	4	61	15	0	22
Future Vol, veh/h	4	136	15	20	196	5	67	4	61	15	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	6	2	25	8	20	3	2	2	21	2	2
Mvmt Flow	4	140	15	21	202	5	69	4	63	15	0	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	156	0	0	392	397	140	396	410	205
Stage 1	-	-	-	-	-	-	148	148	-	246	246	-
Stage 2	-	-	-	-	-	-	243	248	-	151	164	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.13	6.52	6.22	7.31	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.527	4.018	3.318	3.689	4.018	3.318
Pot Cap-1 Maneuver	1364	-	-	1296	-	-	566	540	908	531	532	836
Stage 1	-	-	-	-	-	-	852	774	-	717	703	-
Stage 2	-	-	-	-	-	-	758	701	-	809	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1364	-	-	1296	-	-	540	530	908	481	521	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	530	-	481	521	-
Stage 1	-	-	-	-	-	-	849	772	-	706	692	-
Stage 2	-	-	-	-	-	-	726	690	-	747	760	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.2			0.71			11.09			10.95		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	540	870	1364	-	-	1296	-	-	644			
HCM Lane V/C Ratio	0.128	0.077	0.003	-	-	0.016	-	-	0.059			
HCM Ctrl Dly (s/v)	12.6	9.5	7.6	-	-	7.8	-	-	10.9			
HCM Lane LOS	B	A	A	-	-	A	-	-	B			
HCM 95th %tile Q(veh)	0.4	0.2	0	-	-	0	-	-	0.2			

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	126	124	202	90	26	89
Future Vol, veh/h	126	124	202	90	26	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	7	8	2	2	7
Mvmt Flow	134	132	215	96	28	95

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	311	0	0 663 263
Stage 1	-	-	- 263 -
Stage 2	-	-	- 400 -
Critical Hdwy	4.12	-	- 6.42 6.27
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.363
Pot Cap-1 Maneuver	1250	-	- 426 764
Stage 1	-	-	- 781 -
Stage 2	-	-	- 677 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1250	-	- 377 764
Mov Cap-2 Maneuver	-	-	- 377 -
Stage 1	-	-	- 691 -
Stage 2	-	-	- 677 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	4.15	0	12.23
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	620
HCM Lane V/C Ratio	0.107	-	-	-	0.197
HCM Ctrl Dly (s/v)	8.2	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	23	20	271	61	55
Future Vol, veh/h	195	23	20	271	61	55
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, %	5	2	2	7	2	2
Mvmt Flow	214	25	22	298	67	60
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	240	0	569	227
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1327	-	484	812
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1327	-	474	812
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	705	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.53		12.76		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	591	-	-	124	-	
HCM Lane V/C Ratio	0.216	-	-	0.017	-	
HCM Ctrl Dly (s/v)	12.8	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-	

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	12	0	71	5	45	4	24	19	5
Future Vol, veh/h	5	0	5	12	0	71	5	45	4	24	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	13	0	77	5	49	4	26	21	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	135	140	23	135	140	51	26	0	0	53	0	0
Stage 1	76	76	-	62	62	-	-	-	-	-	-	-
Stage 2	60	64	-	73	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	836	751	1053	837	751	1017	1588	-	-	1552	-	-
Stage 1	934	832	-	949	843	-	-	-	-	-	-	-
Stage 2	952	841	-	937	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	757	736	1053	815	735	1017	1588	-	-	1552	-	-
Mov Cap-2 Maneuver	757	736	-	815	735	-	-	-	-	-	-	-
Stage 1	918	818	-	946	840	-	-	-	-	-	-	-
Stage 2	876	838	-	916	816	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.14	9.04	0.67	3.68
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	881	982	864	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.092	0.017	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9	7.4	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-

LANE SUMMARY



Site: [2] SW Fenwick Rd & SW Blackpool Dr (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Fenwick Rd & SW Blackpool Dr

Site Category: Existing + Site w/o Imp - AM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: SW Blackpool Dr															
Lane 1 ^d	59	16.2	59	16.2	1172	0.050	100	3.4	LOS A	0.2	5.4	Full	1600	0.0	0.0
Approach	59	16.2	59	16.2		0.050		3.4	LOS A	0.2	5.4				
East: SW Fenwick Rd															
Lane 1 ^d	27	2.0	27	2.0	1323	0.021	100	2.9	LOS A	0.1	2.2	Full	1600	0.0	0.0
Approach	27	2.0	27	2.0		0.021		2.9	LOS A	0.1	2.2				
North: SW Blackpool Dr															
Lane 1 ^d	25	28.4	25	28.4	1065	0.024	100	3.5	LOS A	0.1	2.5	Full	1600	0.0	0.0
Approach	25	28.4	25	28.4		0.024		3.5	LOS A	0.1	2.5				
West: RoadName															
Lane 1 ^d	10	2.0	10	2.0	1286	0.008	100	2.8	LOS A	0.0	0.8	Full	1600	0.0	0.0
Approach	10	2.0	10	2.0		0.008		2.8	LOS A	0.0	0.8				
All Vehicles	121	14.4	121	14.4		0.050		3.4	LOS A	0.2	5.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [1] SW Cornwall Rd & SW Rupard Rd (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Cornwall Rd & SW Rupard Rd

Site Category: Existing + Site w/o Imp - AM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: SW Rupard Rd															
Lane 1 ^d	28	2.0	28	2.0	1213	0.023	100	3.1	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	28	2.0	28	2.0		0.023		3.1	LOS A	0.1	2.4				
East: SW Cornwall Rd															
Lane 1 ^d	52	2.0	52	2.0	1196	0.043	100	3.3	LOS A	0.2	4.6	Full	1600	0.0	0.0
Approach	52	2.0	52	2.0		0.043		3.3	LOS A	0.2	4.6				
North: SW Rupard Rd															
Lane 1 ^d	44	2.0	44	2.0	1350	0.033	100	2.8	LOS A	0.1	3.5	Full	1600	0.0	0.0
Approach	44	2.0	44	2.0		0.033		2.8	LOS A	0.1	3.5				
West: SW Cornwall Rd															
Lane 1 ^d	90	5.9	90	5.9	1277	0.070	100	3.3	LOS A	0.3	7.8	Full	1600	0.0	0.0
Approach	90	5.9	90	5.9		0.070		3.3	LOS A	0.3	7.8				
All Vehicles	214	3.6	214	3.6		0.070		3.2	LOS A	0.3	7.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	12	22	131	203	42
Future Vol, veh/h	24	12	22	131	203	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	28	14	26	152	236	49

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	440	236	285	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.42	6.4	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.48	2.218	-	-	-
Pot Cap-1 Maneuver	575	760	1277	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	760	1277	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.09	1.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1277	-	563	760	-	-
HCM Lane V/C Ratio	0.02	-	0.05	0.018	-	-
HCM Ctrl Dly (s/v)	7.9	-	11.7	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔		↔	↔	↔
Traffic Vol, veh/h	165	54	47	3	21	26	32	119	4	42	195	198
Future Vol, veh/h	165	54	47	3	21	26	32	119	4	42	195	198
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	200	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	11	2	2	24	2	2	2	2	2	2	4
Mvmt Flow	172	56	49	3	22	27	33	124	4	44	203	206

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	492	485	203	511	690	126	409	0	0	128	0	0
Stage 1	291	291	-	193	193	-	-	-	-	-	-	-
Stage 2	202	195	-	319	497	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.61	6.22	7.12	6.74	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.61	-	6.12	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.61	-	6.12	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.099	3.318	3.518	4.216	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	481	469	838	473	342	924	1149	-	-	1458	-	-
Stage 1	709	656	-	809	702	-	-	-	-	-	-	-
Stage 2	791	723	-	693	510	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	411	442	838	369	322	924	1149	-	-	1458	-	-
Mov Cap-2 Maneuver	411	442	-	369	322	-	-	-	-	-	-	-
Stage 1	687	636	-	786	681	-	-	-	-	-	-	-
Stage 2	722	702	-	577	495	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21.01		13.16		1.7		0.73	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1149	-	-	418	838	493	1458	-	-
HCM Lane V/C Ratio	0.029	-	-	0.545	0.058	0.106	0.03	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	23.5	9.6	13.2	7.5	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.2	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	229	39	45	198	4	26	1	32	6	1	4
Future Vol, veh/h	4	229	39	45	198	4	26	1	32	6	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	241	41	47	208	4	27	1	34	6	1	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	213	0	0	282	0	0	574	577	262	555	596	211
Stage 1	-	-	-	-	-	-	270	270	-	305	305	-
Stage 2	-	-	-	-	-	-	304	307	-	250	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1358	-	-	1280	-	-	430	427	777	442	417	830
Stage 1	-	-	-	-	-	-	736	686	-	704	662	-
Stage 2	-	-	-	-	-	-	706	661	-	754	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1358	-	-	1280	-	-	409	410	777	405	400	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	410	-	405	400	-
Stage 1	-	-	-	-	-	-	733	683	-	678	638	-
Stage 2	-	-	-	-	-	-	675	636	-	718	669	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.11			1.44			12.37			12.42		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	551	26	-	-	1280	-	-	497				
HCM Lane V/C Ratio	0.113	0.003	-	-	0.037	-	-	0.023				
HCM Ctrl Dly (s/v)	12.4	7.7	0	-	7.9	-	-	12.4				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1				

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	227	62	58	162	8	39	4	37	8	5	27
Future Vol, veh/h	25	227	62	58	162	8	39	4	37	8	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	244	67	62	174	9	42	4	40	9	5	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	311	0	0	599	605	244	603	668	178
Stage 1	-	-	-	-	-	-	298	298	-	303	303	-
Stage 2	-	-	-	-	-	-	302	308	-	300	365	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1392	-	-	1250	-	-	413	412	795	411	379	864
Stage 1	-	-	-	-	-	-	711	667	-	706	663	-
Stage 2	-	-	-	-	-	-	708	661	-	709	624	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1392	-	-	1250	-	-	367	384	795	360	353	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	367	384	-	360	353	-
Stage 1	-	-	-	-	-	-	697	654	-	671	630	-
Stage 2	-	-	-	-	-	-	644	628	-	656	612	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.61	2.04	13.13	11.56
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	719	1392	-	-	1250	-	-	592
HCM Lane V/C Ratio	0.114	0.061	0.019	-	-	0.05	-	-	0.073
HCM Ctrl Dly (s/v)	16.1	10.3	7.6	-	-	8	-	-	11.6
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	0.1	-	-	0.2	-	-	0.2

Intersection						
Int Delay, s/veh	9.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	134	200	176	40	117	220
Future Vol, veh/h	134	200	176	40	117	220
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	95	95	95	95	95	95
Heavy Vehicles, %	2	5	2	2	2	3
Mvmt Flow	141	211	185	42	123	232

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	227	0	0 699 206
Stage 1	-	-	- 206 -
Stage 2	-	-	- 493 -
Critical Hdwy	4.12	-	- 6.42 6.23
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.327
Pot Cap-1 Maneuver	1341	-	- 406 832
Stage 1	-	-	- 828 -
Stage 2	-	-	- 614 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1341	-	- 358 832
Mov Cap-2 Maneuver	-	-	- 358 -
Stage 1	-	-	- 730 -
Stage 2	-	-	- 614 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.21	0	21.18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	722	-	-	-	570
HCM Lane V/C Ratio	0.105	-	-	-	0.623
HCM Ctrl Dly (s/v)	8	0	-	-	21.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	4.3

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	273	65	100	296	45	61
Future Vol, veh/h	273	65	100	296	45	61
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	95	95	95	95	95	95
Heavy Vehicles, %	5	2	2	2	2	2
Mvmt Flow	287	68	105	312	47	64
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	356	0	844	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1203	-	334	719
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1203	-	298	719
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	532	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		2.09		15.62	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	450	-	-	455	-	
HCM Lane V/C Ratio	0.248	-	-	0.088	-	
HCM Ctrl Dly (s/v)	15.6	-	-	8.3	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1	-	-	0.3	-	

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	7	0	47	5	59	12	74	91	5
Future Vol, veh/h	5	0	5	7	0	47	5	59	12	74	91	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	8	0	51	5	64	13	80	99	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	337	351	102	341	347	71	104	0	0	77	0	0
Stage 1	262	262	-	82	82	-	-	-	-	-	-	-
Stage 2	75	88	-	260	265	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	616	574	954	613	577	992	1487	-	-	1521	-	-
Stage 1	743	691	-	927	827	-	-	-	-	-	-	-
Stage 2	934	822	-	745	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	550	540	954	573	542	992	1487	-	-	1521	-	-
Mov Cap-2 Maneuver	550	540	-	573	542	-	-	-	-	-	-	-
Stage 1	701	652	-	923	824	-	-	-	-	-	-	-
Stage 2	883	819	-	699	651	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.24		9.25		0.49		3.26	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	115	-	-	697	906	775	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.065	0.053	-
HCM Ctrl Dly (s/v)	7.4	0	-	10.2	9.2	7.5	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.2	-

LANE SUMMARY



Site: [2] SW Fenwick Rd & SW Blackpool Dr (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Fenwick Rd & SW Blackpool Dr

Site Category: Existing + Site w/o Imp - PM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: SW Blackpool Dr															
Lane 1 ^d	35	20.0	35	20.0	1144	0.030	100	3.3	LOS A	0.1	3.2	Full	1600	0.0	0.0
Approach	35	20.0	35	20.0		0.030		3.3	LOS A	0.1	3.2				
East: SW Fenwick Rd															
Lane 1 ^d	70	2.0	70	2.0	1331	0.052	100	3.0	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	70	2.0	70	2.0		0.052		3.0	LOS A	0.2	5.8				
North: SW Blackpool Dr															
Lane 1 ^d	22	26.0	22	26.0	1041	0.021	100	3.6	LOS A	0.1	2.1	Full	1600	0.0	0.0
Approach	22	26.0	22	26.0		0.021		3.6	LOS A	0.1	2.1				
West: RoadName															
Lane 1 ^d	8	2.0	8	2.0	1256	0.006	100	2.9	LOS A	0.0	0.6	Full	1600	0.0	0.0
Approach	8	2.0	8	2.0		0.006		2.9	LOS A	0.0	0.6				
All Vehicles	134	10.6	134	10.6		0.052		3.2	LOS A	0.2	5.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [1] SW Cornwall Rd & SW Rupard Rd (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Cornwall Rd & SW Rupard Rd

Site Category: Existing + Site w/o Imp - PM Peak Hour

Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV] %	[Total veh/h	HV] %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: RoadName															
Lane 1 ^d	18	2.0	18	2.0	1238	0.015	100	3.0	LOS A	0.1	1.6	Full	1600	0.0	0.0
Approach	18	2.0	18	2.0		0.015		3.0	LOS A	0.1	1.6				
East: SW Cornwall Rd															
Lane 1 ^d	26	2.0	26	2.0	1260	0.020	100	3.0	LOS A	0.1	2.2	Full	1600	0.0	0.0
Approach	26	2.0	26	2.0		0.020		3.0	LOS A	0.1	2.2				
North: SW Rupard Rd															
Lane 1 ^d	133	2.0	133	2.0	1350	0.099	100	3.2	LOS A	0.5	11.5	Full	1600	0.0	0.0
Approach	133	2.0	133	2.0		0.099		3.2	LOS A	0.5	11.5				
West: SW Cornwall Rd															
Lane 1 ^d	53	2.0	53	2.0	1269	0.042	100	3.1	LOS A	0.2	4.5	Full	1600	0.0	0.0
Approach	53	2.0	53	2.0		0.042		3.1	LOS A	0.2	4.5				
All Vehicles	231	2.0	231	2.0		0.099		3.1	LOS A	0.5	11.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	19	9	209	89	15
Future Vol, veh/h	38	19	9	209	89	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	2	50	2	2	11
Mvmt Flow	43	22	10	238	101	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	359	101	118	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.6	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.65	-	-	-
Pot Cap-1 Maneuver	634	954	1220	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	954	1220	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.39	0.33		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1220	-	628	954	-	-
HCM Lane V/C Ratio	0.008	-	0.069	0.023	-	-
HCM Ctrl Dly (s/v)	8	-	11.2	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	190	21	33	0	48	46	60	187	0	9	71	86
Future Vol, veh/h	190	21	33	0	48	46	60	187	0	9	71	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	200	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	33	3	2	23	2	2	2	2	2	2	8
Mvmt Flow	198	22	34	0	50	48	63	195	0	9	74	90

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	438	413	74	423	502	195	164	0	0	195	0	0
Stage 1	93	93	-	320	320	-	-	-	-	-	-	-
Stage 2	345	320	-	104	182	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.83	6.23	7.12	6.73	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.83	-	6.12	5.73	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.83	-	6.12	5.73	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.297	3.327	3.518	4.207	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	529	485	985	541	442	847	1415	-	-	1378	-	-
Stage 1	914	762	-	692	616	-	-	-	-	-	-	-
Stage 2	671	600	-	902	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	420	460	985	473	420	847	1415	-	-	1378	-	-
Mov Cap-2 Maneuver	420	460	-	473	420	-	-	-	-	-	-	-
Stage 1	908	756	-	661	589	-	-	-	-	-	-	-
Stage 2	554	574	-	840	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.46	12.83	1.86	0.41
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1415	-	-	424	985	558	1378	-	-
HCM Lane V/C Ratio	0.044	-	-	0.519	0.035	0.176	0.007	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	22.3	8.8	12.8	7.6	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	0.1	0.6	0	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	194	17	17	180	0	37	0	43	3	1	4
Future Vol, veh/h	1	194	17	17	180	0	37	0	43	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	2	2	9	2	8	2	2	2	2	2
Mvmt Flow	1	211	18	18	196	0	40	0	47	3	1	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	229	0	0	455	455	220	446	464	196
Stage 1	-	-	-	-	-	-	222	222	-	233	233	-
Stage 2	-	-	-	-	-	-	233	233	-	213	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.18	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.572	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1339	-	-	505	501	820	523	495	846
Stage 1	-	-	-	-	-	-	767	719	-	770	712	-
Stage 2	-	-	-	-	-	-	757	712	-	789	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1339	-	-	494	494	820	486	488	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	494	494	-	486	488	-
Stage 1	-	-	-	-	-	-	766	719	-	760	702	-
Stage 2	-	-	-	-	-	-	741	702	-	743	712	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.04			0.67			11.65			10.91		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	628	8	-	-	1339	-	-	618				
HCM Lane V/C Ratio	0.138	0.001	-	-	0.014	-	-	0.014				
HCM Ctrl Dly (s/v)	11.7	7.6	0	-	7.7	-	-	10.9				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱		↕	
Traffic Vol, veh/h	4	136	15	20	196	5	67	4	61	15	0	22
Future Vol, veh/h	4	136	15	20	196	5	67	4	61	15	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	6	2	25	8	20	3	2	2	21	2	2
Mvmt Flow	4	140	15	21	202	5	69	4	63	15	0	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	156	0	0	392	397	140	396	410	205
Stage 1	-	-	-	-	-	-	148	148	-	246	246	-
Stage 2	-	-	-	-	-	-	243	248	-	151	164	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.13	6.52	6.22	7.31	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.527	4.018	3.318	3.689	4.018	3.318
Pot Cap-1 Maneuver	1364	-	-	1296	-	-	566	540	908	531	532	836
Stage 1	-	-	-	-	-	-	852	774	-	717	703	-
Stage 2	-	-	-	-	-	-	758	701	-	809	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1364	-	-	1296	-	-	540	530	908	481	521	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	530	-	481	521	-
Stage 1	-	-	-	-	-	-	849	772	-	706	692	-
Stage 2	-	-	-	-	-	-	726	690	-	747	760	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.2			0.71			11.09			10.95		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	540		870	1364	-	-	1296	-	-	644		
HCM Lane V/C Ratio	0.128		0.077	0.003	-	-	0.016	-	-	0.059		
HCM Ctrl Dly (s/v)	12.6		9.5	7.6	-	-	7.8	-	-	10.9		
HCM Lane LOS	B		A	A	-	-	A	-	-	B		
HCM 95th %tile Q(veh)	0.4		0.2	0	-	-	0	-	-	0.2		

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Vol, veh/h	98	97	23	14	188	90	61	28	27	26	6	83
Future Vol, veh/h	98	97	23	14	188	90	61	28	27	26	6	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	200	250	-	200	250	-	250	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	107	105	25	15	204	98	66	30	29	28	7	90
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	130	0	0	557	651	105	568	578	204
Stage 1	-	-	-	-	-	-	318	318	-	235	235	-
Stage 2	-	-	-	-	-	-	238	333	-	334	343	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1259	-	-	1455	-	-	441	388	949	433	427	836
Stage 1	-	-	-	-	-	-	693	653	-	768	711	-
Stage 2	-	-	-	-	-	-	765	644	-	680	637	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1259	-	-	1455	-	-	351	351	949	350	386	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	351	351	-	350	386	-
Stage 1	-	-	-	-	-	-	634	598	-	760	703	-
Stage 2	-	-	-	-	-	-	669	637	-	573	583	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.65			0.36			15.26			11.5		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	351	351	949	1259	-	-	1455	-	-	350	386	836
HCM Lane V/C Ratio	0.189	0.087	0.031	0.085	-	-	0.01	-	-	0.081	0.017	0.108
HCM Ctrl Dly (s/v)	17.6	16.2	8.9	8.1	-	-	7.5	-	-	16.2	14.5	9.8
HCM Lane LOS	C	C	A	A	-	-	A	-	-	C	B	A
HCM 95th %tile Q(veh)	0.7	0.3	0.1	0.3	-	-	0	-	-	0.3	0.1	0.4

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	5	12	0	71	5	45	4	24	19	5
Future Vol, veh/h	5	0	5	12	0	71	5	45	4	24	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	13	0	77	5	49	4	26	21	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	135	140	23	135	140	51	26	0	0	53	0	0
Stage 1	76	76	-	62	62	-	-	-	-	-	-	-
Stage 2	60	64	-	73	78	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	836	751	1053	837	751	1017	1588	-	-	1552	-	-
Stage 1	934	832	-	949	843	-	-	-	-	-	-	-
Stage 2	952	841	-	937	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	757	736	1053	815	736	1017	1588	-	-	1552	-	-
Mov Cap-2 Maneuver	757	736	-	815	736	-	-	-	-	-	-	-
Stage 1	918	818	-	946	840	-	-	-	-	-	-	-
Stage 2	876	838	-	916	816	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.14		9.04		0.67		3.68	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	881	982	1552	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.092	0.017	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9	7.4	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	12	22	131	203	42
Future Vol, veh/h	24	12	22	131	203	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	28	14	26	152	236	49

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	440	236	285	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.42	6.4	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.48	2.218	-	-	-
Pot Cap-1 Maneuver	575	760	1277	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	760	1277	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.09	1.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1277	-	563	760	-	-
HCM Lane V/C Ratio	0.02	-	0.05	0.018	-	-
HCM Ctrl Dly (s/v)	7.9	-	11.7	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	165	54	47	3	21	26	32	119	4	42	195	198
Future Vol, veh/h	165	54	47	3	21	26	32	119	4	42	195	198
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	200	-	-	150	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	11	2	2	24	2	2	2	2	2	2	4
Mvmt Flow	172	56	49	3	22	27	33	124	4	44	203	206

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	492	485	203	511	690	126	409	0	0	128	0	0
Stage 1	291	291	-	193	193	-	-	-	-	-	-	-
Stage 2	202	195	-	319	497	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.61	6.22	7.12	6.74	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.61	-	6.12	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.61	-	6.12	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.099	3.318	3.518	4.216	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	481	469	838	473	342	924	1149	-	-	1458	-	-
Stage 1	709	656	-	809	702	-	-	-	-	-	-	-
Stage 2	791	723	-	693	510	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	411	442	838	369	322	924	1149	-	-	1458	-	-
Mov Cap-2 Maneuver	411	442	-	369	322	-	-	-	-	-	-	-
Stage 1	687	636	-	786	681	-	-	-	-	-	-	-
Stage 2	722	702	-	577	495	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21.01		13.16		1.7		0.73	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1149	-	-	418	838	493	1458	-	-
HCM Lane V/C Ratio	0.029	-	-	0.545	0.058	0.106	0.03	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	23.5	9.6	13.2	7.5	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.2	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	4	229	39	45	198	4	26	1	32	6	1	4
Future Vol, veh/h	4	229	39	45	198	4	26	1	32	6	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	241	41	47	208	4	27	1	34	6	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	213	0	0	282	0	0	574	577	262	555	596	211
Stage 1	-	-	-	-	-	-	270	270	-	305	305	-
Stage 2	-	-	-	-	-	-	304	307	-	250	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1358	-	-	1280	-	-	430	427	777	442	417	830
Stage 1	-	-	-	-	-	-	736	686	-	704	662	-
Stage 2	-	-	-	-	-	-	706	661	-	754	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1358	-	-	1280	-	-	409	410	777	405	400	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	410	-	405	400	-
Stage 1	-	-	-	-	-	-	733	683	-	678	638	-
Stage 2	-	-	-	-	-	-	675	636	-	718	669	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.11			1.44			12.37			12.42		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	551	26	-	-	1280	-	-	497
HCM Lane V/C Ratio	0.113	0.003	-	-	0.037	-	-	0.023
HCM Ctrl Dly (s/v)	12.4	7.7	0	-	7.9	-	-	12.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	227	62	58	162	8	39	4	37	8	5	27
Future Vol, veh/h	25	227	62	58	162	8	39	4	37	8	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	244	67	62	174	9	42	4	40	9	5	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	311	0	0	599	605	244	603	668	178
Stage 1	-	-	-	-	-	-	298	298	-	303	303	-
Stage 2	-	-	-	-	-	-	302	308	-	300	365	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1392	-	-	1250	-	-	413	412	795	411	379	864
Stage 1	-	-	-	-	-	-	711	667	-	706	663	-
Stage 2	-	-	-	-	-	-	708	661	-	709	624	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1392	-	-	1250	-	-	367	384	795	360	353	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	367	384	-	360	353	-
Stage 1	-	-	-	-	-	-	697	654	-	671	630	-
Stage 2	-	-	-	-	-	-	644	628	-	656	612	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.61	2.04	13.13	11.56
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	719	1392	-	-	1250	-	-	592
HCM Lane V/C Ratio	0.114	0.061	0.019	-	-	0.05	-	-	0.073
HCM Ctrl Dly (s/v)	16.1	10.3	7.6	-	-	8	-	-	11.6
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	0.1	-	-	0.2	-	-	0.2

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Vol, veh/h	110	163	65	44	132	40	45	24	37	117	56	164
Future Vol, veh/h	110	163	65	44	132	40	45	24	37	117	56	164
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	200	250	-	200	250	-	250	250	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	177	71	48	143	43	49	26	40	127	61	178
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	187	0	0	248	0	0	686	699	177	668	726	143
Stage 1	-	-	-	-	-	-	416	416	-	239	239	-
Stage 2	-	-	-	-	-	-	270	283	-	429	487	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1387	-	-	1318	-	-	362	364	866	372	351	904
Stage 1	-	-	-	-	-	-	614	592	-	764	707	-
Stage 2	-	-	-	-	-	-	736	677	-	604	550	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1387	-	-	1318	-	-	210	320	866	289	309	904
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	320	-	289	309	-
Stage 1	-	-	-	-	-	-	561	541	-	736	682	-
Stage 2	-	-	-	-	-	-	519	653	-	501	503	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.55			1.6			18.73			17.4		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	210	320	866	1387	-	-	1318	-	-	289	309	904
HCM Lane V/C Ratio	0.233	0.081	0.046	0.086	-	-	0.036	-	-	0.439	0.197	0.197
HCM Ctrl Dly (s/v)	27.2	17.2	9.4	7.8	-	-	7.8	-	-	26.8	19.5	10
HCM Lane LOS	D	C	A	A	-	-	A	-	-	D	C	A
HCM 95th %tile Q(veh)	0.9	0.3	0.1	0.3	-	-	0.1	-	-	2.1	0.7	0.7

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	7	0	47	5	59	12	74	91	5
Future Vol, veh/h	5	0	5	7	0	47	5	59	12	74	91	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	8	0	51	5	64	13	80	99	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	337	351	102	341	347	71	104	0	0	77	0	0
Stage 1	262	262	-	82	82	-	-	-	-	-	-	-
Stage 2	75	88	-	260	265	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	616	574	954	613	577	992	1487	-	-	1521	-	-
Stage 1	743	691	-	927	827	-	-	-	-	-	-	-
Stage 2	934	822	-	745	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	552	541	954	575	544	992	1487	-	-	1521	-	-
Mov Cap-2 Maneuver	552	541	-	575	544	-	-	-	-	-	-	-
Stage 1	703	655	-	923	824	-	-	-	-	-	-	-
Stage 2	883	819	-	702	653	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.23		9.25		0.49		3.26	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	115	-	-	699	907	1521	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.065	0.053	-
HCM Ctrl Dly (s/v)	7.4	0	-	10.2	9.2	7.5	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.2	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	19	9	423	170	15
Future Vol, veh/h	38	19	9	423	170	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	2	50	2	2	11
Mvmt Flow	43	22	10	481	193	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	694	193	210	0	-	0
Stage 1	193	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.6	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.65	-	-	-
Pot Cap-1 Maneuver	404	848	1121	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	400	848	1121	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.17	0.17		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1121	-	400	848	-	-
HCM Lane V/C Ratio	0.009	-	0.108	0.025	-	-
HCM Ctrl Dly (s/v)	8.2	-	15.1	9.4	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0.1	-	-

Lanes, Volumes, Timings
2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Future+Site Conditions AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	286	21	60	0	87	46	133	328	0	9	125	161
Future Volume (vph)	286	21	60	0	87	46	133	328	0	9	125	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		120	250		0	200		0	150		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.948							0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	1429	1568	1863	1556	0	1770	1863	0	1770	1863	1495
Flt Permitted	0.376						0.674			0.451		
Satd. Flow (perm)	700	1429	1568	1863	1556	0	1255	1863	0	840	1863	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63		31							168
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		1448			1293			1472			1409	
Travel Time (s)		28.2			25.2			28.7			32.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	33%	3%	2%	23%	2%	2%	2%	2%	2%	2%	8%
Adj. Flow (vph)	298	22	63	0	91	48	139	342	0	9	130	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	298	22	63	0	139	0	139	342	0	9	130	168
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	21.0	46.0	46.0	25.0	25.0		34.0	34.0		34.0	34.0	34.0
Total Split (%)	26.3%	57.5%	57.5%	31.3%	31.3%		42.5%	42.5%		42.5%	42.5%	42.5%
Maximum Green (s)	15.0	40.0	40.0	19.0	19.0		28.0	28.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effect Green (s)	25.5	25.5	25.5		9.8		16.7	16.7		16.7	16.7	16.7
Actuated g/C Ratio	0.46	0.46	0.46		0.18		0.30	0.30		0.30	0.30	0.30
v/c Ratio	0.51	0.03	0.08		0.46		0.37	0.61		0.04	0.23	0.30
Control Delay (s/veh)	13.1	8.9	3.3		24.8		20.9	23.7		16.4	18.0	4.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0

Lanes, Volumes, Timings
2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Future+Site Conditions AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	13.1	8.9	3.3		24.8		20.9	23.7		16.4	18.0	4.9
LOS	B	A	A		C		C	C		B	B	A
Approach Delay (s/veh)		11.2			24.8			22.9			10.8	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	52	3	0		34		39	105		2	35	0
Queue Length 95th (ft)	133	16	18		93		91	200		12	79	37
Internal Link Dist (ft)		1368			1213			1392			1329	
Turn Bay Length (ft)	250		120				200			150		150
Base Capacity (vph)	671	1046	1164		604		696	1033		466	1033	904
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.44	0.02	0.05		0.23		0.20	0.33		0.02	0.13	0.19

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 55.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 16.8

Intersection LOS: B

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 2: SW Ward Rd & County Line Rd



HCM 7th Signalized Intersection Summary 2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Future+Site Conditions AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	21	60	0	87	46	133	328	0	9	125	161
Future Volume (veh/h)	286	21	60	0	87	46	133	328	0	9	125	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1411	1856	1870	1559	1870	1870	1870	1870	1870	1870	1781
Adj Flow Rate, veh/h	298	22	63	0	91	48	139	342	0	9	130	168
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	33	3	2	23	2	2	2	2	2	2	8
Cap, veh/h	546	643	716	164	133	70	398	507	0	276	507	409
Arrive On Green	0.18	0.46	0.46	0.00	0.14	0.14	0.27	0.27	0.00	0.27	0.27	0.27
Sat Flow, veh/h	1781	1411	1572	1313	961	507	1081	1870	0	1039	1870	1510
Grp Volume(v), veh/h	298	22	63	0	0	139	139	342	0	9	130	168
Grp Sat Flow(s),veh/h/ln	1781	1411	1572	1313	0	1468	1081	1870	0	1039	1870	1510
Q Serve(g_s), s	5.6	0.4	1.0	0.0	0.0	4.0	5.1	7.2	0.0	0.3	2.4	4.0
Cycle Q Clear(g_c), s	5.6	0.4	1.0	0.0	0.0	4.0	7.5	7.2	0.0	7.5	2.4	4.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	546	643	716	164	0	203	398	507	0	276	507	409
V/C Ratio(X)	0.55	0.03	0.09	0.00	0.00	0.69	0.35	0.67	0.00	0.03	0.26	0.41
Avail Cap(c_a), veh/h	833	1286	1434	551	0	636	795	1194	0	657	1194	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	6.6	6.8	0.0	0.0	18.0	15.4	14.3	0.0	17.6	12.5	13.1
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.0	0.0	4.1	0.5	1.6	0.0	0.0	0.3	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.1	0.2	0.0	0.0	1.4	1.1	2.6	0.0	0.1	0.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	6.6	6.8	0.0	0.0	22.1	16.0	15.8	0.0	17.7	12.8	13.8
LnGrp LOS	B	A	A			C	B	B		B	B	B
Approach Vol, veh/h	383				139				481			
Approach Delay, s/veh	10.9				22.1				15.9			
Approach LOS	B				C				B			
Timer - Assigned Phs	2			4		6	7	8				
Phs Duration (G+Y+Rc), s	17.9			26.0		17.9	13.9	12.1				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	28.0			40.0		28.0	15.0	19.0				
Max Q Clear Time (g_c+I1), s	9.5			3.0		9.5	7.6	6.0				
Green Ext Time (p_c), s	2.4			0.3		1.2	0.5	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	14.5											
HCM 7th LOS	B											

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	1	317	17	17	367	0	37	0	43	3	1	4
Future Vol, veh/h	1	317	17	17	367	0	37	0	43	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	6	2	2	9	2	8	2	2	2	2	2
Mvmt Flow	1	345	18	18	399	0	40	0	47	3	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	399	0	0	363	0	0	792	792	354	783	801	399
Stage 1	-	-	-	-	-	-	356	356	-	436	436	-
Stage 2	-	-	-	-	-	-	436	436	-	347	365	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.18	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.572	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1160	-	-	1196	-	-	300	322	690	311	318	651
Stage 1	-	-	-	-	-	-	649	629	-	599	580	-
Stage 2	-	-	-	-	-	-	587	580	-	669	623	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1160	-	-	1196	-	-	292	316	690	285	312	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	316	-	285	312	-
Stage 1	-	-	-	-	-	-	649	628	-	590	571	-
Stage 2	-	-	-	-	-	-	573	571	-	623	622	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.02			0.36			15.7			14.13		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	423	5	-	-	1196	-	-	403
HCM Lane V/C Ratio	0.206	0.001	-	-	0.015	-	-	0.022
HCM Ctrl Dly (s/v)	15.7	8.1	0	-	8.1	-	-	14.1
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	259	15	20	383	5	67	4	61	15	0	22
Future Vol, veh/h	4	259	15	20	383	5	67	4	61	15	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	6	2	25	8	20	3	2	2	21	2	2
Mvmt Flow	4	267	15	21	395	5	69	4	63	15	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	282	0	0	711	716	267	716	729	397
Stage 1	-	-	-	-	-	-	275	275	-	439	439	-
Stage 2	-	-	-	-	-	-	436	441	-	277	291	-
Critical Hdwy	4.12	-	-	4.35	-	-	7.13	6.52	6.22	7.31	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.31	5.52	-
Follow-up Hdwy	2.218	-	-	2.425	-	-	3.527	4.018	3.318	3.689	4.018	3.318
Pot Cap-1 Maneuver	1159	-	-	1159	-	-	346	356	772	322	349	652
Stage 1	-	-	-	-	-	-	729	682	-	562	578	-
Stage 2	-	-	-	-	-	-	597	577	-	690	672	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1159	-	-	1159	-	-	327	348	772	286	342	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	348	-	286	342	-
Stage 1	-	-	-	-	-	-	726	680	-	552	568	-
Stage 2	-	-	-	-	-	-	566	567	-	627	669	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.12			0.4			14.79			14.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	718	1159	-	-	1159	-	-	429
HCM Lane V/C Ratio	0.211	0.093	0.004	-	-	0.018	-	-	0.089
HCM Ctrl Dly (s/v)	18.9	10.5	8.1	-	-	8.2	-	-	14.2
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0.3	0	-	-	0.1	-	-	0.3

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	5	12	0	71	5	83	4	24	34	5
Future Vol, veh/h	5	0	5	12	0	71	5	83	4	24	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	13	0	77	5	90	4	26	37	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	193	197	40	192	198	92	42	0	0	95	0	0
Stage 1	92	92	-	103	103	-	-	-	-	-	-	-
Stage 2	101	105	-	89	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	698	1032	767	698	965	1567	-	-	1499	-	-
Stage 1	915	819	-	903	810	-	-	-	-	-	-	-
Stage 2	905	808	-	918	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	691	684	1032	747	683	965	1567	-	-	1499	-	-
Mov Cap-2 Maneuver	691	684	-	747	683	-	-	-	-	-	-	-
Stage 1	899	805	-	899	807	-	-	-	-	-	-	-
Stage 2	830	805	-	898	802	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.41		9.31		0.4		2.84	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	97	-	-	827	926	1499	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.097	0.017	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	9.3	7.4	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-

LANE SUMMARY



Site: [3] County Line Rd & Pryor Rd/Prairie Ln (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

County Line Rd & Pryor Rd/Prairie Ln
Site Category: Future + Site - AM Peak Hour
Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.	
[Total	HV]	[Total	HV]						[Veh	Dist]					
veh/h	%	veh/h	%						veh/h	v/c					%
South: Prairie Ln															
Lane 1 ^d	164	2.0	164	2.0	854	0.192	100	6.1	LOS A	0.8	21.2	Full	1600	0.0	0.0
Approach	164	2.0	164	2.0		0.192		6.1	LOS A	0.8	21.2				
East: County Line Rd															
Lane 1 ^d	510	6.1	510	6.1	942	0.541	100	10.8	LOS B	4.4	115.2	Full	1600	0.0	0.0
Approach	510	6.1	510	6.1		0.541		10.8	LOS B	4.4	115.2				
North: Pryor Rd															
Lane 1 ^d	205	5.8	205	5.8	787	0.261	100	7.5	LOS A	1.1	29.3	Full	1600	0.0	0.0
Approach	205	5.8	205	5.8		0.261		7.5	LOS A	1.1	29.3				
West: County Line Rd															
Lane 1 ^d	414	4.5	414	4.5	1226	0.338	100	5.9	LOS A	2.0	50.6	Full	1600	0.0	0.0
Approach	414	4.5	414	4.5		0.338		5.9	LOS A	2.0	50.6				
All Vehicles	1293	5.0	1293	5.0		0.541		8.1	LOS A	4.4	115.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [1] SW Cornwall Rd & SW Rupard Rd (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Cornwall Rd & SW Rupard Rd
Site Category: Future+Site - AM Peak Hour
Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: SW Rupard Rd															
Lane 1 ^d	28	2.0	28	2.0	1213	0.023	100	3.1	LOS A	0.1	2.4	Full	1600	0.0	0.0
Approach	28	2.0	28	2.0		0.023		3.1	LOS A	0.1	2.4				
East: SW Cornwall Rd															
Lane 1 ^d	52	2.0	52	2.0	1196	0.043	100	3.3	LOS A	0.2	4.6	Full	1600	0.0	0.0
Approach	52	2.0	52	2.0		0.043		3.3	LOS A	0.2	4.6				
North: SW Rupard Rd															
Lane 1 ^d	44	2.0	44	2.0	1350	0.033	100	2.8	LOS A	0.1	3.5	Full	1600	0.0	0.0
Approach	44	2.0	44	2.0		0.033		2.8	LOS A	0.1	3.5				
West: SW Cornwall Rd															
Lane 1 ^d	90	5.9	90	5.9	1277	0.070	100	3.3	LOS A	0.3	7.8	Full	1600	0.0	0.0
Approach	90	5.9	90	5.9		0.070		3.3	LOS A	0.3	7.8				
All Vehicles	214	3.6	214	3.6		0.070		3.2	LOS A	0.3	7.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [2] SW Fenwick Rd & SW Blackpool Dr (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Fenwick Rd & SW Blackpool Dr
Site Category: Future + Site - AM Peak Hour
Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: SW Blackpool Dr															
Lane 1 ^d	59	16.2	59	16.2	1172	0.050	100	3.4	LOS A	0.2	5.4	Full	1600	0.0	0.0
Approach	59	16.2	59	16.2		0.050		3.4	LOS A	0.2	5.4				
East: SW Fenwick Rd															
Lane 1 ^d	27	2.0	27	2.0	1323	0.021	100	2.9	LOS A	0.1	2.2	Full	1600	0.0	0.0
Approach	27	2.0	27	2.0		0.021		2.9	LOS A	0.1	2.2				
North: SW Blackpool Dr															
Lane 1 ^d	25	28.4	25	28.4	1065	0.024	100	3.5	LOS A	0.1	2.5	Full	1600	0.0	0.0
Approach	25	28.4	25	28.4		0.024		3.5	LOS A	0.1	2.5				
West: RoadName															
Lane 1 ^d	10	2.0	10	2.0	1286	0.008	100	2.8	LOS A	0.0	0.8	Full	1600	0.0	0.0
Approach	10	2.0	10	2.0		0.008		2.8	LOS A	0.0	0.8				
All Vehicles	121	14.4	121	14.4		0.050		3.4	LOS A	0.2	5.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	12	22	246	410	42
Future Vol, veh/h	24	12	22	246	410	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	165	0	150	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	20	2	2	2	2
Mvmt Flow	28	14	26	286	477	49
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	814	477	526	0	-	0
Stage 1	477	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.4	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.48	2.218	-	-	-
Pot Cap-1 Maneuver	347	553	1041	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	339	553	1041	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	14.94	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1041	-	339	553	-	-
HCM Lane V/C Ratio	0.025	-	0.082	0.025	-	-
HCM Ctrl Dly (s/v)	8.5	-	16.6	11.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

Lanes, Volumes, Timings
2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Future+Site Conditions PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	311	54	106	3	38	26	58	208	4	42	343	298
Future Volume (vph)	311	54	106	3	38	26	58	208	4	42	343	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		120	250		0	200		0	150		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.940			0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1712	1583	1770	1551	0	1770	1857	0	1770	1863	1553
Flt Permitted	0.396			0.976			0.455			0.620		
Satd. Flow (perm)	710	1712	1583	1818	1551	0	848	1857	0	1155	1863	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			110		27			1				310
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		1448			1293			1472			1409	
Travel Time (s)		28.2			25.2			28.7			32.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	11%	2%	2%	24%	2%	2%	2%	2%	2%	2%	4%
Adj. Flow (vph)	324	56	110	3	40	27	60	217	4	44	357	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	324	56	110	3	67	0	60	221	0	44	357	310
Turn Type	pm+pt	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0		24.0	24.0		24.0	24.0	24.0
Total Split (s)	22.0	46.0	46.0	24.0	24.0		34.0	34.0		34.0	34.0	34.0
Total Split (%)	27.5%	57.5%	57.5%	30.0%	30.0%		42.5%	42.5%		42.5%	42.5%	42.5%
Maximum Green (s)	16.0	40.0	40.0	18.0	18.0		28.0	28.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Don't Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effect Green (s)	21.0	21.0	21.0	7.7	7.7		17.3	17.3		17.3	17.3	17.3
Actuated g/C Ratio	0.41	0.41	0.41	0.15	0.15		0.33	0.33		0.33	0.33	0.33
v/c Ratio	0.58	0.08	0.16	0.01	0.26		0.21	0.36		0.11	0.57	0.43
Control Delay (s/veh)	16.1	10.2	3.3	25.7	20.6		17.0	16.6		15.2	20.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0

Lanes, Volumes, Timings
2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Future+Site Conditions PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	16.1	10.2	3.3	25.7	20.6		17.0	16.6		15.2	20.0	4.2
LOS	B	B	A	C	C		B	B		B	C	A
Approach Delay (s/veh)		12.5			20.8			16.7			12.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	64	9	0	1	13		16	61		11	107	0
Queue Length 95th (ft)	158	33	25	8	50		43	117		32	192	45
Internal Link Dist (ft)		1368			1213			1392			1329	
Turn Bay Length (ft)	250		120	250			200			150		150
Base Capacity (vph)	689	1324	1249	712	624		517	1133		704	1136	1068
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.47	0.04	0.09	0.00	0.11		0.12	0.20		0.06	0.31	0.29

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 51.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 13.8

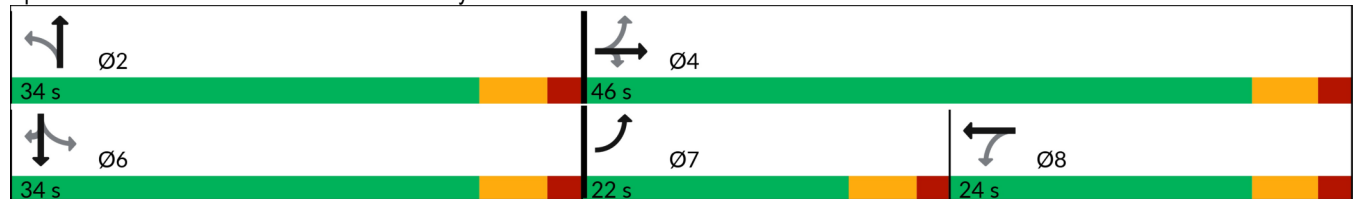
Intersection LOS: B

Intersection Capacity Utilization 61.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: SW Ward Rd & County Line Rd



HCM 7th Signalized Intersection Summary 2: SW Ward Rd & County Line Rd

Kensington Farms TIS
Future+Site Conditions PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	54	106	3	38	26	58	208	4	42	343	298
Future Volume (veh/h)	311	54	106	3	38	26	58	208	4	42	343	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1737	1870	1870	1544	1870	1870	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	324	56	110	3	40	27	60	217	4	44	357	310
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	11	2	2	24	2	2	2	2	2	2	4
Cap, veh/h	580	754	688	280	88	59	266	563	10	404	576	480
Arrive On Green	0.20	0.43	0.43	0.10	0.10	0.10	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1725	1737	1585	1220	860	580	769	1831	34	1160	1870	1560
Grp Volume(v), veh/h	324	56	110	3	0	67	60	0	221	44	357	310
Grp Sat Flow(s),veh/h/ln	1725	1737	1585	1220	0	1440	769	0	1864	1160	1870	1560
Q Serve(g_s), s	7.0	0.9	2.0	0.1	0.0	2.0	3.4	0.0	4.3	1.4	7.6	8.0
Cycle Q Clear(g_c), s	7.0	0.9	2.0	0.1	0.0	2.0	11.0	0.0	4.3	5.8	7.6	8.0
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	580	754	688	280	0	147	266	0	574	404	576	480
V/C Ratio(X)	0.56	0.07	0.16	0.01	0.00	0.45	0.23	0.00	0.39	0.11	0.62	0.65
Avail Cap(c_a), veh/h	823	1493	1363	627	0	557	492	0	1122	745	1125	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	7.7	8.0	18.8	0.0	19.7	18.5	0.0	12.6	14.9	13.8	13.9
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.0	0.0	2.2	0.4	0.0	0.4	0.1	1.1	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.3	0.5	0.0	0.0	0.7	0.5	0.0	1.5	0.3	2.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	7.7	8.1	18.8	0.0	21.8	18.9	0.0	13.1	15.0	14.9	15.4
LnGrp LOS	B	A	A	B		C	B		B	B	B	B
Approach Vol, veh/h	490			70			281			711		
Approach Delay, s/veh	11.5			21.7			14.3			15.1		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	2			4			6			7		
Phs Duration (G+Y+Rc), s	20.3			26.2			20.3			15.4		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	28.0			40.0			28.0			16.0		
Max Q Clear Time (g_c+l1), s	13.0			4.0			10.0			9.0		
Green Ext Time (p_c), s	1.4			0.6			3.3			0.2		
Intersection Summary												
HCM 7th Control Delay, s/veh	14.1											
HCM 7th LOS	B											

3: SW Fenwick Rd/SW Creekview Dr & County Line Rd Future+Site Conditions PM Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	4	434	39	45	341	4	26	1	32	6	1	4
Future Vol, veh/h	4	434	39	45	341	4	26	1	32	6	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	457	41	47	359	4	27	1	34	6	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	498	0	0	940	944	477	922	962	361
Stage 1	-	-	-	-	-	-	486	486	-	456	456	-
Stage 2	-	-	-	-	-	-	454	458	-	466	506	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1195	-	-	1066	-	-	244	262	588	251	256	684
Stage 1	-	-	-	-	-	-	563	551	-	584	568	-
Stage 2	-	-	-	-	-	-	585	567	-	577	540	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1195	-	-	1066	-	-	229	249	588	224	243	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	249	-	224	243	-
Stage 1	-	-	-	-	-	-	560	548	-	558	543	-
Stage 2	-	-	-	-	-	-	555	542	-	540	537	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.07			0.98			17.78			17.51		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	15	-	-	1066	-	-	299
HCM Lane V/C Ratio	0.181	0.004	-	-	0.044	-	-	0.039
HCM Ctrl Dly (s/v)	17.8	8	0	-	8.5	-	-	17.5
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1

4: SW Rupard Rd/SW Stoney Creek Dr & County Line Rd Future+Site Conditions PM Peak Hour

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	432	62	58	305	8	39	4	37	8	5	27
Future Vol, veh/h	25	432	62	58	305	8	39	4	37	8	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	220	-	-	130	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	465	67	62	328	9	42	4	40	9	5	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	337	0	0	531	0	0	974	980	465	977	1042	332
Stage 1	-	-	-	-	-	-	518	518	-	457	457	-
Stage 2	-	-	-	-	-	-	455	461	-	520	585	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1223	-	-	1036	-	-	231	250	598	230	230	709
Stage 1	-	-	-	-	-	-	540	533	-	583	568	-
Stage 2	-	-	-	-	-	-	585	565	-	539	498	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1223	-	-	1036	-	-	199	230	598	194	211	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	230	-	194	211	-
Stage 1	-	-	-	-	-	-	529	521	-	548	533	-
Stage 2	-	-	-	-	-	-	522	531	-	488	487	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.39	1.36	20.04	15.42
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	517	1223	-	-	1036	-	-	388
HCM Lane V/C Ratio	0.211	0.085	0.022	-	-	0.06	-	-	0.111
HCM Ctrl Dly (s/v)	27.8	12.6	8	-	-	8.7	-	-	15.4
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.3	0.1	-	-	0.2	-	-	0.4

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	5	0	5	7	0	47	5	107	12	74	164	5
Future Vol, veh/h	5	0	5	7	0	47	5	107	12	74	164	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	8	0	51	5	116	13	80	178	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	469	482	181	473	478	123	184	0	0	129	0	0
Stage 1	342	342	-	134	134	-	-	-	-	-	-	-
Stage 2	127	140	-	339	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	484	862	502	486	928	1391	-	-	1456	-	-
Stage 1	673	638	-	870	786	-	-	-	-	-	-	-
Stage 2	877	781	-	675	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	449	455	862	469	457	928	1391	-	-	1456	-	-
Mov Cap-2 Maneuver	449	455	-	469	457	-	-	-	-	-	-	-
Stage 1	636	603	-	866	782	-	-	-	-	-	-	-
Stage 2	825	777	-	634	601	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.22		9.71		0.31		2.32	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	71	-	-	590	824	1456	-
HCM Lane V/C Ratio	0.004	-	-	0.018	0.071	0.055	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.2	9.7	7.6	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.2	-

LANE SUMMARY



Site: [3] County Line Rd & Pryor Rd/Prairie Ln (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

County Line Rd & Pryor Rd/Prairie Ln
Site Category: Future + Site - PM Peak Hour
Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance																
	Demand Flows				Arrival Flows	Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]							[Veh	Dist]				
	veh/h	%	veh/h	%							veh/h	v/c				
South: Prairie Ln																
Lane 1 ^d	162	2.0	162	2.0	646	0.251	100	8.7	LOS A	1.0	26.3	Full	1600	0.0	0.0	
Approach	162	2.0	162	2.0		0.251		8.7	LOS A	1.0	26.3					
East: County Line Rd																
Lane 1 ^d	378	2.0	378	2.0	984	0.384	100	7.8	LOS A	2.1	53.0	Full	1600	0.0	0.0	
Approach	378	2.0	378	2.0		0.384		7.8	LOS A	2.1	53.0					
North: Pryor Rd																
Lane 1 ^d	589	2.5	589	2.5	898	0.656	100	14.3	LOS B	7.6	193.4	Full	1600	0.0	0.0	
Approach	589	2.5	589	2.5		0.656		14.3	LOS B	7.6	193.4					
West: County Line Rd																
Lane 1 ^d	580	3.5	580	3.5	908	0.639	100	13.7	LOS B	7.1	181.6	Full	1600	0.0	0.0	
Approach	580	3.5	580	3.5		0.639		13.7	LOS B	7.1	181.6					
All Vehicles	1709	2.7	1709	2.7		0.656		12.1	LOS B	7.6	193.4					

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [1] SW Cornwall Rd & SW Rupard Rd (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Cornwall Rd & SW Rupard Rd
Site Category: Future + Site - PM Peak Hour
Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV] %	[Total veh/h	HV] %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: RoadName															
Lane 1 ^d	18	2.0	18	2.0	1238	0.015	100	3.0	LOS A	0.1	1.6	Full	1600	0.0	0.0
Approach	18	2.0	18	2.0		0.015		3.0	LOS A	0.1	1.6				
East: SW Cornwall Rd															
Lane 1 ^d	26	2.0	26	2.0	1260	0.020	100	3.0	LOS A	0.1	2.2	Full	1600	0.0	0.0
Approach	26	2.0	26	2.0		0.020		3.0	LOS A	0.1	2.2				
North: SW Rupard Rd															
Lane 1 ^d	133	2.0	133	2.0	1350	0.099	100	3.2	LOS A	0.5	11.5	Full	1600	0.0	0.0
Approach	133	2.0	133	2.0		0.099		3.2	LOS A	0.5	11.5				
West: SW Cornwall Rd															
Lane 1 ^d	53	2.0	53	2.0	1269	0.042	100	3.1	LOS A	0.2	4.5	Full	1600	0.0	0.0
Approach	53	2.0	53	2.0		0.042		3.1	LOS A	0.2	4.5				
All Vehicles	231	2.0	231	2.0		0.099		3.1	LOS A	0.5	11.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

LANE SUMMARY



Site: [2] SW Fenwick Rd & SW Blackpool Dr (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

SW Fenwick Rd & SW Blackpool Dr
Site Category: Future + Site - PM Peak Hour
Roundabout

Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV] %	[Total veh/h	HV] %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: SW Blackpool Dr															
Lane 1 ^d	35	20.0	35	20.0	1144	0.030	100	3.3	LOS A	0.1	3.2	Full	1600	0.0	0.0
Approach	35	20.0	35	20.0		0.030		3.3	LOS A	0.1	3.2				
East: SW Fenwick Rd															
Lane 1 ^d	70	2.0	70	2.0	1331	0.052	100	3.0	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	70	2.0	70	2.0		0.052		3.0	LOS A	0.2	5.8				
North: SW Blackpool Dr															
Lane 1 ^d	22	26.0	22	26.0	1041	0.021	100	3.6	LOS A	0.1	2.1	Full	1600	0.0	0.0
Approach	22	26.0	22	26.0		0.021		3.6	LOS A	0.1	2.1				
West: RoadName															
Lane 1 ^d	8	2.0	8	2.0	1256	0.006	100	2.9	LOS A	0.0	0.6	Full	1600	0.0	0.0
Approach	8	2.0	8	2.0		0.006		2.9	LOS A	0.0	0.6				
All Vehicles	134	10.6	134	10.6		0.052		3.2	LOS A	0.2	5.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c >1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

^d Dominant lane on roundabout approach

APPENDIX E

TRAFFIC SIGNAL WARRANTS



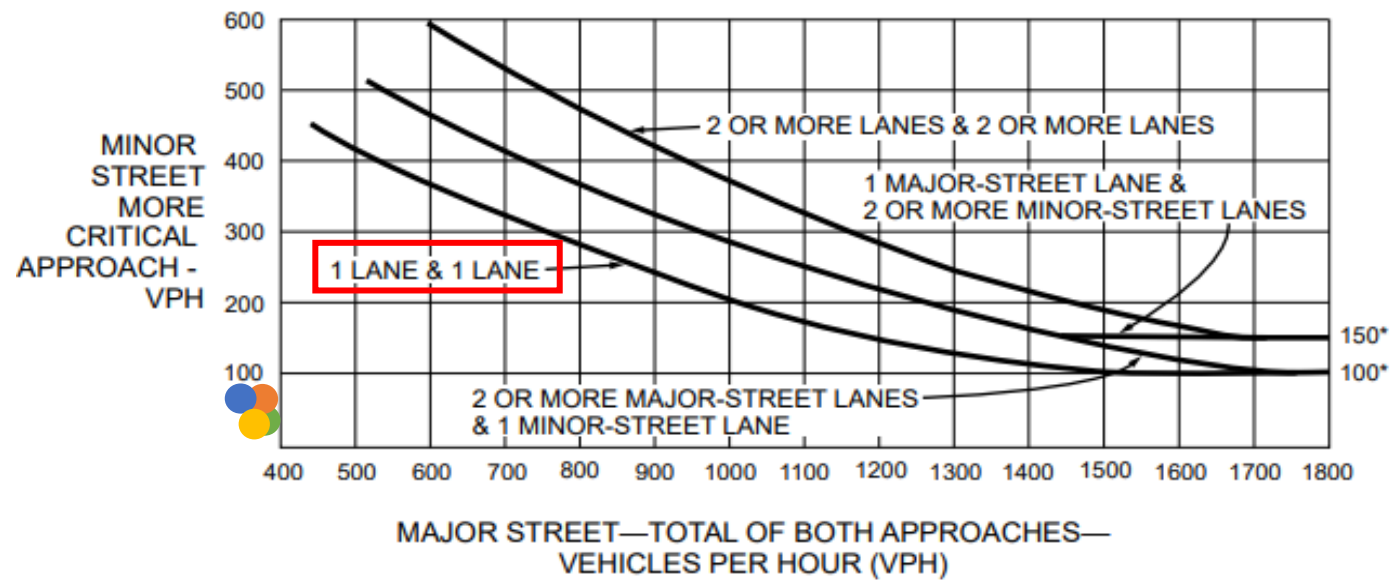
Warrant 3 - Peak-Hour Vehicular Volume Prairie Ln & Site Drive

Number of lanes for moving traffic on each approach:

Major Street:	1 Lane	35 mph	Prairie Ln
Minor Street:	1 Lane	25 mph	Site Drive
Peak Hours:	7:00-8:00 AM		
	4:45-5:45PM		

Volume Scenario		Symbol	Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor- street approach (one direction only)	Signal Warranted?
			VPH	VPH	
AM	Ex + Site	●	92	83	NO
AM	Fut + Site	●	145	83	NO
PM	Ex + Site	●	236	54	NO
PM	Fut + Site	●	357	54	NO

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

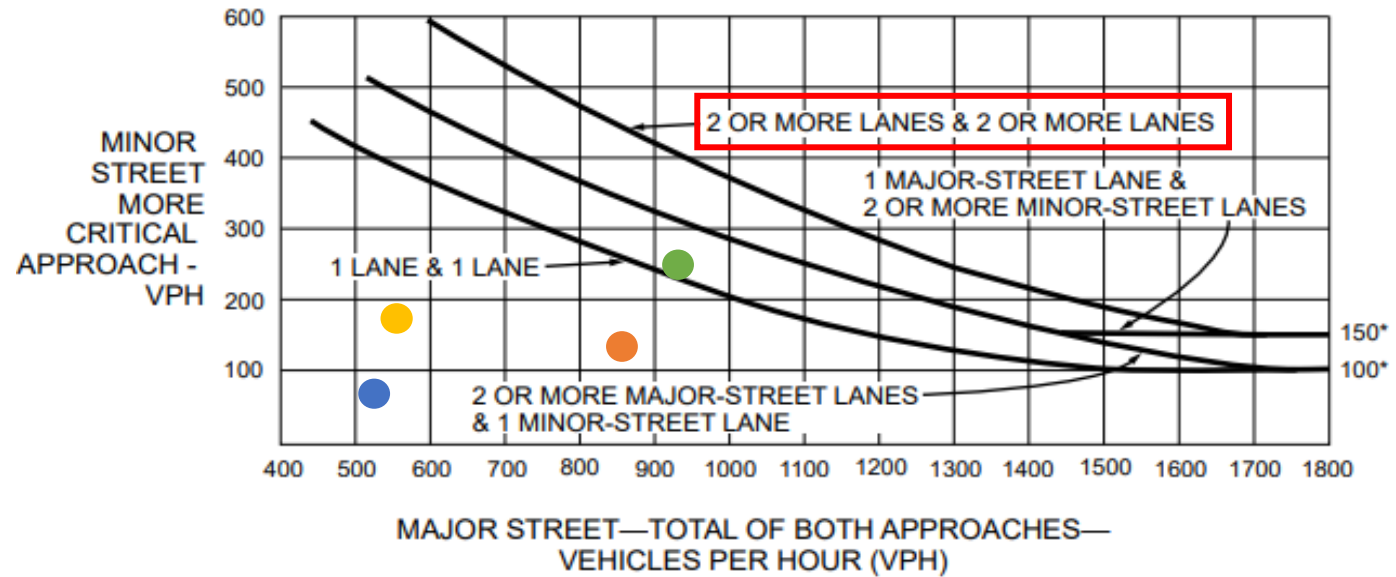
Warrant 3 - Peak-Hour Vehicular Volume County Line Rd & Pryor Rd/Prairie Ln

Number of lanes for moving traffic on each approach:

Major Street:	2 Lanes	35 mph	County Line Road
Minor Street:	2 Lanes	35 mph	Pryor Rd/Prairie Ln
Peak Hours:	7:00-8:00 AM		
	4:45-5:45PM		

Volume Scenario		Symbol	Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor- street approach (one direction only)	Signal Warranted?
			VPH	VPH	
AM	Ex + Site	●	513	89	NO
AM	Fut + Site	●	868	111	NO
PM	Ex + Site	●	554	173	NO
PM	Fut + Site	●	910	270	NO

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

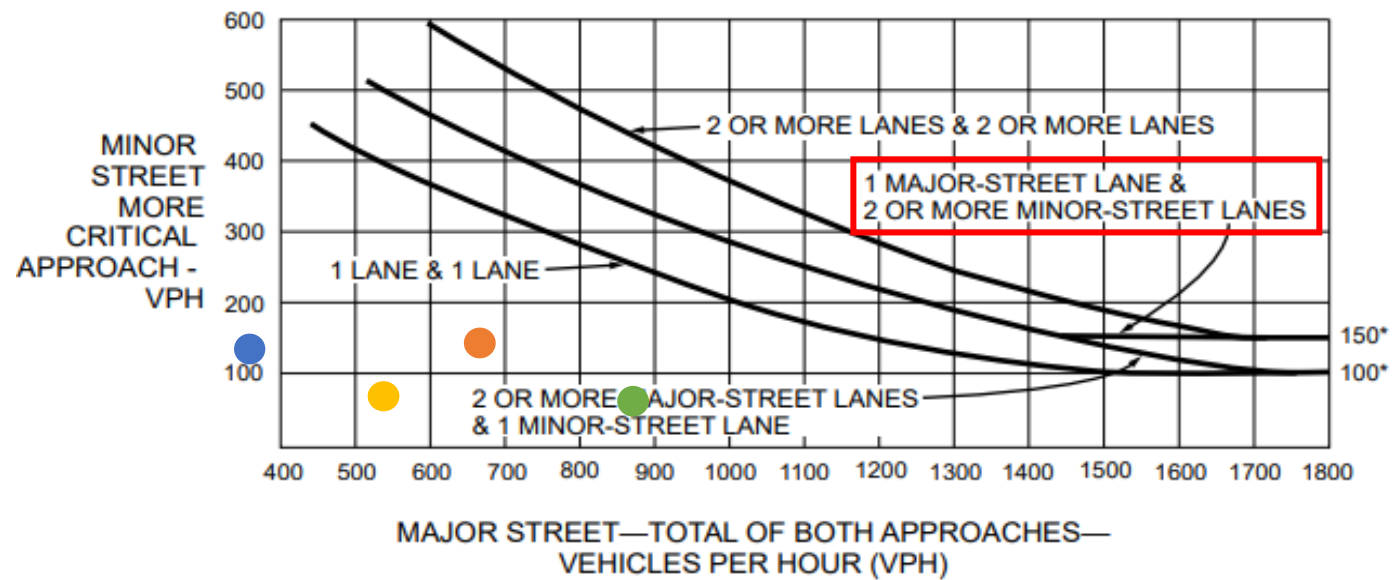
Warrant 3 - Peak-Hour Vehicular Volume County Line Rd & Rupard Rd / Stoney Creek Dr

Number of lanes for moving traffic on each approach:

Major Street:	1 Lane	35 mph	County Line Rd
Minor Street:	2 Lanes	25 mph	Rupard Rd / Stoney Creek Dr
Peak Hours:	7:00-8:00 AM		
	4:45-5:45PM		

Volume Scenario		Symbol	Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor- street approach (one direction only)	Signal Warranted?
			VPH	VPH	
AM	Ex + Site	●	376	132	NO
AM	Fut + Site	●	686	132	NO
PM	Ex + Site	●	542	80	NO
PM	Fut + Site	●	890	80	NO

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

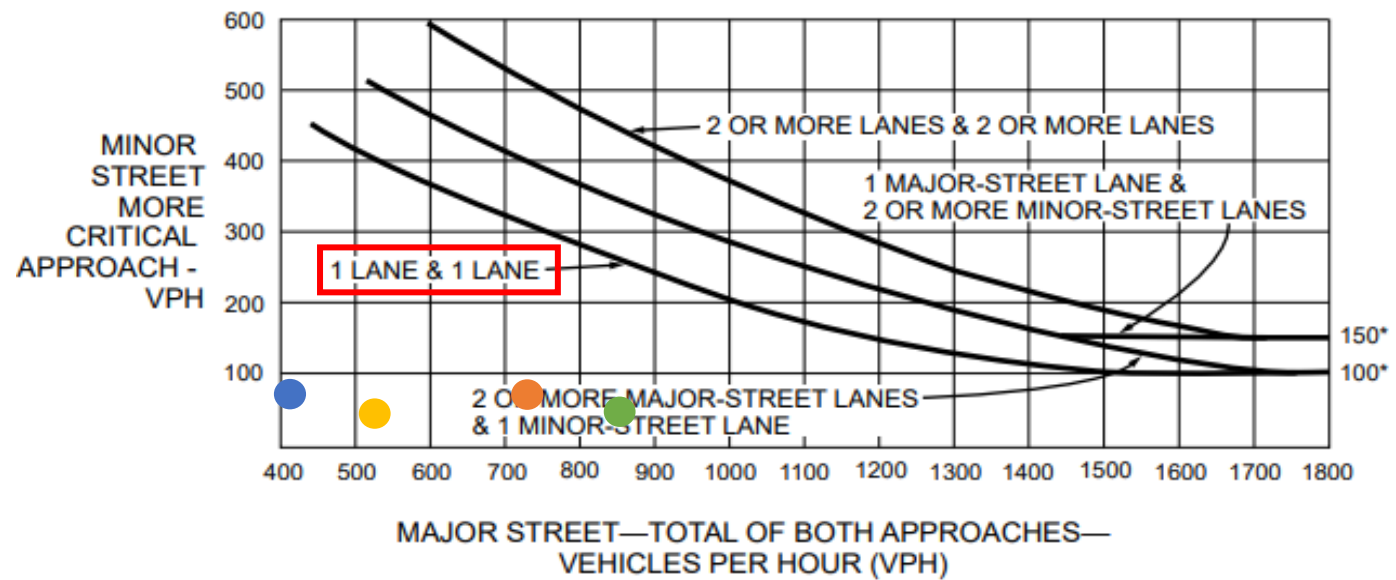
Warrant 3 - Peak-Hour Vehicular Volume County Line Rd & Fenwick Rd / Creekview Dr

Number of lanes for moving traffic on each approach:

Major Street:	1 Lane	35 mph	County Line Rd
Minor Street:	1 Lane	25 mph	Fenwick Rd / Creekview Dr
Peak Hours:	7:00-8:00 AM		
	4:45-5:45PM		

Volume Scenario		Symbol	Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor- street approach (one direction only)	Signal Warranted?
			VPH	VPH	
AM	Ex + Site	●	409	80	NO
AM	Fut + Site	●	719	80	NO
PM	Ex + Site	●	519	59	NO
PM	Fut + Site	●	867	59	NO

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

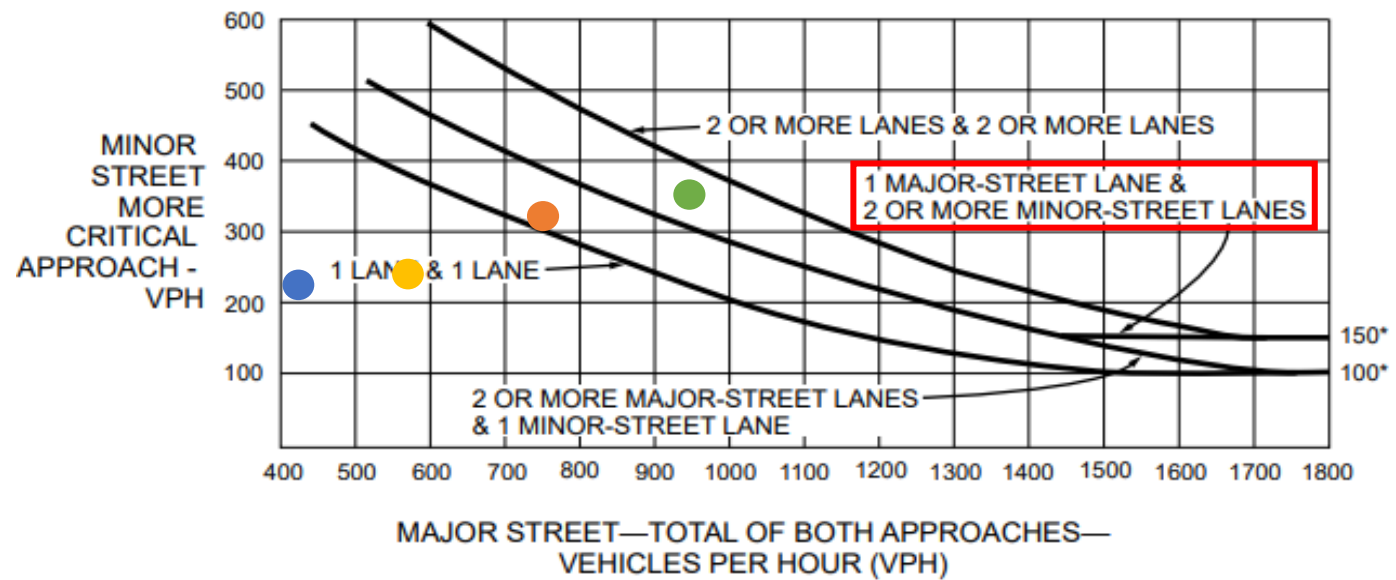
Warrant 3 - Peak-Hour Vehicular Volume County Line Rd & SW Ward Rd

Number of lanes for moving traffic on each approach:

Major Street:	1 Lane	35 mph	SW Ward Road
Minor Street:	2 Lanes	35 mph	County Line Road
Peak Hours:	7:00-8:00 AM		
	4:45-5:45PM		

Volume Scenario		Symbol	Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor- street approach (one direction only)	Signal Warranted?
			VPH	VPH	
AM	Ex + Site	●	413	211	NO
AM	Fut + Site	●	756	307	NO
PM	Ex + Site	●	590	219	NO
PM	Fut + Site	●	953	365	YES

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

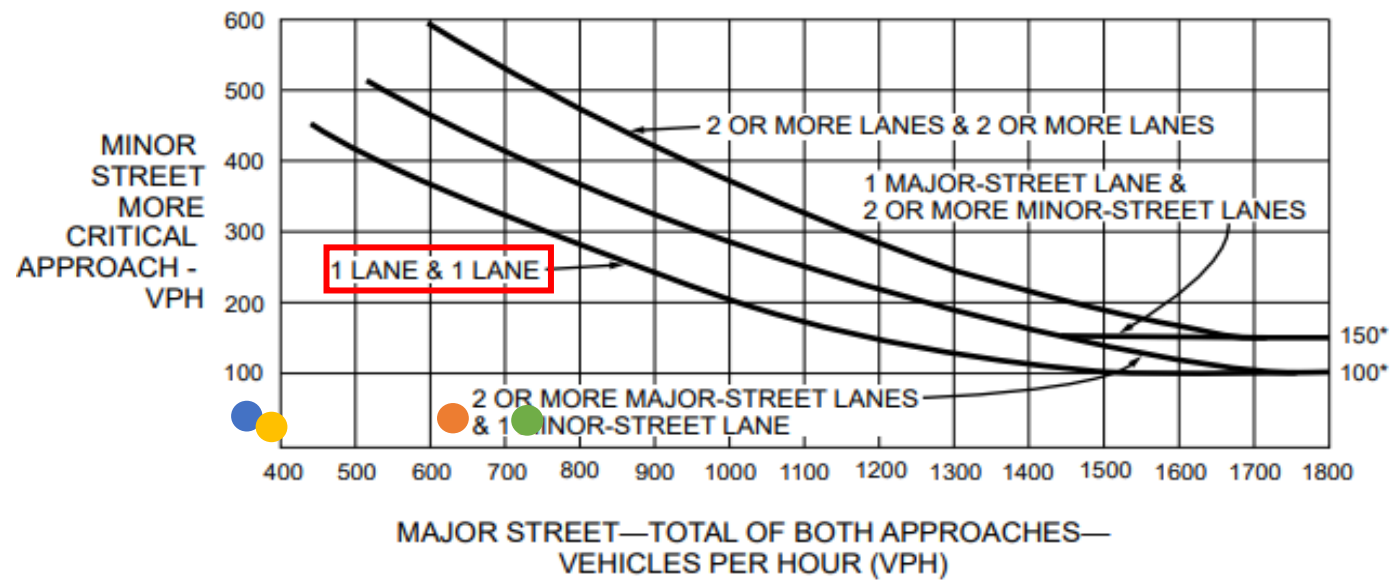
Warrant 3 - Peak-Hour Vehicular Volume SW Ward Rd & Fenwick Rd

Number of lanes for moving traffic on each approach:

Major Street:	1 Lane	35 mph	SW Ward Road
Minor Street:	1 Lane	25 mph	Fenwick Rd
Peak Hours:	7:00-8:00 AM		
	4:45-5:45PM		

Volume Scenario		Symbol	Vehicles per hour on major street (total of both approaches)	Vehicles per hour on higher-volume minor- street approach (one direction only)	Signal Warranted?
			VPH	VPH	
AM	Ex + Site	●	322	38	NO
AM	Fut + Site	●	617	38	NO
PM	Ex + Site	●	398	24	NO
PM	Fut + Site	●	720	24	NO

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane