Corridor Study for
Illinois Route 75 (Gardner Street)

South Beloit, Illinois

Final Report

Prepared for:

Stateline Area Transportation Study

Prepared by:

AECOM

August 2023

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Executive Summary

Illinois Route 75 (IL 75), also known as Gardner Street, is a significant east-west, principal arterial in the Beloit metropolitan area, connecting commuters and freight from the City of South Beloit, the IL 2 corridor, and downtown Beloit with the I-39/90 freeway corridor. Within the study area, IL 75 travels through two distinct environments and its roadway features reflect these surroundings. From IL 2 to US 51, IL 75 has a four-lane undivided urban roadway cross-section that serves numerous residents and businesses. From US 51 to WIS 67, IL 75 transitions to a four-lane divided rural roadway cross-section with limited roadway access. Near the I-39/90 interchange, several large truck stops and ancillary land uses cater to both IL 75 and I-39/90 traffic, especially trucks. Intersections in this area occupy a large footprint to accommodate the high amount of vehicle and truck traffic through these locations. As land surrounding the interchange and in South Beloit becomes developed, the importance of IL 75 as a regional commuter and truck route will continue to increase.

Alternatives for the IL 75 corridor were developed based on deficiencies found in the following categories: geometric site reviews of the study area, safety evaluation of the IL 75 corridor and the study intersections, and intersection operations analysis for the existing-year and Year 2047 horizon year. Locations with several alternatives were evaluated based on the aforementioned categories and a preferred alternative was selected based on those results.

The following describes recommendations for the IL 75 corridor and key intersections:

IL 75 (Gardner Street), IL 2 to US 51

- It is recommended that IL 75 cross-section be updated to provide a three-lane cross-section (two travel lanes and a TWLTL) with a multi-use path replacing one sidewalk. This alternative improves both safety and mobility as the TWLTL will allow left-turning vehicles to store and complete their turning movement to and from IL 75. The multi-use path will enhance bike/ped accommodations along the corridor and provide a vital east-west route connecting South Beloit and areas to the east. These improvements can be accommodated within the existing roadway cross-section and right of way, minimizing construction costs and right of way acquisition.
- It is recommended that access management strategies are considered for implementation along the IL 75 corridor. Strategies such as consolidation, cross-access, restriction, or removal of access to IL 75 will improve safety and mobility by reducing the number of access drives and conflict points which motorists must consider when driving along the roadway. Restriction or removal of public roadway access to IL 75 should be investigated further to determine candidate locations. If locations are determined, crossing elements at these restricted intersections should be implemented to improve bike/ped safety when crossing IL 75.

IL 75 (Gardner Street), Park Avenue intersection

- It is recommended that the Park Avenue intersection be reconfigured to provide positive left-turn lane offset for better motorist visibility, improving safety at the intersection. It is recommended that the southeast quadrant be widened to accommodate truck turning movements from the south leg to reduce the amount of vehicle tracking into opposing traffic lanes.

- It is recommended that traffic signal infrastructure and location be reviewed and modified to aid bicycle and pedestrian movements at this intersection. Elements such as traffic signal pole and cabinet placement, ADA-compliant curb ramps, pedestrian button and countdown timers, and marked crosswalks will all help in providing a more inviting setting for bicyclists and pedestrians to use and create a safe, comfortable experience crossing at this intersection.

IL 75 (Gardner Street), Dearborn Avenue intersection

- It is recommended that the Dearborn Avenue intersection be removed at IL 75. This access management will aid in safety and mobility along IL 75 by removing a full-access intersection that is within the functional area of the US 51 intersection. The surrounding roadways, such as Clark Street and Carpenter Street, will be able to accommodate diverted Dearborn Avenue traffic and will use existing roadway alignments to do so. This improvement also provides an opportunity to improve the IL 75 and US 51 intersection without consideration of movements to and from this location.

IL 75 (Gardner Street), US 51 intersection

- It is recommended that the IL 75 and US 51 intersection be updated from traffic signal control to roundabout control. This improvement will benefit safety by eliminating left-turn, angle, and head-on crashes due to the roundabout design and benefit mobility by providing yield control for motorists. The roundabout will reduce travel speeds at the intersection by forcing motorists to navigate around the roundabout median. The splitter islands will provide two-stage crossing for bicyclists and pedestrians.

IL 75, West Manchester Road intersection

- Both alternatives (left-turn, right-turn, right-out access and intersection realignment) provide safety benefits in addressing the existing intersection skew by either removing conflict points for movements that likely have field of vision issues or realigning the intersection to a more traditional intersection geometry. Therefore, either alternative is viable for implementation. A factor in determining which alternative to employ is the future land uses surrounding this intersection. High-traffic generators may create a situation where updated intersection control, such as a traffic signal or roundabout, may be warranted. While the existing roadway alignment could accommodate a traffic signal, a roundabout may be more difficult due to the intersection skew. The realigned intersection alternative would permit all intersection movements and have the flexibility for intersection control upgrades but is more costly to implement.

IL 75, Willowbrook Road intersection

- It is recommended that this intersection be updated with geometric improvements, such as additional turn lanes and widening of Willowbrook Road. The projected traffic volumes at this intersection are anticipated to create severe delays and congestion along Willowbrook Road, IL 75, and – likely – the I-39/90 interchange ramps. Adding these turn lanes and widening Willowbrook Road will provide additional capacity to high-volume movements and allow the traffic signal to allocate green time more efficiently.

- It is recommended that access management strategies be implemented along Willowbrook Road in the vicinity of IL 75 to aid in providing safe, efficient traffic flow near this intersection. With the recommended improvements for Willowbrook Road, there are existing parcels with direct access to Willowbrook Road very close to the IL 75 intersection. Strategies such as restricting, removing, or relocating access as far away from IL 75 will help promote traffic flow and avoid turning movements so close to the IL 75 intersection.

IL 75, I-39/90 southbound interchange ramps

- It is recommended that the eastbound right-turn lane at the intersection be updated from traffic signal control to free-flow to accommodate the projected traffic volumes for this movement. This improvement will improve mobility for this movement by allowing traffic to travel unimpeded onto the southbound entrance ramp. This improvement will also improve mobility for both the southbound and northbound interchange ramp traffic signals as green time can be allocated more efficiently, reducing delays at these locations.

IL 75, East Manchester Road intersection

- It is recommended that, when traffic signal volume warrants are met, that the intersection control at IL 75 and East Manchester Road becomes updated from two-way stop-control to a traffic signal. The traffic signal will improve side-street traffic safety and operations by providing protected green time for vehicles to travel through the intersection. In addition, the traffic signal should be coordinated with the traffic signal timing progression at the I-39/90 interchange ramp traffic signals to promote traffic flow along IL 75 in the area.

WIS 67, Gateway Boulevard intersection

- It is recommended that the WIS 67 and Gateway Boulevard / State Line Road intersection be reconfigured, when intersection geometrics and/or control updates are performed, to provide positive left-turn lane offset for better motorist visibility, improving safety at the intersection. The current intersection control (all-way stop-control) makes all vehicles stop before proceeding, so the existing negative left-turn lane offset is satisfactory; however, if any updates are made to the intersection, this element should be reviewed and improved to eliminate this condition.

Other recommendations

In addition to the recommendations previously discussed, there are other locations in the study area that would benefit from improvements, but the improvement is more systemic (e.g., reviewing traffic signal phasing / timing) or the improvement does not have a comparable alternative to evaluate against it. Therefore, the following describes other recommendations to improve safety, mobility, access, and multimodal accommodations along the IL 75 corridor:

- It is recommended that all intersections within the City of South Beloit are considered for improved bicycle and pedestrian accommodations to provide this mode of travel. Elements such as ADA-compliant curb ramps, marked crosswalks, advance warning and at-site signage, and intersection lighting should be reviewed and implemented to provide better comfort for bicyclists and pedestrians to cross IL 75 as well as alert approaching motorists on IL 75 of the possibility of bicyclists and pedestrians in the roadway.
- It is recommended that traffic signal equipment is reviewed for improved visibility and clarity for motorists. Examples of this include inspecting and adding backplates (or retroreflective backplates) to each signal head, checking the placement of overhead signal heads over each through or turn lane, and examining the placement of near-side and far-side signal heads to ensure that motorists can clearly see them without obstruction.
- It is recommended that an off-road, multi-use path be provided along IL 75 that connects US 51 to WIS 67. This path will provide a regional connection between the City of South Beloit and other existing and planned north-south paths within the Beloit metropolitan area. In addition, this path will provide a vital crossing of I-39/90, connecting both sides of the freeway for bicyclists and pedestrians to use.
- It is recommended that right of way and access control be preserved along IL 75 to maximize the roadway safety and mobility. As parcels adjacent to, or near, the IL 75 corridor become developed, the preservation of right of way will aid in any intersection capacity improvements that may be necessary. In addition, preserving access control along the corridor will help provide safe and efficient travel for IL 75 traffic by limiting and determining the type and location of property access so that adequate spacing between intersections is established and any necessary intersection improvements can be implemented within necessary design standards.

1.0 Introduction

Illinois Route 75 (IL 75), also known as Gardner Street, is a significant east-west, principal arterial in the Beloit metropolitan area, connecting commuters and freight from the City of South Beloit, the IL 2 corridor, and downtown Beloit with the I-39/90 freeway corridor. Within the study area, IL 75 travels through two distinct environments and its roadway features reflect these surroundings. From IL 2 to US 51, IL 75 has a four-lane undivided urban roadway cross-section that serves numerous residents and businesses. From US 51 to WIS 67, IL 75 transitions to a four-lane divided rural roadway cross-section with limited roadway access. Near the I-39/90 interchange, several large truck stops and ancillary land uses cater to both IL 75 and I-39/90 traffic, especially trucks. Intersections in this area occupy a large footprint to accommodate the high amount of vehicle and truck traffic through these locations. As land surrounding the interchange and in South Beloit becomes developed, the importance of IL 75 as a regional commuter and truck route will continue to increase.

Conversely, the IL 75 corridor can be seen as a barrier for non-vehicular transportation modes. Within South Beloit, pavement markings and signs are not present at unsignalized intersections (though curb ramps are provided) and the signalized Park Avenue intersection provides neither crosswalks nor pedestrian infrastructure to allow pedestrians to safely cross IL 75. East of South Beloit, the expressway cross-section may be uncomfortable for bicyclists to use and no crosswalks, sidewalks, or multi-use paths are present. As land in the study area becomes developed or redeveloped, multimodal accommodations should be considered to connect local and regional areas as well as provide safe and comfortable opportunities to cross IL 75.

1.1 Study Purpose

The purpose of this corridor study is to provide recommendations that the City of South Beloit and Stateline Area Transportation Study (SLATS MPO), in coordination with the Illinois Department of Transportation (IDOT) can incorporate into a roadway design project for construction. In addition, intersection recommendations can be developed into a Highway Safety Improvement Program (HSIP) funding application to address identified safety issues along the corridor. The goals of this study are listed below:

- Evaluate present-day conditions of the IL 75 corridor study area to identify roadway needs, operational and safety concerns, multimodal accommodations, and opportunities for potential improvements
- Determine future planned and/or proposed developments along or near the IL 75 corridor that will increase demand for use of the roadway
- Develop roadway and intersection strategies that will improve the viability of the corridor while balancing the traffic safety, traffic operations, access, and multimodal needs of its users

1.2 Study Area

The IL 75 corridor study area runs from IL 2 (Blackhawk Boulevard) in the City of South Beloit easterly to the WIS 67 and Stateline Road / Gateway Boulevard intersection. It should be noted that IL 75 becomes WIS 67 at the Illinois-Wisconsin state line. Key intersections within the study area include the following:

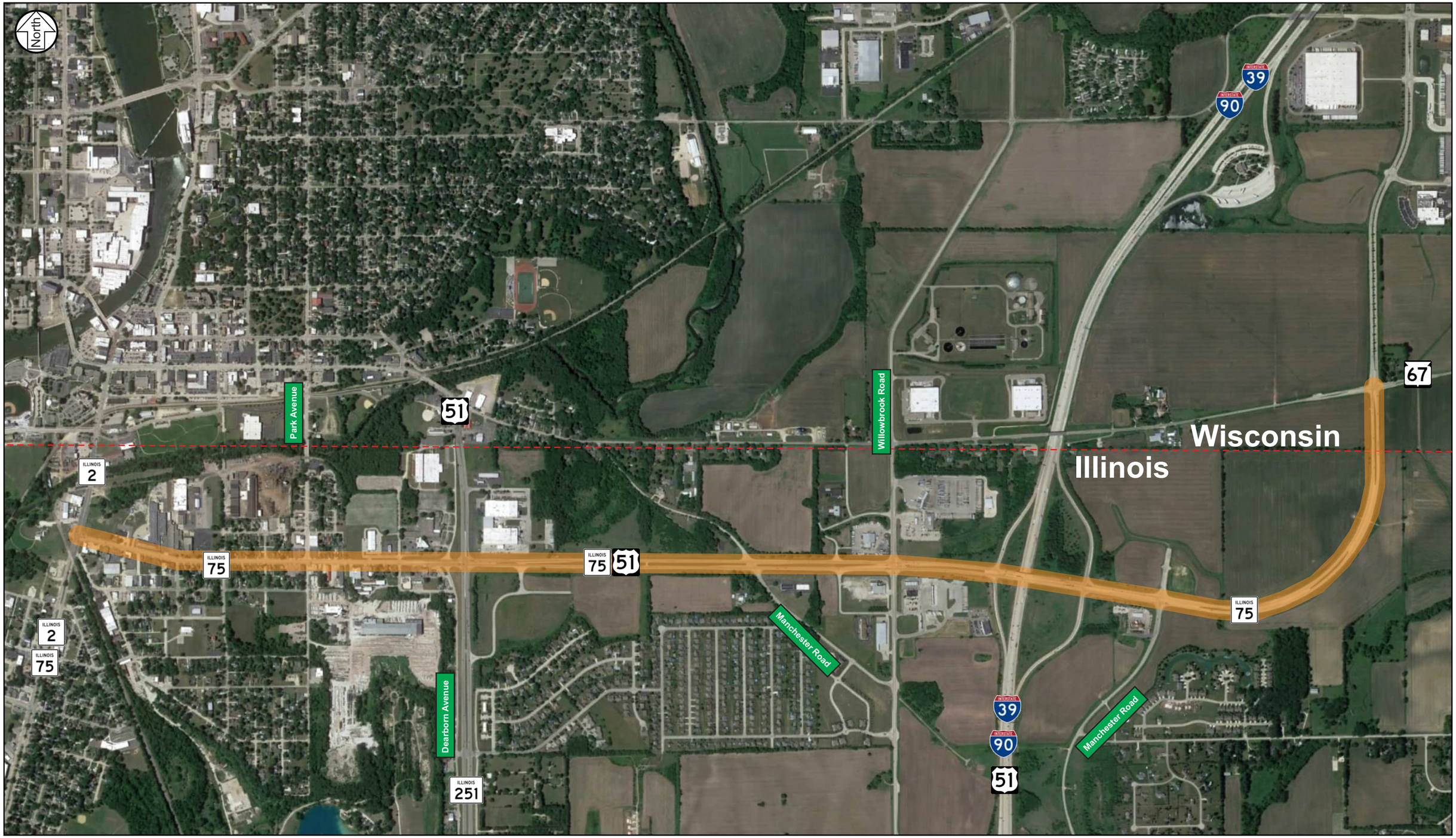
- IL 75 and IL 2 (Blackhawk Boulevard)
- IL 75 and Park Avenue
- IL 75 and Dearborn Avenue
- IL 75 and US 51 / IL 251 (Second Street)
- IL 75 and Manchester Road (western intersection)
- IL 75 and Willowbrook Road
- IL 75 and I-39/90 southbound interchange ramps
- IL 75 and I-39/90 northbound interchange ramps
- IL 75 and Manchester Road (eastern intersection)
- WIS 67 and Stateline Road / Gateway Boulevard

The general study area limits are illustrated in **Figure 1.1**.

1.3 Study Approach

This study was completed utilizing industry accepted publications such as the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* WisDOT's *Facilities Development Manual* (FDM), AASHTO's *Policy of Geometric Design of Highways and Streets,* and FHWA's *Manual on Uniform Traffic Control Devices* (MUTCD). These design standards aided in determining substandard components within the existing roadway and helped develop alternatives to address the concerns.

Additionally, the City and SLATS MPO requested public input during the project to engage the public, local stakeholders, and policy makers help confirm problem locations, identify needs and desires for consideration, and provide feedback about potential alternatives within the study area. Three public information meetings (PIMs) were conducted throughout the project that allowed attendees to provide direct feedback on existing concerns and proposed alternatives that were developed for consideration.



Project Study Area

Illinois 75 (Gardner Street) Corridor Study

South Beloit, Illinois

Figure 1.1

SLATS 22001
October 2022

2.0 Existing Area Conditions

2.1 Roadway Transportation System

Descriptions of major area roadways within the study area are summarized below. Roadway and intersection characteristics are illustrated in **Figure 2.1**.

Illinois Route 75 (IL 75)

IL 75, also known as Gardner Street within the City of South Beloit, is a four-lane, east-west roadway that connects commuters and freight from the Cities of South Beloit and Beloit to the I-39/90 freeway corridor. The entire section of IL 75 in this study area is classified as a principal arterial in the SLATS MPO area. US 51 runs concurrent to IL 75 from Second Street to the I-39/90 interchange ramps. Sidewalks are present on both sides of IL 75 from IL 2 to east of Park Avenue and on-street parking is prohibited throughout the entire corridor.

From IL 2 to US 51, IL 75 provides a 56-foot cross-section (including curb and gutter) that consists of four through lanes with no median separating the through lanes (i.e., an undivided cross-section) and curb and gutter on the outside through lanes; from US 51 to Stateline Road, IL 75 generally provides four through lanes with a natural median separating the through lanes (i.e., a divided cross-section) with shoulders and ditches on the outside of the through lanes. The posted speed limit varies along IL 75: 30 mph from IL 2 to US 51; 45 mph just east of US 51 which transitions to 50 mph to Willowbrook Road; 45 mph from Willowbrook Road to Stateline Road. Traffic signal control is provided at the IL 75 intersections with IL 2; Park Avenue; US 51; Willowbrook Road; and the I-39/90 interchange ramps while all-way stop control is provided at Stateline Road. Exclusive turn lanes are provided along IL 75 at many key intersections within the study area.

Annual daily traffic (ADT) volumes along IL 75 were taken in Year 2021 and vary throughout the study area. IL 75 has approximately 7,700 vehicles per day (vpd) from IL 2 to Park Avenue, then decreases to 7,000 vpd between Park Avenue and US 51. Between US 51 and Willowbrook Road, IL 75 has approximately 9, 300 vpd, then increases to 13,700 vpd (highest in the study area) between Willowbrook Road and the I-39/90 interchange. From I-39/90 to East Manchester Road, IL 75 has approximately 6,600 vpd, then decreases to 4,800 vpd from East Manchester Road to Gateway Boulevard.

Illinois Route 2 (IL 2)

IL 2, also known as Blackhawk Boulevard within the City of South Beloit, is a four-lane, north-south principal arterial roadway that connects the Cities of Beloit and South Beloit to the Rockford metropolitan area. At its signalized intersection with IL 75, exclusive turn lanes are provided on both approaches. At-grade railroad crossings are along IL 2, located approximately 200 feet south and 570 feet north of the IL 75 intersection. Sidewalks are provided on both sides of IL 2 north of IL 75 and only on the west side of IL 2 south of IL 75. On-street parking is prohibited along IL 2 and the roadway has a posted speed limit of 30 mph near IL 75.

United States Highway 51 (US 51)

US 51, also known as Second Street within the City of South Beloit, is a four-lane, north-south principal arterial roadway that connects the Cities of Beloit and South Beloit to the Rockford metropolitan area. At its signalized intersection with IL 75, the north and east approaches are designated as US 51 while the south approach is designated as Illinois Route 251 (IL 251). Exclusive turn lanes are provided on both approaches at IL 75 and no sidewalks are provided along US 51 or IL 251. Both US 51 and IL 251 have a posted speed limit of 45 mph at IL 75.

Interstate Highway 39/90 (I-39/90)

I-39/90 is a six-lane freeway that connects South Beloit to the Chicago, Rockford, and Madison metropolitan areas. At IL 75, I-39/90 provides a diamond interchange with traffic signals at the ramp termini. An exclusive left-turn and right-turn lane is provided at the southbound interchange ramps while dual left-turn lanes and an exclusive right-turn lane is provided at the northbound interchange ramps. The northbound entrance ramp also provides two travel lanes (which merges down to one lane at the freeway mainline) while the southbound entrance ramp provides one travel lane.

Willowbrook Road

Willowbrook Road is a two-lane, north-south minor arterial roadway that serves as a frontage road along the west side of I-39/90. Currently, several large truck stop / gas station complexes and ancillary retail uses that serve IL 75 and I-39/90 motorists are located along Willowbrook Road near its signalized intersection with IL 75. At IL 75, the north approach provides an exclusive left-turn and shared through/right-turn lane while the south approach provides an exclusive left-turn lane, through lane, and an exclusive right-turn lane. Willowbrook Road has a posted speed limit of 45 mph near IL 75.

Park Avenue

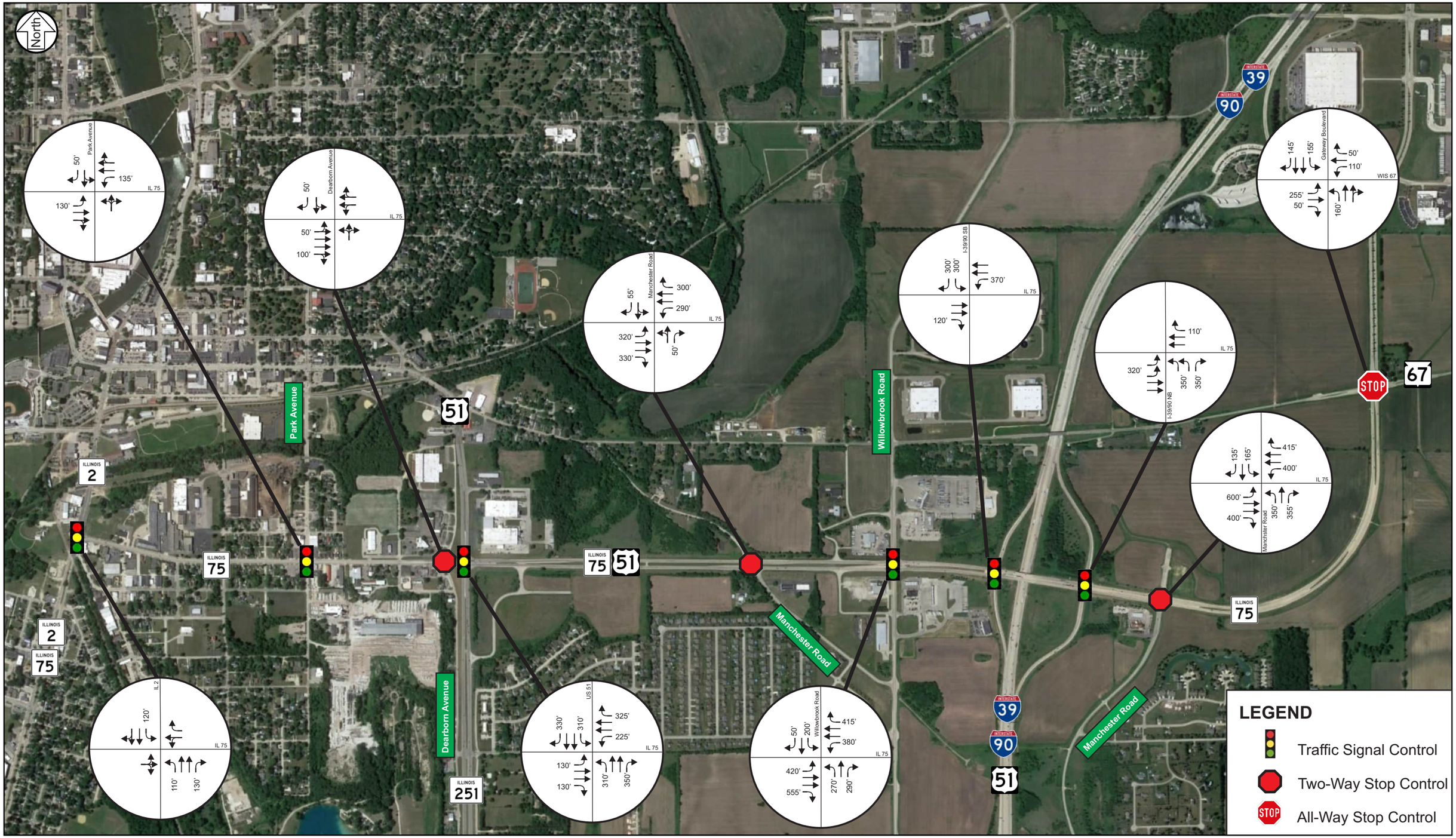
Park Avenue is a two-lane, north-south minor arterial roadway that serves as an important north-south travel route for the communities of Beloit and South Beloit. At IL 75, the north approach provides a shared through/left-turn lane and exclusive right-turn and while the south approach does not provide any exclusive turn lanes. Sidewalks are present on both sides of Park Avenue.

Gateway Boulevard and Stateline Road

Gateway Boulevard and Stateline Road are two minor arterial roadways that serve the eastern and southern portions of the City of Beloit, respectively. Gateway Boulevard runs parallel to I-39/90 on the east side and serves as the primary connector to numerous businesses in Gateway Business Park. Stateline Road runs parallel to IL 75 on the north side and provides a connection to both residences and businesses. At its unsignalized intersection with WIS 67, both roadways provide exclusive turn lanes and all movements are under stop-sign control. Gateway Boulevard has a posted speed limit of 40 mph while Stateline Road has a posted speed limit of 45 mph.

Dearborn Avenue and Manchester Road

Dearborn Avenue and Manchester Road are local streets that connect residential neighborhoods and commercial developments to IL 75. These roadways have unsignalized intersections with IL 75 and all movements from these roadways are under stop-sign control.



Existing Intersection Configurations

Illinois 75 (Gardner Street) Corridor Study
South Beloit, Illinois

Figure 2.1

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2.2 Area Land Uses

Similar to the physical characteristics of the IL 75 roadway, the area land uses along the IL 75 corridor are distinguished into several distinct categories. From IL 2 to US 51, land uses directly adjacent to IL 75 primarily consist of low-density residential homes and local commercial properties. Several heavy industrial properties, such as Mid-States Concrete, Fives Landis Corporation, and Behr Iron & Metal Recycling have indirect access to IL 75 via side-streets. Several vacant residential and commercial properties are also present adjacent to IL 75. From US 51 to Willowbrook Road, land uses transition to undeveloped properties and residential neighborhoods with indirect access to IL 75 via Manchester Road and other side-streets. From Willowbrook Road to Stateline Road, the land uses transition to regional retail / commercial uses such as truck stop gas stations, fast food restaurants, and hotels due to the I-39/90 interchange.

2.3 Data Collection Plan

The data collection efforts focused on gathering an organizing a variety of information related to the study area. A field review of the study area was performed to gather intersection and roadway geometrics, multimodal facilities, and surrounding land uses. Traffic signal phasing and timing information within the study area was provided by IDOT. Intersection turning movement counts were gathered to understand traffic operations during peak traffic periods within the study area.

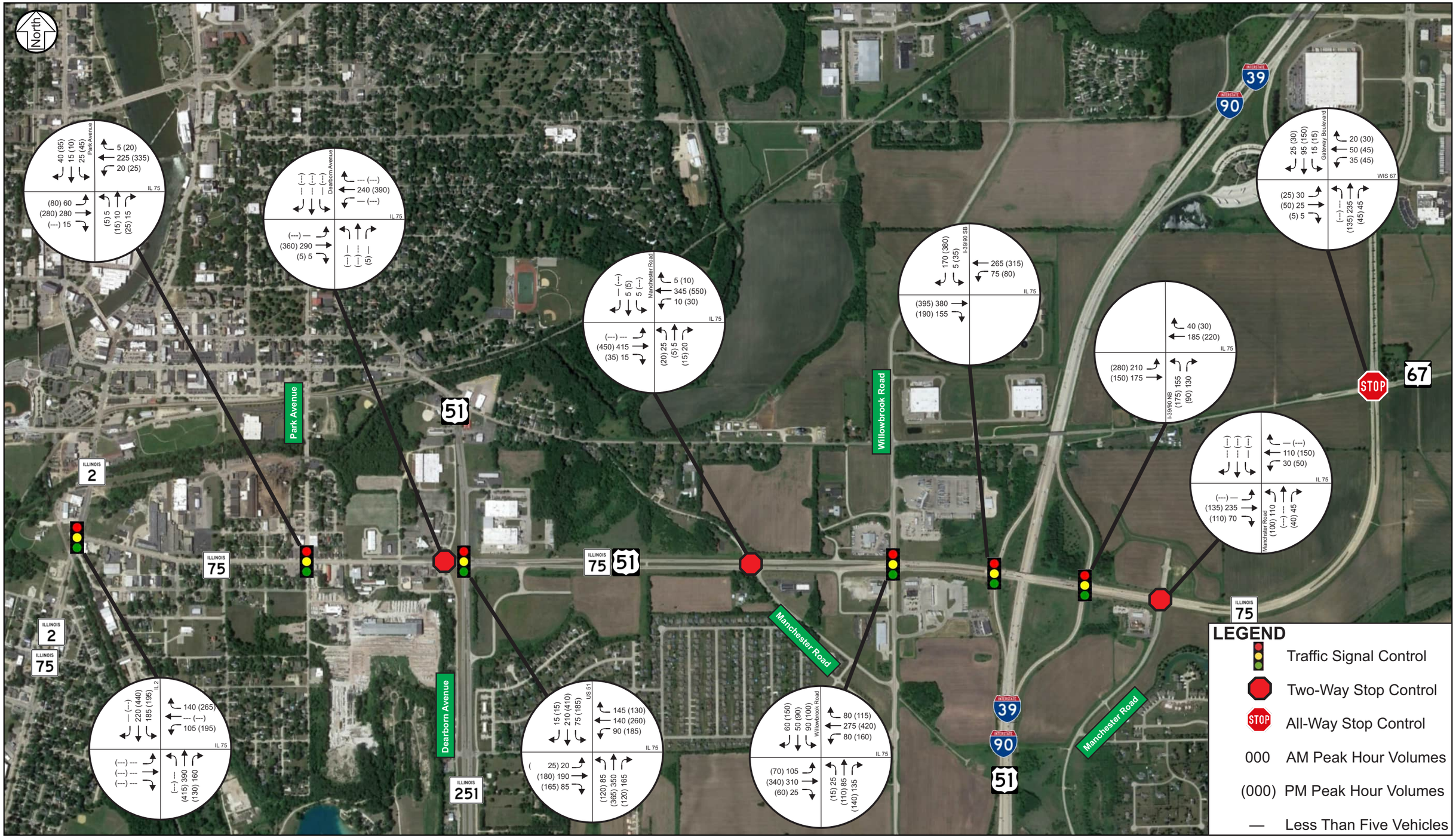
All intersections located within the study area were identified during the project scoping process. The project team determined that intersection data collection would be conducted at the following locations, listed below:

- IL 75 and IL 2
- IL 75 and Park Avenue
- IL 75 and Dearborn Avenue
- IL 75 and US 51
- IL 75 and Manchester Road (western)
- IL 75 and Willowbrook Road
- IL 75 and I-39/90 southbound ramps
- IL 75 and I-39/90 northbound ramps
- IL 75 and Manchester Road (eastern)
- WIS 67 and Gateway Boulevard / Stateline Road

Key study area roadway and intersection locations are shown in Figure 2.

2.4 Peak Hour Turning Movement Counts

Weekday morning (7:00 to 9:00 a.m.) and weekday afternoon (2:00 to 6:00 p.m.) peak hour turning movement counts were collected at the above-mentioned intersections over several days in May 2022. The counts, collected by IMEG Corporation, were collected using video-based data collection technology. Specifically, a video camera was mounted on a pole to capture traffic operations at each intersection. The recorded video data were reviewed and quantified into traffic counts. It was determined that the morning peak hour of the study area occurred from 7:00 a.m. to 8:00 a.m. and the afternoon peak hour occurred from 4:30 p.m. to 5:30 p.m. Balanced peak hour turning movement volumes are illustrated in **Figure 2.2** while intersection turning movement count summaries for each intersection are provided in Appendix A.



Existing-Year Peak-Hour Intersection Volumes

Illinois 75 (Gardner Street) Corridor Study
South Beloit, Illinois

Figure 2.2

SLATS 22001
October 2022

3.0 Corridor Safety Analysis

Roadway and intersection crash data on IL 75 from Year 2017 through May 2022 were obtained from IDOT for review. This review investigated for crash commonalities and trends through the project corridor. In addition, the existing roadway and intersection geometrics were reviewed to determine whether design standards or multimodal accommodations are met. The following section summarize the processes and results for the safety analysis.

3.1 Geometric Review

Roadway and intersection geometry along the corridor was reviewed and compared to national (AASHTO) and state (IDOT Local Roads & Streets) standards. These standards provide information on recommended cross section elements, horizontal and vertical profile, site distance and intersection spacing. The following locations raise potential concerns to be considered for future improvements.

IL 75 Corridor

IL 75 currently provides two travel lanes in each direction; however, the cross-section of the roadway significantly changes east and west of the US 51 intersection. East of US 51, IL 75 provides four travel lanes with a grass or raised median separating the through lanes (i.e., a divided cross-section) with paved and gravel shoulders provided outside the travel lanes. From US 51 westerly to IL 2, IL 75 provides four, 13-foot travel lanes with no median separating the through lanes (i.e., an undivided cross-section). Additionally, curb and gutter is provided on the outside through lanes to separate the through lanes from clear zone elements. Due to right of way constraints within the City of South Beloit, exclusive turn lanes are not provided along IL 75 in this segment except at Park Avenue and US 51. Roadways with undivided cross-sections and increased access density, such as IL 75, can experience reduced mobility, or throughput, due to left-turning vehicles using the inside through lane as a de facto left-turn lane to perform their turning movement. This leads to motorists favoring the outside through lane for travel to avoid waiting or merging due to a left-turning vehicle. From a safety perspective, this cross-section can force through vehicles to perform sudden lane changes to avoid the left-turning vehicle or queue behind the turning vehicle, which exposes the stopped vehicle to potential rear-end crashes. In both cases, rear-end and sideswipe crash probabilities increase with undivided roadways.

The residential areas along western part of the IL 75 study area provide numerous access points to the roadway, such as public streets, public alleys, and private driveways. An access review of the study area found that IL 75, from IL 2 to US 51 (0.90 miles) has 85 access points. Roadways with high access density (the number of access points over given distance – 94 access points per mile along IL 75), can increase crash risk as vehicles can enter and exit the IL 75 traffic stream at numerous locations over a short distance of roadway.

IL 75 and IL 2 intersection

The signalized intersection of IL 75 and IL 2 is located between two at-grade railroad crossings along IL 2. One crossing is located approximately 580 feet north of the intersection while the other crossing is located approximately 220 feet south of the intersection. While the geometric elements and sight distances at these crossings are adequate, the close proximity of these crossings (see image below) to the signalized intersection must be considered when evaluating traffic mobility and traffic safety to ensure that queues on IL 2 at IL 75 do not spill back to these crossings.

Looking north on IL 2 at IL 75 intersection. Source: Google Earth

IL 75 and Park Avenue

The signalized intersection of IL 75 and Park Avenue is the primary travel route for several industrial lane uses to the south. These sites produce daily truck traffic which travel to and from the south intersection leg. The compact physical footprint of the intersection and tight curb radii may require trucks to encroach into oncoming traffic to complete their turning movement. This condition increases crash risk (vehicles being struck to accommodate the wide turn movement) and congestion when trucks make slow turning speeds and potentially block travel routes when performing their turning movement.

A flared, right-turn lane is provided on the north (southbound) intersection leg to accommodate truck movements at this location. A review of existing and future traffic volumes (discussed later in this study) indicate that the provision of this flared turn lane may not be necessary and, instead, a traditional right-turn lane would be adequate.

IL 75 with IL 2, Park Avenue, US 51, Manchester Road, Willowbrook Road, and Stateline Road intersections

These intersections have left-turn lanes along IL 75 and/or side-streets that have a negative left-turn lane offset. “Left-turn lane offset” is the lateral distance between the left edge of a left-turn lane and the right edge of the opposing left-turn lane. This distance can be negative, zero, or positive (refer to proceeding image). Negative and zero left-turn lane offset can increase crash risk for left-turning and through motorists when opposing traffic are in both left-turn lanes. When this occurs, motorists turning left may not see approaching vehicles in the opposite through lane due to the blocking left-turning vehicle and misjudge the available gap to complete their movement.

Source: Minnesota DOT

While a zero left-turn lane offset can provide some field of vision for motorists, their sight is still somewhat obscured by opposing left-turn vehicles. Therefore, it is preferred that opposing left-turn lanes attempt to provide a positive offset at intersections.

IL 75 and Dearborn Avenue intersection

The unsignalized intersection of IL 75 and Dearborn Avenue is located approximately 150 feet west of the signalized US 51 intersection. The close proximity of this intersection can lead to mobility and safety concerns as vehicles can enter and exit the IL 75 traffic stream in multiple places over a short distance. Additionally, an eastbound left-turn lane provided for US 51 begins west of the Dearborn Avenue intersection and has a median opening to allow for movements to and from Dearborn Avenue (see image below). This condition can create mobility and safety concerns as left-turning motorists cannot distinguish whether they are turning onto Dearborn Avenue or US 51, increasing the probability of rear-end crashes. Furthermore, queues within the left-turn lane may block Dearborn Avenue, prohibiting movements from the side-street.

Source: Google Earth

The approaches of Dearborn Avenue also intersect IL 75 at a skewed angle, approximately twenty degrees for each intersection leg. Skewed intersections are not favorable for intersection design as it forces motorists to view approaching vehicles from atypical viewpoints in their vehicles; this condition can create additional blind spots in vehicles that must be considered which can increase crash probability.

IL 75 and Manchester Road (western) intersection

Similar to Dearborn Avenue, the approaches of Manchester Road intersection IL 75 at a skewed angle, approximately thirty degrees for each intersection leg (see image below). Skewed intersections are not favorable for intersection design as it forces motorists to view approaching vehicles from atypical viewpoints in their vehicles; this condition can create additional blind spots in vehicles that must be considered which can increase crash probability.

Source: Google Earth

3.2 Multimodal Accommodations Review

A field review of existing infrastructure for bicyclists and pedestrians, such as sidewalks, bike lanes, and bike paths, was performed to understand their current state. This evaluation included the physical state of the surface, associated pavement markings or other infrastructure, wayfinding or guidance elements, and connectivity.

Pedestrian Accommodations

Sidewalks are provided along both sides of IL 75 from IL 2 to a point approximately 410 feet east of Park Avenue. While the sidewalks along this section are older and narrower, a connected, navigable walking path is provided for pedestrians to use. Curb ramps at the majority of intersections appear to be either outdated and not compliant with ADA standards. In addition, marked crosswalks are not provided along IL 75 or any side-street (which includes the signalized Park Avenue intersection) except for the Bailey Street intersection. At this location, a rapid, rectangular flashing beacon (RRFB) installation is present. Consideration should be given to update the existing curb ramps to ADA compliance and provide marked crosswalks at all public roadway intersections with IL 75 to clearly designate the walking area for pedestrians to use as they travel through an intersection.

Bicycle Accommodations

No on-street bicycle lanes or off-street bike paths are present along IL 75. Park Avenue provides on-street bike lanes that begin at Ingersol Place (one block north of IL 75) and run north to just north to Broad Street in the City of Beloit.

3.3 Intersection Crash Statistics

IDOT provided crash data (Years 2017 through May 2022) for the extents of the IL 75 corridor. This data was reviewed for crash frequency, severity, and commonalities for key intersections. **Table 3.1** illustrates the injury type, total crashes, and intersection crash rate for each location.

As a general rule of thumb, locations with an intersection crash rate above 1.0 crashes per million entering vehicles (MEV) should be considered for further investigation and mitigation. From the table, no intersections have crash rates above the 1.0 threshold; the IL 75 and US 51 intersection has the highest crash rate in the study area of 0.87 crashes per million entering vehicles.

The following outlines historical crash data at the key study intersections and any crash trends or commonalities identified from the crash review:

Table 3.1 Intersection Crash Statistics

Intersection	Injury Type					Total Crashes	Crash Rate (MEV)
	K	A	B	C	O		
IL 2	0	2	2	3	21	28	0.74
Park Avenue	0	0	0	2	7	9	0.47
US 51	0	1	6	2	24	33	0.87
West Manchester Rd	0	0	2	2	10	14	0.68
Willowbrook Road	0	0	2	2	17	21	0.54
I-39/90 SB Ramps	0	1	4	0	7	9	0.29
I-39/90 NB Ramps	0	1	1	2	11	15	0.65
East Manchester Rd	0	0	0	0	0	0	0.00
Gateway Boulevard	0	0	1	0	6	7	0.66

Crash data obtained from UW TOPS Lab for 2017 through May 2022
K – fatal crash ; A – serious injury crash ; B – minor injury crash ;
C – possible injury crash ; O – property damage only crash
Crash rate – crashes per million entering vehicles (MEV)

IL 75 and IL 2

At the intersection of IL 75 and IL 2, 28 intersection-related crashes were reported in the past 5.5 years. Of those 28 crashes, 19 were rear-end or turning crashes that indicated a rear-end crash occurred (e.g., two vehicles turning right struck each other), 4 were single-vehicle crashes, 3 were angle crashes, and 2 were sideswipe crashes. Of the 19 rear-end crashes, 12 occurred on the westbound approach, 4 occurred on the northbound approach, and 3 occurred on the southbound approach.

The high number of rear-end crashes at this intersection may be due to inadequate traffic signal clearance intervals (i.e., yellow and red times) with some vehicles attempting to clear the intersection or "beat the signal" while others may abruptly stop and following vehicles may rear-end the slowing/stopping vehicle. With the majority of rear-end crashes on the westbound approach, it is possible that sun glare and/or traffic signal head placement (particularly for the right-turn lane) may create difficulties in knowing what the traffic signal phase for westbound traffic. This would lead to indecision and abrupt stopping which would increase the crash risk of rear-end crashes.

IL 75 and Park Avenue

At the intersection of IL 75 and Park Avenue, nine intersection-related crashes were reported in the past 5.5 years. Of those nine crashes, five were rear-end crashes, three were angle crashes, and one was a sideswipe crash. Five of nine crashes involved a vehicle traveling westbound along IL 75.

IL 75 and US 51

At the intersection of IL 75 and US 51, 33 intersection-related crashes were reported in the past 5.5 years. Of those 33 crashes, 20 were angle or turning crashes, 9 were rear-end crashes, 2 were sideswipe crashes, and 2 were fixed object crashes. Ten of the 20 crashes involved left-turning vehicles being struck by a vehicle traveling straight (5 southbound lefts, 2 westbound lefts, 1 northbound left, 1 southbound left). Seven of 9 rear-end crashes occurred on the northbound approach of the intersection.

The intersection is located within a speed transition zone along IL 75: east of the intersection, the speed limit increases to 45 mph and 50 mph while the speed limit west of US 51 is 30 mph. Motorists along IL 75 likely begin to increase speed going east before the intersection and coast at higher speeds going west after the intersection, which creates significant variability in IL 75 travel speeds at this location. This, in turn, creates difficulty for left-turning traffic in properly assessing gaps to safely perform their traffic movement. The high number of left-turning angle crashes at this intersection may also be due to inadequate traffic signal phasing (green time and/or clearance intervals) or obstructed field of vision due to the negative left-turn lane offsets for all left-turn lanes. US 51 has a posted speed limit of 45 mph through the IL 75 intersection; this high travel speed may create abrupt slowing/stopping during clearance interval changes which increases the crash risk for rear-end crashes.

IL 75 and Manchester Road (western intersection)

At the intersection of IL 75 and Manchester Road, 14 intersection-related crashes were reported in the past 5.5 years. Of those 14 crashes, 10 were identified as angle crashes. Seven of the 10 angle crashes involved a vehicle traveling eastbound along IL 75. As mentioned in Section 3 of this study, the Manchester Road intersection legs are skewed approximately thirty degrees at IL 75. This skew can impede motorists' ability to assess approaching vehicle speeds and available gaps. Furthermore, IL 75 has a posted speed limit of 50 mph; it is possible that the cross-section and surrounding features of the roadway create an environment that is comfortable for motorists to travel faster than the posted speed limit. This, in turn, creates more variability in speeds along IL 75 which may compound the difficulty in Manchester Road traffic to safely cross IL 75.

IL 75 and Willowbrook Road

At the intersection of IL 75 and Willowbrook Road, 21 intersection-related crashes were reported in the past 5.5 years. Of the 21 crashes, 12 were identified as angle or turning crashes, 8 were identified as rear-end crashes, and 1 was identified as a sideswipe crash. Of the 21 crashes, 11 involved a vehicle traveling south along Willowbrook Road being struck (six angle crashes and five rear-end crashes). Six of 21 crashes involved a truck being struck.

The posted speed limit for all intersection approaches along IL 75 and Willowbrook are 45 mph. These speeds may increase the variability in motorists traveling through the intersection as well as vehicles that may slow or stop due to clearance interval changes, especially trucks. This, in turn, increases rear-end crash risk as following vehicles may not have adequate reaction time to adjust to the vehicle in front of them. In addition, the high amount of truck traffic along Willowbrook Road and their speed characteristics may frustrate motorists in passenger vehicles which could result in aggressive driving through the intersection (e.g., accepting smaller gaps in opposing traffic, traveling through yellow or red clearance intervals, traveling above the posted speed limit, etc).

IL 75 and I-39/90 Southbound Ramps

At the intersection of IL 75 and the I-39/90 southbound ramps, 9 intersection-related crashes were reported in the past 5.5 years. Of the 9 crashes, 6 were identified as rear-end crashes, 2 were identified as angle crashes, and 1 was identified as a sideswipe crash. Four of the six rear-end crashes involved vehicles on the southbound approach (exit ramp). The rear-end crashes on the exit ramp are possibly due to vehicles approaching and slowing/stopping at different speeds and closely-following vehicles not having adequate time to adjust. In addition, vehicles turning right on red may abruptly slow or stop and following vehicles may rear-end the lead vehicle in anticipation of moving forward. The placement of traffic signal heads for the exit ramp right-turn movement may also be a factor due to the lack of a near-right traffic signal head for this turn lane.

IL 75 and I-39/90 Northbound Ramps

At the intersection of IL 75 and the I-39/90 northbound ramps, 15 intersection-related crashes were reported in the past 5.5 years. Of those 15 crashes, 10 were rear-end crashes, 4 were angle crashes, and 1 was a single-vehicle crash. 10 of 11 rear-end crashes involved vehicles on the northbound approach (exit ramp); 4 of 10 were left-turning crashes while 6 of 10 were right-turning crashes.

Similar to the crash data at the I-39/90 southbound ramps, the rear-end crashes on the exit ramp are possibly due to vehicles approaching and slowing/stopping at different speeds and closely-following vehicles not having adequate time to adjust. In addition, vehicles turning right on red may abruptly slow or stop and following vehicles may rear-end the lead vehicle in anticipation of moving forward. The placement of traffic signal heads for the exit ramp right-turn movement may also be a factor due to the lack of a near-right traffic signal head for this turn lane.

IL 75 and Manchester Road (eastern intersection)

No crashes were reported at this intersection during the timeframe identified.

WIS 67 and Gateway Boulevard / State Line Road

At the intersection of WIS 67 and Gateway Boulevard, 7 intersection-related crashes were reported in the past 5.5 years. Of those 7 crashes, 4 were single-vehicle crashes, 2 were angle crashes, and 1 was a sideswipe crash. 3 of 4 single-vehicle crashes occurred during inclement weather conditions such as rain, snow, or fog.

4.0 Pavement and Traffic Signal Inventory

An investigation of the existing roadway pavement and traffic signal equipment was performed along IL 75. This analysis will provide a preliminary evaluation of the roadway pavement condition and traffic signal equipment to determine if any deficiencies are present.

4.1 Roadway Pavement Evaluation

IL 75 has an asphaltic pavement roadway surface from IL 2 to Technology Drive, then transitions to a concrete pavement roadway surface from Technology Drive to Stateline Road. Concrete curb and gutter is present along IL 75 from IL 2 to Dearborn Avenue, which transitions to asphaltic and concrete shoulders and natural ditches from Dearborn Avenue to Stateline Road except for the I-39/90 interchange ramps, where concrete curb and gutter is provided.

An inventory of the existing pavement condition was performed by visually inspecting the roadway and driving over the roadway surface. In addition, IDOT's Condition Rating Survey (CRS) information was obtained for IL 75 for Year 2021. CRS scores indicates the current condition of the roadway pavement and are calculated based on surface type, identified distress, distress severity levels, rutting, and faulting. CRS scores range from one to nine, with nine representing a new roadway surface and one representing a completely failed pavement. The CRS scores for IL 75 are as follows:

- From IL 2 to US 51 – 4.9
- From US 51 to Willowbrook Road – 4.8-4.9
- From Willowbrook Road to Stateline Road – 6.2-6.9

CRS scores from 6.0 to 4.6 fall in the "fair" category and "will likely need improvement over the short term" (CRS Summary Report, 2021), whereas CRS scores from 7.5 to 6.1 are in the "very good" to "good" category and are "not in need of an immediate improvement based on surface condition" (CRS Summary Report, 2021).

These scores fall in line with a visual review of the roadway. The asphalt pavement sections show frequent transverse cracking and longitudinal cracking throughout the roadway cross-section (see image). Minor rutting, potholes, and patches are present along this section, but not overly frequent. The concrete pavement sections show minimal cracking and the overall ride on this segment is good.

IL 75 east of IL 2 Source: Google Earth

4.2 Traffic Signal Inventory

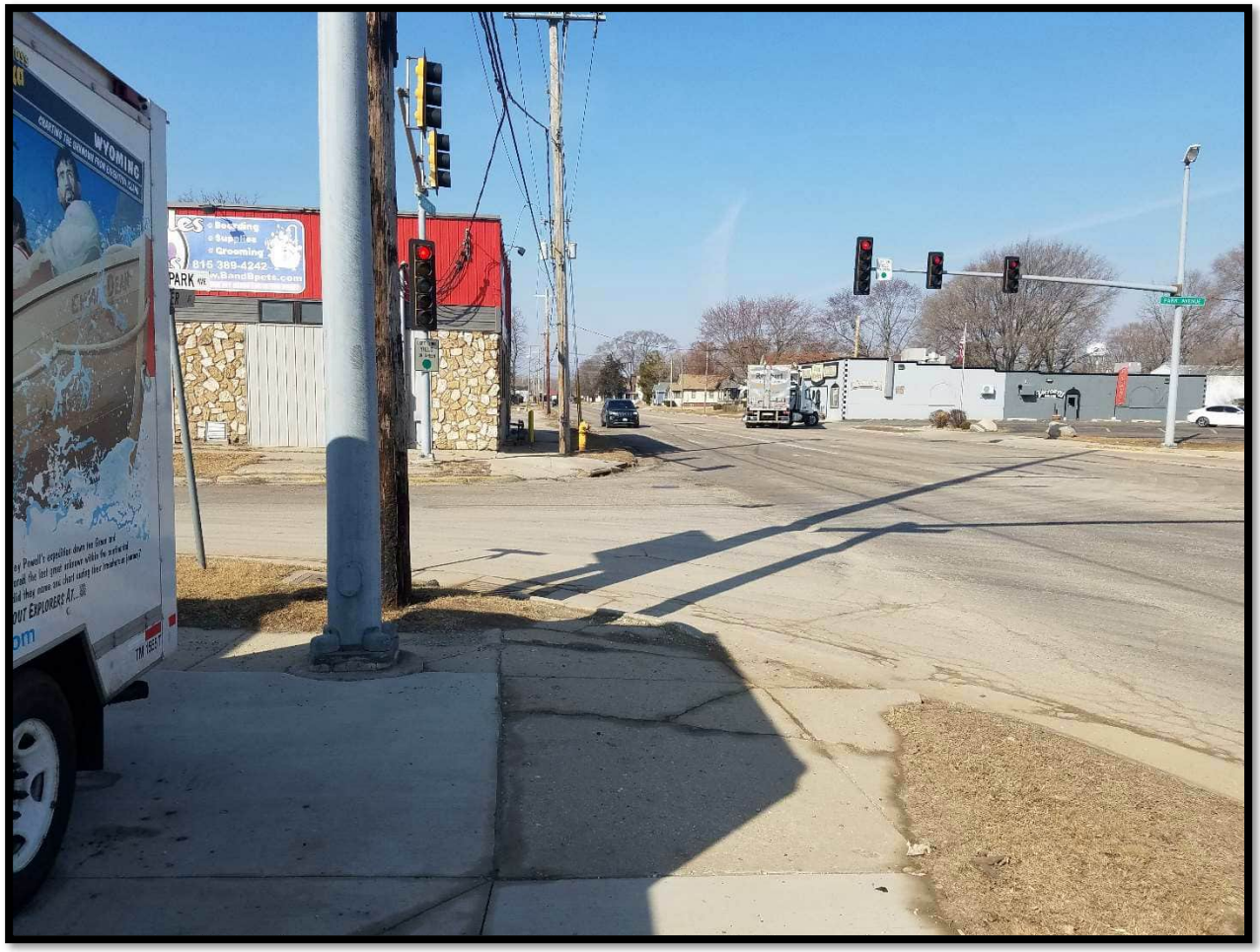
Six traffic signal installations currently existing along IL 75: IL 2; Park Avenue; US 51; Willowbrook Road; I-39/90 southbound; and I-39/90 northbound. The following describes an inventory of the equipment at each traffic signal location. It should be noted that a traffic signal is planned at the intersection of IL 75 with East Manchester Road, but this was not installed at the time of this study.

IL 2: Traffic signals and poles at this location are in good condition; while the traffic signals are operating properly, some signal heads for the eastbound (west) approach are missing the visor cover (see image). Backplates are provided on most travel lane signal heads, distinguishing the signal head from its background (e.g., sunlight); however, backplates for the eastbound approach and the southbound left-turn lane are missing. Consideration should be made to add the visor cover and backplates as well as install retroreflective backplates to enhance the visibility and noticeability of the signals.

IL 75 at IL 2, looking north (note west-facing signal head missing covers)

Overhead poles with two signal heads are provided for northbound, southbound, and westbound traffic. While providing two signal heads is the minimum number needed for approaches with two through lanes, consideration should be given to installing one signal head for each travel lane and one for the left-turn lane (where protective-permissive left-turn phasing is provided) for driver expectancy purposes. The westbound approach has an exclusive right-turn lane that is controlled by only the far right-side overhead signal head; the location of this signal may be at an unusual location for a driver or could be obstructed by their vehicle or the traffic signal equipment in the island between the westbound left/through and right-turn lanes. Consideration should be given to install a near-side traffic signal head to aid in informing right-turning vehicles of their signal phase.

Park Avenue: Traffic signals and poles at this location are in good condition. Backplates are provided on all travel lane signal heads and overhead signal heads provide one set per travel lane. Consideration should be made to install retroreflective backplates to enhance the visibility and noticeability of the signals. The post for the overhead signals in the southeast quadrant of the intersection is installed directly in the sidewalk, severely limiting the sidewalk width for pedestrians at this intersection (see image below). In addition, while sidewalks and non-ADA curb ramps are present at the intersection, crosswalks or pedestrian crossing equipment are absent (see image below). This condition insinuates that pedestrians should not cross at this intersection (even though traffic signals are present) and that if pedestrians do decide to cross, they are doing so with no elements in-place to ensure a safe, comfortable crossing. Consideration should be given to install bicycle and pedestrian accommodations at Park Avenue, such as ADA-compliant curb ramps, crosswalk pavement markings, and push-button / pedestrian countdown timing equipment. In addition, consideration should be given to relocating the signal pole in the southeast quadrant to maximize the sidewalk width for pedestrians to use.



IL 75 and Park Avenue, southeast quadrant

US 51: Traffic signals and poles at these locations are in good condition. Backplates are provided on most travel lane signal heads but backplates are missing on several left-turn and right-turn signal heads on both IL 75 and US 51 approaches. Consideration should be made to add backplates where needed as well as install retroreflective backplates to enhance the visibility and noticeability of the signals.

Willowbrook Road: Traffic signals and poles at these locations are in good condition. Backplates are provided on most travel lane signal heads but backplates are missing on several left-turn and right-turn signal heads on both IL 75 and Willowbrook Road approaches. Consideration should be made to add backplates where needed as well as install retroreflective backplates to enhance the visibility and noticeability of the signals. The east and west approaches have traffic signal heads to accommodate the exclusive right-turn lanes; however, the signal heads are provided on the far-right side of the intersection instead of the near side (see image below). This condition, coupled with the radii of the right-turn lanes, can force motorists to look at awkward angles (i.e., not through the front windshield) to view the signal head. Therefore, consideration should be made to relocating the right-turn lane signal head from the far-right side position to either the near-right side position or in the raised islands that separate the right-turn lane from the through lanes.

IL 75 eastbound at Willowbrook Road Source: Google Earth

I-39/90 interchange ramps: Traffic signals and poles at these locations are in good condition. Backplates are provided on most travel lane signal heads but are missing on several left-turn signal heads as well as the right-turn signal heads from the exit ramps. Consideration should be made to add backplates where needed as well as install retroreflective backplates to enhance the visibility and noticeability of the signals. The IL 75 west approach at the interchange ramps has traffic signal heads for the exclusive right-turn lanes; however, the signal heads are provided on the far-right side of the intersection instead of the near side. This condition, coupled with the radii of the right-turn lanes, can force motorists to look at awkward angles to view the signal head (see image below). Therefore, consideration should be made to provide a right-turn lane signal in the near-right position or relocate the right-turn lane signal head from the far-right side position to the near-right side position.

IL 75 eastbound at I-39/90 southbound ramps Source: Google Earth

5.0 Traffic Operations Analysis

To determine how traffic operates under existing conditions, an operational analysis was conducted for intersections identified in Section 2.3 using methodologies published in the *Highway Capacity Manual* (HCM). The HCM module in the traffic operations software package, Synchro11, was used to document the results of the traffic operations analysis. Operational analysis results identify a Level of Service (LOS), which is intended to depict the quality of traffic flow through an intersection. Signalized and unsignalized intersections are given a ranking from LOS A through LOS F as a function of the average control delay as presented in **Table 5.1** for signalized intersections and **Table 5.2** for unsignalized and roundabout intersections. For multi-lane principal arterials such as IL 75, the minimum acceptable LOS for these urban/suburban roadway types is LOS D.

Table 5.1 Level of Service (LOS) Criteria, Signalized Intersections

LOS Designation	Average Control Delay/Vehicle (seconds)	Description
A	≤ 10.0	Very low vehicle delays, free flow, signal progression extremely favorable, most vehicles arrive during given signal phase.
B	10.1 to 20.0	Good signal progression, more vehicles stop and experience higher delays than for LOS A.
C	20.1 to 35.0	Stable flow, fair signal progression, significant number of vehicles stop at signals.
D	35.1 to 55.0	Congestion noticeable, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	55.1 to 80.0	Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
F	> 80.0	Unacceptable delays, extremely unstable flow and congestion, traffic exceeds roadway capacity, stop-and-go conditions

Table 5.2: Level of Service (LOS) Criteria, Unsignalized Intersections

LOS Designation	Average Control Delay/Vehicle (seconds)	Description
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.
B	10.1 to 15.0	Same as LOS A
C	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limited stable traffic flow.
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

SOURCE: *Highway Capacity Manual, HCM2010*, Transportation Research Board, 2010.

Existing Conditions

To determine how traffic currently operates in the study area, an operational analysis was conducted for the weekday morning and afternoon peak hours at the key intersections. Existing geometrics, traffic controls, and peak hour traffic volumes for the key intersections are shown in Figures 2.1 and 2.2. Level of service and queueing results for each turning movement at the analyzed intersections are shown in **Table 5.3** for the weekday AM peak hour and **Table 5.4** for the weekday PM peak hour. The traffic operations output files are located in Appendix B.

Table 5.3: Traffic Operations Analysis, Existing Conditions, Weekday AM Peak Hour

Weekday Morning Peak - Existing Conditions																
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound			
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
IL 75 & IL 2	12.8	B	Lane Configuration	-	<1>	-	-	<1	1	1	2	1	1	2>	-	
			Volume	1	1	1	105	1	140	1	390	160	185	220	1	
			Delay (s)	-	20.3	-	-	23.1	0.0	12.3	14.4	14.4	9.8	6.5	-	
			LOS	-	C	-	-	C	A	B	B	B	A	A	-	
			V/C Ratio	-	0.01	-	-	0.30	-	0.00	0.32	0.30	0.43	0.12	-	
			95% Queue (ft)	-	5	-	-	80	-	5	110	90	75	35	-	
IL 75 & Park Avenue	8.5	A	Lane Configuration	1	2>	-	1	2>	-	-	<1>	-	-	<1	1	
			Volume	60	280	15	20	225	5	5	10	15	25	15	40	
			Delay (s)	6.0	7.2	-	6.7	8.2	-	-	14.6	-	-	14.6	15.0	
			LOS	A	A	-	A	A	-	-	B	-	-	B	B	
			V/C Ratio	0.10	0.22	-	0.04	0.20	-	-	0.10	-	-	0.11	0.19	
			95% Queue (ft)	10	30	-	5	25	-	-	10	-	-	15	15	
IL 75 & US 51	16.2	B	Lane Configuration	1	2	1	1	2	1	1	2	1	1	2	1	
			Volume	20	190	85	90	140	145	85	350	165	75	210	15	
			Delay (s)	17.4	19.9	16.8	16.8	17.3	16.1	12.8	16.4	13.6	13.1	15.7	14.6	
			LOS	B	B	B	B	B	B	B	B	B	B	B	B	
			V/C Ratio	0.06	0.34	0.25	0.27	0.21	0.38	0.19	0.40	0.34	0.21	0.25	0.04	
			95% Queue (ft)	10	50	40	40	30	65	30	75	65	30	45	5	
Manchester Road West & IL 75	4.3	A	Lane Configuration	1	2	1	1	2	1	-	<1	1	-	<1	1	
			Volume	1	415	15	10	345	5	25	5	20	5	5	1	
			Delay (s)	8.2	-	-	8.4	-	-	-	16.7	9.7	-	16.3	9.3	
			LOS	A	-	-	A	-	-	-	C	A	-	C	A	
			V/C Ratio	0.01	-	-	0.01	-	-	-	0.09	0.03	-	0.03	0.01	
			95% Queue (ft)	5	-	-	5	-	-	-	10	5	-	5	5	
IL 75 & Willowbrook Road	26.6	C	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1	
			Volume	105	310	25	80	275	80	25	85	135	90	50	60	
			Delay (s)	50.6	15.1	11.2	57.4	15.9	11.6	28.6	36.7	33.2	30.4	32.9	35.1	
			LOS	D	B	B	E	B	B	C	D	C	C	C	D	
			V/C Ratio	0.78	0.23	0.04	0.80	0.23	0.12	0.09	0.45	0.52	0.38	0.28	0.40	
			95% Queue (ft)	115	75	100	95	70	35	20	75	115	75	45	55	
IL 75 & I-39/90 SB	16.9	B	Lane Configuration	-	2	1	1	2	-	-	-	-	1	-	1	
			Volume	-	380	155	75	265	-	-	-	-	5	-	170	
			Delay (s)	-	8.6	8.7	47.6	4.4	-	-	-	-	31.9	-	48.3	
			LOS	-	A	A	D	A	-	-	-	-	C	-	D	
			V/C Ratio	-	0.22	0.20	0.81	0.13	-	-	-	-	0.02	-	0.84	
			95% Queue (ft)	-	70	60	80	25	-	-	-	-	5	-	195	
IL 75 & I-39/90 NB	24.5	C	Lane Configuration	2	2	-	-	2	1	2	-	1	-	-	-	
			Volume	210	175	-	-	185	40	155	-	130	-	-	-	
			Delay (s)	39.2	5.3	-	-	11.9	11.4	30.0	-	41.8	-	-	-	
			LOS	D	A	-	-	B	B	C	-	D	-	-	-	
			V/C Ratio	0.70	0.11	-	-	0.14	0.07	0.36	-	0.66	-	-	-	
			95% Queue (ft)	105	20	-	-	40	20	70	-	270	-	-	-	
IL 75 & Manchester Road East	4.3	A	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1	
			Volume	1	235	70	30	110	1	110	1	45	1	1	1	
			Delay (s)	7.6	-	-	8.1	-	-	14.6	12.8	9.4	11.6	12.6	8.6	
			LOS	A	-	-	A	-	-	B	B	A	B	B	A	
			V/C Ratio	0.01	-	-	0.30	-	-	0.26	0.01	0.06	0.01	0.01	0.01	
			95% Queue (ft)	0	-	-	5	-	-	25	0	5	0	0	0	
WIS 67 & Stateline Road	9.7	A	Lane Configuration	1	1	1	1	1	1	1	2>	-	1	2	1	
			Volume	30	25	5	35	50	20	1	235	45	15	95	25	
			Delay (s)	9.8	9.1	-	9.9	9.5	-	9.7	-	10.1	9.5	-	9.2	
			LOS	A	A	-	A	A	-	A	-	B	A	-	A	
			V/C Ratio	0.07	0.06	-	0.08	0.14	-	0.22	-	0.29	0.12	-	0.13	
			95% Queue (ft)	5	5	-	5	15	-	20	-	30	10	-	15	

Table 5.4: Traffic Operations Analysis, Existing Conditions, Weekday PM Peak Hour

Weekday Afternoon Peak - Existing Conditions																
Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
IL 75 & IL 2	11.7	B	Lane Configuration	-	<1>	-	-	<1	1	1	2	1	1	2>	-
			Volume	1	1	1	195	1	265	1	415	130	195	440	1
			Delay (s)	-	20.8	-	-	25.7	0.0	10.7	12.4	11.9	8.3	6.1	-
			LOS	-	C	-	-	C	A	B	B	B	A	A	-
			V/C Ratio	-	0.01	-	-	0.51	-	0.00	0.28	0.20	0.37	0.24	-
			95% Queue (ft)	-	5	-	-	140	-	5	90	55	60	55	-
IL 75 & Park Avenue	9.8	A	Lane Configuration	1	2>	-	1	2>	-	-	<1>	-	-	<1	1
			Volume	80	280	1	25	335	20	5	15	25	45	10	95
			Delay (s)	6.6	7.7	-	7.4	9.5	-	-	14.5	-	-	14.5	15.7
			LOS	A	A	-	A	A	-	-	B	-	-	B	B
			V/C Ratio	0.13	0.19	-	0.04	0.28	-	-	0.12	-	-	0.13	0.36
			95% Queue (ft)	15	30	-	5	45	-	-	15	-	-	20	40
IL 75 & US 51	19.5	B	Lane Configuration	1	2	1	1	2	1	1	2	1	1	2	1
			Volume	25	180	165	185	260	130	120	365	120	185	410	15
			Delay (s)	20.9	23.8	21.2	17.4	18.8	13.1	17.3	22.6	14.9	16.8	20.6	17.7
			LOS	C	C	C	B	B	B	B	C	B	B	C	B
			V/C Ratio	0.08	0.33	0.46	0.45	0.30	0.24	0.33	0.51	0.24	0.48	0.49	0.04
			95% Queue (ft)	15	60	100	95	70	55	65	115	55	95	120	10
Manchester Road West & IL 75	1.0	A	Lane Configuration	1	2	1	1	2	1	-	<1	1	-	<1	1
			Volume	1	450	35	30	550	10	20	5	15	1	5	1
			Delay (s)	8.7	-	-	8.6	-	-	-	21.6	9.8	-	23.6	10.1
			LOS	A	-	-	A	-	-	-	C	A	-	C	B
			V/C Ratio	0.01	-	-	0.03	-	-	-	0.11	0.02	-	0.03	0.01
			95% Queue (ft)	5	-	-	5	-	-	-	20	5	-	5	5
IL 75 & Willowbrook Road	29.6	C	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1
			Volume	70	340	60	160	420	115	15	110	140	100	90	150
			Delay (s)	59.9	19.2	15.7	59.6	15.6	10.8	32.8	41.2	29.4	33.0	36.0	51.8
			LOS	E	B	B	E	B	B	C	D	C	C	D	D
			V/C Ratio	0.76	0.27	0.10	0.85	0.31	0.16	0.06	0.58	0.40	0.43	0.38	0.75
			95% Queue (ft)	95	110	35	205	120	55	15	120	120	95	90	190
IL 75 & I-39/90 SB	22.1	C	Lane Configuration	-	2	1	1	2	-	-	-	-	1	-	1
			Volume	-	395	190	80	315	-	-	-	-	35	-	380
			Delay (s)	-	14.4	15.8	32.8	8.7	-	-	-	-	14.5	-	42.7
			LOS	-	B	B	C	A	-	-	-	-	B	-	D
			V/C Ratio	-	0.35	0.38	0.82	0.21	-	-	-	-	0.08	-	0.91
			95% Queue (ft)	-	75	80	55	40	-	-	-	-	15	-	290
IL 75 & I-39/90 NB	27.0	C	Lane Configuration	2	2	-	-	2	1	2	-	1	-	-	-
			Volume	280	150	-	-	220	30	175	-	90	-	-	-
			Delay (s)	42.2	4.6	-	-	12.0	11.3	36.2	-	40.6	-	-	-
			LOS	D	A	-	-	B	B	D	-	D	-	-	-
			V/C Ratio	0.73	0.08	-	-	0.15	0.05	0.42	-	0.48	-	-	-
			95% Queue (ft)	145	15	-	-	50	15	85	-	205	-	-	-
IL 75 & Manchester Road East	4.3	A	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1
			Volume	1	135	110	50	150	1	100	1	40	1	1	1
			Delay (s)	7.6	-	-	7.7	-	-	12.7	12.1	8.9	11.5	12.0	8.7
			LOS	A	-	-	A	-	-	B	B	A	B	B	A
			V/C Ratio	0.01	-	-	0.04	-	-	0.18	0.01	0.04	0.01	0.01	0.01
			95% Queue (ft)	0	-	-	5	-	-	20	0	5	0	0	0
WIS 67 & Stateline Road	9.2	A	Lane Configuration	1	1	1	1	1	1	1	2>	-	1	2	1
			Volume	25	50	5	45	45	30	1	135	45	15	150	30
			Delay (s)	9.3	9.0	-	9.6	9.0	-	9.0	-	9.2	9.3	-	9.1
			LOS	A	A	-	A	A	-	A	-	A	A	-	A
			V/C Ratio	0.05	0.09	-	0.08	0.01	-	0.11	-	0.18	0.15	-	0.17
			95% Queue (ft)	5	10	-	10	10	-	10	-	15	15	-	15

The results of the existing-year traffic operations analysis indicate that all intersections currently operate at adequate levels of service (LOS D or better) with the exception of the IL 75 & Willowbrook Road intersection. During peak traffic periods, left turns from IL 75 can experience longer delays due to the protective-only traffic signal phasing of this movement, the higher percentage of trucks using this movement, and the distribution of green time to accommodate other traffic movements. As traffic volumes increase at this location, consideration should be given to identify geometric improvements that will mitigate these deficiencies at this location.

It should be noted that IDOT completed a truck bottleneck study in Year 2021 that evaluated and determined truck bottlenecks on its state roadway network. Truck bottlenecks are roadway segments that causes high costs of freight movement in terms of travel time unreliability and delay. Truck bottlenecks were determined by analyzing data such as truck speeds, truck volume, historical crashes involving trucks, and pavement condition. IL 75 from Willowbrook Road through the I-39/90 interchange ramps was identified as having the following truck bottleneck characteristics:

- A "medium" level of truck-involved crash rate
- A "high" level of travel time unreliability
- A "high" level of user cost of congestion

These findings indicate that truck traffic is having difficulty progressing through the interchange area and Willowbrook Road. Besides a truck's acceleration and speed characteristics, the amount of truck traffic traveling between I-39/90 and several truck-centric land uses along Willowbrook Road (truck stop/gas stations, restaurants, etc.) and the left-turn movements involved between these destinations is likely creating conditions where trucks are having difficulty getting through an intersection in one traffic signal cycle. This, in turn, creates congestion and queuing concerns for that lane group as the traffic signal phase is not efficiently accommodating the vehicle demand for that movement.

5.2 Year 2047 Conditions, No Build

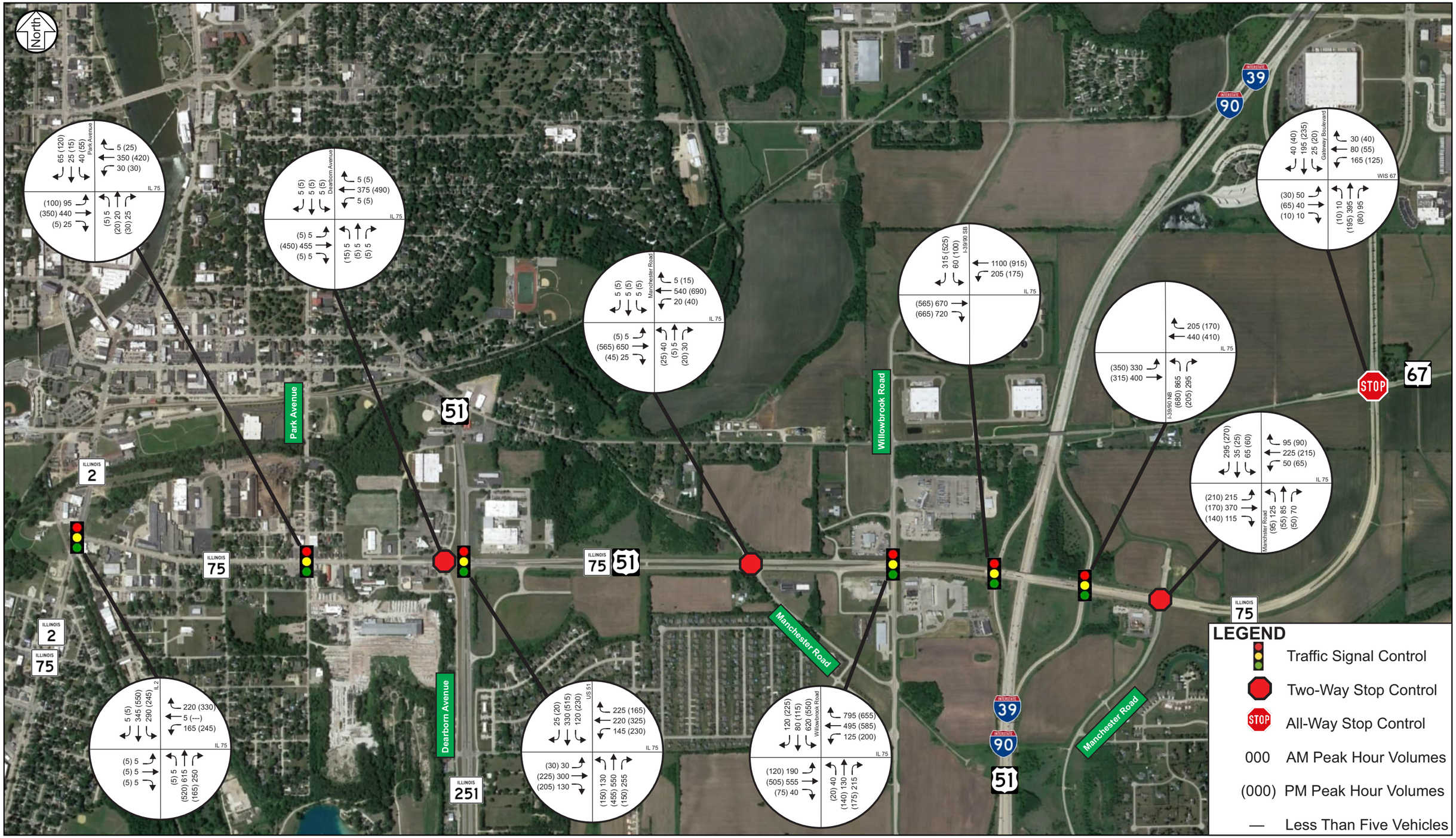
To determine if the existing roadway system will accommodate Year 2047 traffic volumes, a peak hour operations analysis was conducted that evaluated the existing intersection geometry, lane configuration, and control with forecasted Year 2047 peak hour volumes. Analysis outputs are illustrated in **Table 5.5** (weekday morning peak hour) and **Table 5.6** (weekday afternoon peak hour). Traffic operations output files for this scenario are provided in **Appendix C**.

The Year 2047 traffic volumes were projected using the following methodologies:

- IDOT's Year 2045 travel demand model for the South Beloit area was reviewed to determine a projected growth rate along IL 75. The travel demand model considers land use updates throughout the South Beloit area as well as regional growth outside of the study area. This review determined that IL 75 is anticipated to experience a twenty percent increase in traffic volumes from Year 2022 and Year 2047. Year 2022 intersection turning movement counts collected for this study were increased by twenty percent to reflect the increase in traffic per the travel demand model.
- Peak-hour traffic for planned / proposed developments were developed using trip generation rates published in the ITE *Trip Generation Manual.* The following developments were included in the traffic projections:
    - Beloit Casino: a proposed casino development located at the intersection of Willowbrook Road and Colley Road in the City of Beloit, just west of I-39/90. The proposed development consisted of a casino and convention center, 300-room hotel, water slide park, 175,000 square feet of retail space, and 45,600 square feet of restaurant space

- South Beloit Kwik Trip: a 2022 traffic study discussed the development of a 12,500 square-foot Kwik Trip gas station with 20 passenger vehicle fueling stations, and 10 truck fueling stations. The proposed Kwik Trip would be located on the north side of IL 75 between the I-39/90 northbound entrance ramp and West Manchester Road.

The peak-hour traffic projections for the planned / proposed developments were added to Year 2047 traffic projections forecasted using IDOT's travel demand model to create a volume data set used to evaluate the existing geometrics and intersection control. The Year 2047 peak-hour intersection turning movement counts are illustrated in **Figure 5.1**.



Future-Year (Year 2047) Peak-Hour Intersection Volumes

Illinois 75 (Gardner Street) Corridor Study

South Beloit, Illinois

Figure 5.1

SLATS 22001
October 2022

Table 5.5: Traffic Operations Analysis, Year 2047 No-Build Conditions, Weekday AM Peak Hour

Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
IL 75 & IL 2	16.1	B	Lane Configuration	-	<1>	-	-	<1	1	1	2	1	1	2>	-
			Volume	5	5	5	165	5	220	5	615	250	290	345	5
			Delay (s)	-	22.3	-	-	27.5	0.0	14.0	18.1	18.0	14.7	6.5	-
			LOS	-	C	-	-	C	A	B	B	B	B	A	-
			V/C Ratio	-	0.04	-	-	0.51	-	0.01	0.54	0.49	0.73	0.19	-
			95% Queue (ft)	-	10	-	-	150	-	5	210	175	135	60	-
IL 75 & Park Avenue	9.9	A	Lane Configuration	1	2>	-	1	2>	-	-	<1>	-	-	<1	1
			Volume	95	440	25	30	350	5	5	20	25	40	25	65
			Delay (s)	6.7	8.7	-	7.6	10.0	-	-	15.0	-	-	15.0	15.5
			LOS	A	A	-	A	B	-	-	B	-	-	B	B
			V/C Ratio	0.17	0.36	-	0.07	0.32	-	-	0.16	-	-	0.17	0.27
			95% Queue (ft)	20	55	-	10	45	-	-	20	-	-	25	25
IL 75 & US 51	19.6	B	Lane Configuration	1	2	1	1	2	1	1	2	1	1	2	1
			Volume	30	300	130	145	220	225	130	550	255	120	330	25
			Delay (s)	20.9	25.6	20.4	18.9	20.1	18.7	14.8	20.7	15.1	16.0	19.0	17.0
			LOS	C	C	C	B	C	B	B	C	B	B	B	B
			V/C Ratio	0.10	0.54	0.35	0.44	0.29	0.51	0.31	0.59	0.45	0.40	0.37	0.06
			95% Queue (ft)	20	105	75	80	65	10	60	165	120	55	90	15
Manchester Road West & IL 75	1.8	A	Lane Configuration	1	2	1	1	2	1	-	<1	1	-	<1	1
			Volume	5	650	25	20	540	5	40	5	30	5	5	5
			Delay (s)	8.8	-	-	9.4	-	-	-	32.8	10.8	-	27.9	10.1
			LOS	A	-	-	A	-	-	-	D	B	-	D	B
			V/C Ratio	0.01	-	-	0.03	-	-	-	0.27	0.05	-	0.06	0.01
			95% Queue (ft)	5	-	-	5	-	-	-	25	5	-	5	5
IL 75 & Willowbrook Road	148.2	F	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1
			Volume	190	555	40	125	495	795	40	130	215	620	80	120
			Delay (s)	51.4	27.5	17.2	45.9	30.4	224.4	27.0	42.4	34.9	419.0	27.2	30.7
			LOS	D	C	B	D	C	F	C	D	C	F	C	C
			V/C Ratio	0.83	0.60	0.08	0.81	0.67	1.43	0.12	0.64	0.66	1.84	0.28	0.49
			95% Queue (ft)	205	200	25	125	180	1500	30	130	190	1500	60	100
IL 75 & I-39/90 SB	70.5	E	Lane Configuration	-	2	1	1	2	-	-	-	-	1	-	1
			Volume	-	670	720	205	1100	-	-	-	-	60	-	315
			Delay (s)	-	22.2	226.5	39.8	12.3	-	-	-	-	24.8	-	48.2
			LOS	-	C	F	D	B	-	-	-	-	C	-	D
			V/C Ratio	-	0.60	1.44	0.88	0.63	-	-	-	-	0.15	-	0.89
			95% Queue (ft)	-	160	1500	140	180	-	-	-	-	45	-	330
IL 75 & I-39/90 NB	127.1	F	Lane Configuration	2	2	-	-	2	1	2	-	1	-	-	-
			Volume	330	400	-	-	440	205	865	-	295	-	-	-
			Delay (s)	35.7	8.0	-	-	20.2	22.2	293.0	-	136.4	-	-	-
			LOS	D	A	-	-	C	C	F	-	F	-	-	-
			V/C Ratio	0.77	0.27	-	-	0.44	0.46	1.57	-	1.17	-	-	-
			95% Queue (ft)	150	65	-	-	145	145	1120	-	720	-	-	-
IL 75 & Manchester Road East	131.3	F	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1
			Volume	5	295	90	40	140	5	140	5	55	5	5	5
			Delay (s)	8.6	-	-	8.6	-	-	999.0	119.2	10.2	999.0	49.1	11.5
			LOS	A	-	-	A	-	-	F	F	B	F	E	B
			V/C Ratio	0.20	-	-	0.06	-	-	2.85	0.86	0.11	2.36	0.34	0.38
			95% Queue (ft)	20	-	-	5	-	-	410	130	10	220	35	45
WIS 67 & Stateline Road	16.5	B	Lane Configuration	1	1	1	1	1	1	1	2>	-	1	2	1
			Volume	50	40	10	165	80	30	10	395	95	25	195	40
			Delay (s)	12.8	11.9	-	17.2	12.9	-	16.1	-	21.5	13.9	-	13.8
			LOS	B	B	-	C	B	-	C	-	C	B	-	B
			V/C Ratio	0.15	0.13	-	0.44	0.27	-	0.48	-	0.65	0.31	-	0.34
			95% Queue (ft)	16	15	-	55	30	-	65	-	120	35	-	40

Table 5.6: Traffic Operations Analysis, Year 2047 No-Build Conditions, Weekday PM Peak Hour

Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
IL 75 & IL 2	13.5	B	Lane Configuration	-	<1>	-	-	<1	1	1	2	1	1	2>	-
			Volume	5	5	5	245	5	330	5	520	165	245	550	5
			Delay (s)	-	21.2	-	-	27.8	0.0	12.4	14.8	14.1	10.1	7.1	-
			LOS	-	C	-	-	C	A	B	B	B	B	A	-
			V/C Ratio	-	0.03	-	-	0.61	-	0.01	0.37	0.27	0.50	0.30	-
			95% Queue (ft)	-	10	-	-	195	-	5	135	85	90	90	-
IL 75 & Park Avenue	10.4	B	Lane Configuration	1	2>	-	1	2>	-	-	<1>	-	-	<1	1
			Volume	100	350	5	30	420	25	5	20	30	55	15	120
			Delay (s)	6.9	8.2	-	7.7	10.4	-	-	14.8	-	-	14.9	16.4
			LOS	A	A	-	A	B	-	-	B	-	-	B	B
			V/C Ratio	0.17	0.24	-	0.05	0.36	-	-	0.15	-	-	0.17	0.44
			95% Queue (ft)	20	40	-	5	35	-	-	20	-	-	25	45
IL 75 & US 51	23.1	C	Lane Configuration	1	2	1	1	2	1	1	2	1	1	2	1
			Volume	30	225	205	230	325	165	150	455	150	230	515	20
			Delay (s)	23.8	27.6	23.9	20.1	21.0	13.5	20.9	28.2	17.3	20.7	25.6	21.1
			LOS	C	C	C	C	C	B	C	C	B	C	C	C
			V/C Ratio	0.11	0.37	0.50	0.55	0.34	0.27	0.45	0.63	0.28	0.62	0.60	0.05
			95% Queue (ft)	25	95	150	145	105	80	100	185	85	150	195	15
Manchester Road West & IL 75	1.4	A	Lane Configuration	1	2	1	1	2	1	-	<1	1	-	<1	1
			Volume	5	565	45	40	690	15	25	5	20	5	5	5
			Delay (s)	9.2	-	-	9.1	-	-	-	32.5	10.3	-	33.9	10.7
			LOS	A	-	-	A	-	-	-	D	B	-	D	B
			V/C Ratio	0.01	-	-	0.05	-	-	-	0.19	0.03	-	0.08	0.01
			95% Queue (ft)	5	-	-	5	-	-	-	20	5	-	5	5
IL 75 & Willowbrook Road	115.6	F	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1
			Volume	120	505	75	200	585	655	20	140	175	550	115	225
			Delay (s)	52.6	26.6	19.8	57.2	22.9	62.8	30.7	40.5	26.8	494.8	33.1	66.3
			LOS	D	C	B	E	C	E	C	D	C	F	C	E
			V/C Ratio	0.78	0.50	0.14	0.89	0.54	1.05	0.08	0.63	0.43	2.00	0.39	0.90
			95% Queue (ft)	145	205	55	215	190	650	20	150	145	1500	110	295
IL 75 & I-39/90 SB	97.1	F	Lane Configuration	-	2	1	1	2	-	-	-	-	1	-	1
			Volume	-	565	665	175	915	-	-	-	-	100	-	525
			Delay (s)	-	17.0	257.5	107.9	12.1	-	-	-	-	15.0	-	140.4
			LOS	-	B	F	F	B	-	-	-	-	B	-	F
			V/C Ratio	-	0.58	1.53	1.09	0.61	-	-	-	-	0.21	-	1.23
			95% Queue (ft)	-	85	1175	225	140	-	-	-	-	45	-	785
IL 75 & I-39/90 NB	46.3	D	Lane Configuration	2	2	-	-	2	1	2	-	1	-	-	-
			Volume	350	315	-	-	410	170	680	-	205	-	-	-
			Delay (s)	39.9	8.3	-	-	20.6	21.2	90.4	-	41.9	-	-	-
			LOS	D	A	-	-	C	C	F	-	D	-	-	-
			V/C Ratio	0.76	0.19	-	-	0.36	0.34	1.08	-	0.71	-	-	-
			95% Queue (ft)	170	55	-	-	135	120	465	-	390	-	-	-
IL 75 & Manchester Road East	17.2	B	Lane Configuration	1	2	1	1	2	1	1	1	1	1	1	1
			Volume	210	170	140	65	215	90	95	55	50	60	25	270
			Delay (s)	8.3	-	-	7.8	-	-	103.9	31.5	9.0	50.8	26.2	10.6
			LOS	A	-	-	A	-	-	F	D	A	F	D	B
			V/C Ratio	0.17	-	-	0.05	-	-	0.81	0.30	0.06	0.45	0.13	0.31
			95% Queue (ft)	15	-	-	5	-	-	125	30	5	55	15	35
WIS 67 & Stateline Road	11.2	B	Lane Configuration	1	1	1	1	1	1	1	2>	-	1	2	1
			Volume	30	65	10	125	55	40	10	195	80	20	235	40
			Delay (s)	10.5	10.5	-	12.3	10.3	-	10.7	-	11.5	11.3	-	11.2
			LOS	B	B	-	B	B	-	B	-	B	B	-	B
			V/C Ratio	0.07	0.15	-	0.26	0.18	-	0.20	-	0.32	0.26	-	0.29
			95% Queue (ft)	5	15	-	25	15	-	20	-	35	25	-	30

The results of the Year 2047 no-build traffic operations analysis indicate that the IL 75 corridor at Willowbrook Road and at the I-39/90 ramps are anticipated to experience significant delays and queues with the projected increase in traffic. In particular, high amounts of traffic to and from the proposed casino complex along Willowbrook Road and the I-39/90 freeway corridor are expected to create capacity issues at these intersections. This condition will require intersection improvements to accommodate these movements. It should be noted that the intersection of IL 75 and West Manchester Road is anticipated to become signalized due to the proposed Kwik Trip development; therefore, no improvements are needed at this location.

6.0 Alternatives Evaluation

Chapter 3.0 highlighted geometric deficiencies and crash patterns in the study area that could create safety issues. Chapter 5.0 indicated that several intersections currently, and are anticipated to, experience operational deficiencies during peak-hour traffic periods. Therefore, alternatives were developed that address these issues while maintaining favorable safety, mobility, access, and multimodal accommodations. These alternatives, and their evaluation, are provided below.

6.1 Corridor Improvements

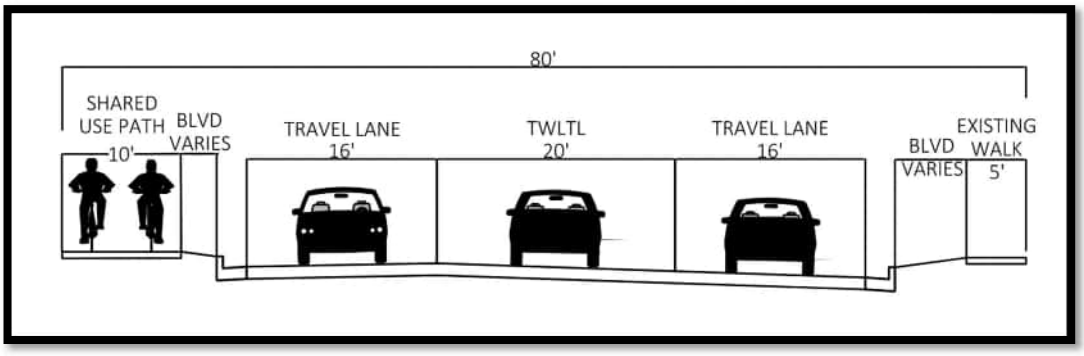
6.1.1 IL 75 (IL 2 to US 51)

Alternative 1: No improvements ("do nothing")

Alternative 2: Update cross-section to provide three travel lanes and a shared-use path

IL 75 currently provides an undivided cross-section that consists of four, 13-foot travel lanes. Left-turning vehicles from IL 75 must turn from the inside through lane; this condition increases crash risk as a vehicle is slowing or stopped in a through lane to make a left-turn and following vehicles may not properly react to the turning vehicle. This leads to an increase in rear-end crashes and sideswipe crashes as following vehicles abruptly maneuver into the outer lane to avoid the slowing / stopped vehicle in the inside through lane. In addition, left-turns from the inside through lane can lead to lane utilization inefficiencies as through motorists may prefer to travel in the outside through lane to avoid the safety concerns of left-turning vehicles in the inside through lane.

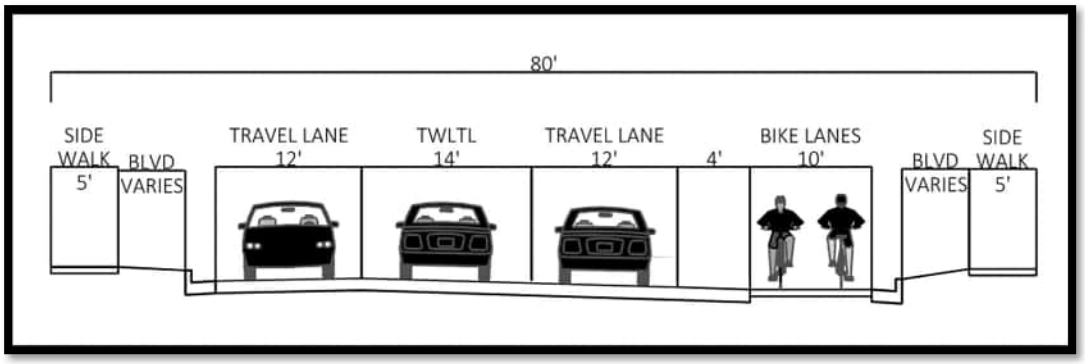
This alternative would update the existing roadway cross-section of four travel lanes (two in each direction) to a three-lane cross-section with a 20-foot, two-way left-turn lane (TWLTL) separating 16-foot through lanes. The inclusion of a TWLTL will improve safety and mobility by allowing left-turning vehicles to or from IL 75 to use the TWLTL to store before completing their turn movement. This, in turn, allows through movements to continue along IL 75 without interruptions from left-turning vehicles blocking the through lane. In addition, a 10-foot multi-use path would be provided along one side of the roadway (it is unknown at this time which side of IL 75 would have this path). This path will provide a well-defined travel route for bicyclists and pedestrians connecting downtown South Beloit to eastern areas of the City.



Advantages	Disadvantages
• Increased safety and mobility for motorists by moving left-turning vehicles away from through lanes • Provides dedicated bike/ped route for users • Minimal construction costs and no roadway widening needed to implement three-lane cross-section • Multi-use path can be accommodated with roadway right of way	• Travel lanes and TWLTL are very wide and may introduce motorists using them as two travel lanes • Terrace between roadway and sidewalk may be reduced or removed to accommodate multi-use path

Alternative 3: Update cross-section to provide three travel lanes and off-street bike lanes

This alternative would update the IL 75 cross-section from four lanes to three lanes (similar to Alternative 2), but would dedicate a portion of the existing pavement surface to bike lanes. The travel lanes would be 12' wide and the TWLTL would be 14' wide. A 4-foot buffer would be provided between a travel lane and a 10-foot, two-way bike lane. The existing sidewalks along IL 75 would remain for pedestrian use.



Advantages	Disadvantages
• Increased safety and mobility for motorists by moving left-turning vehicles away from through lanes • Provides dedicated bike/ped route for users within roadway cross-section • Minimal construction costs and no roadway widening needed to implement three-lane cross-section • Multi-use path can be accommodated with roadway right of way	• Right-turning vehicle must cross bike lanes to complete their turn movement • Pavement markings for buffer and bike lanes can be ignored by motorists

Alternative 4: Implement access management strategies

Section 3.1 stated that an access review of IL 75 found 85 access points from IL 2 to US 51, an access density of 94 access points per mile. This high access density can increase crash risk as motorists have numerous locations to enter and exit the IL 75 corridor. This alternative would implement access management strategies that would reduce the amount of access along IL 75. For private driveways, this would include consolidation, cross-access between parcels, turn movement restriction, and/or their removal. Public roadway access typically involves restriction or removal of access to the major route (IL 75).

No existing private driveways were recommended for access management at this time as it is unknown if reasonable access to any affected parcels can be provided. Rather, this alternative would be considered as development or redevelopment of parcels is proposed along IL 75. For public roadways, locations such as Pershing Drive and Bailey Street could be candidates for access restriction but will require further evaluation to determine their feasibility. Access management for public roadways may increase the ability to provide elements that enhance bike/ped crossing of IL 75, such as the installation of refuge islands, additional signage, and beacon/lighting elements. By restricting or removing left-turn or through movements, these devices can be installed without potentially impeding on the affected turn movements.

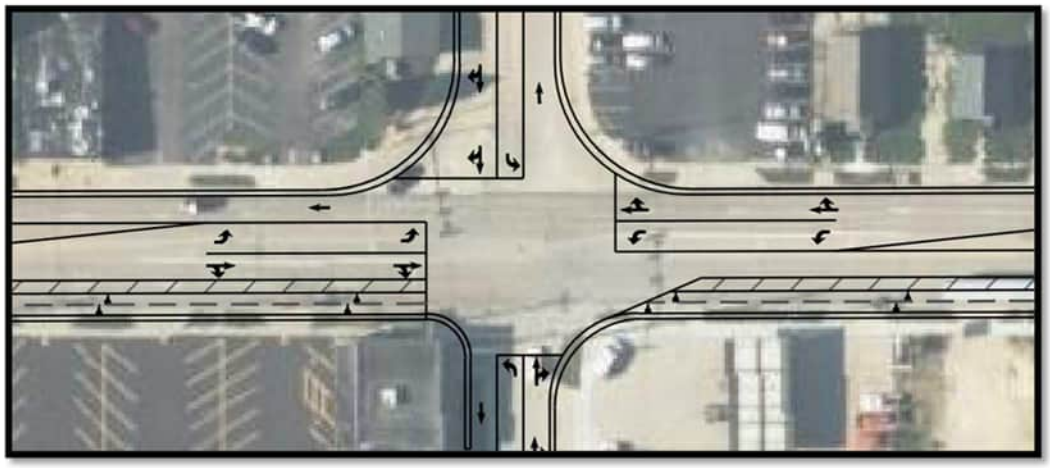
Advantages	Disadvantages
• Increased safety and mobility for motorists by reducing the number of access points along IL 75 • Minimal construction costs needed to implement • No roadway widening needed to implement	• Residents and motorists on affected roadways would travel to adjacent streets for access to/from IL 75 • Increased delays may occur on remaining full-access side-streets due to increase in diverted traffic using these roadways

6.2 Intersection Improvements

6.2.1 IL 75 and Park Avenue

The left-turn lanes along IL 75 at Park Avenue have a zero left-turn lane offset for motorists. While this condition is minimally acceptable, the amount of larger trucks that use the westbound left-turn lane for travel to the south may create field of vision concerns for eastbound left-turning vehicles. In addition, this intersection has a small intersection footprint and larger trucks performing northbound right-turns may encroach onto opposing traffic lanes to complete their turn movement.

This improvement reconfigures the intersection to provide a more positive left-turn lane offset along IL 75 to improve the field of vision for left-turning motorists. In addition, the southeast quadrant would be widened to accommodate northbound-to-eastbound truck turns more efficiently and not encroach on opposing travel lanes.



Advantages	Disadvantages
• Improved safety for left-turning vehicles from IL 75 by increase field of vision • Improved mobility for right-turning trucks by providing wider turning track • No roadway widening along IL 75 needed to implement	• Right of way needed in southeast quadrant to provide necessary turning radius • Increased exposure for bicyclists on bike path through the intersection due to widened right-turn lane

6.2.2 IL 75 and Dearborn Avenue

Alternative 1: Provide access to right-in, right-out access only

The unsignalized intersection of IL 75 and Dearborn Avenue is located approximately 150 feet from the signalized US 51 intersection. This close intersection spacing can increase congestion and crash risk due to the increased number of conflict points over a short distance. This alternative would convert the full access intersection to right-in, right-out access only. A raised median would be constructed along IL 75 prohibiting left-turns at the intersection from occurring.

Advantages	Disadvantages
• Improves safety by reducing conflict points at intersection • Improves mobility by eliminating left-turns at intersection • No right of way needed to implement • Minimal construction costs to implement • Affects minor amount of left-turning traffic (max. 10 vehicles per hour)	• Intersection movements still within the functional area of the US 51 intersection • Increased travel time and distance for diverted left-turning traffic

Alternative 2: Remove Dearborn Avenue access and realign roadway

This alternative would remove the Dearborn Avenue intersection entirely and divert traffic to use the existing Clark Street and Carpenter Street roadways. Carpenter Street has an unsignalized intersection with IL 75 approximately 730 feet west of US 51. To the north, motorists would use Carpenter Street and a new roadway connection to access Dearborn Avenue; to the south, motorists would use the Carpenter Street intersection and Clark Street to access Dearborn Avenue.

Advantages	Disadvantages
• Improves safety by eliminating intersection • Improves mobility by eliminating intersection • Utilizes existing roadways and intersections to divert Dearborn Avenue traffic	• Right of way needed to construct Carpenter Street connection to Dearborn Avenue • Significant construction costs to implement • Increased travel time and distance for diverted traffic and emergency vehicles

6.2.3 IL 75 and US 51

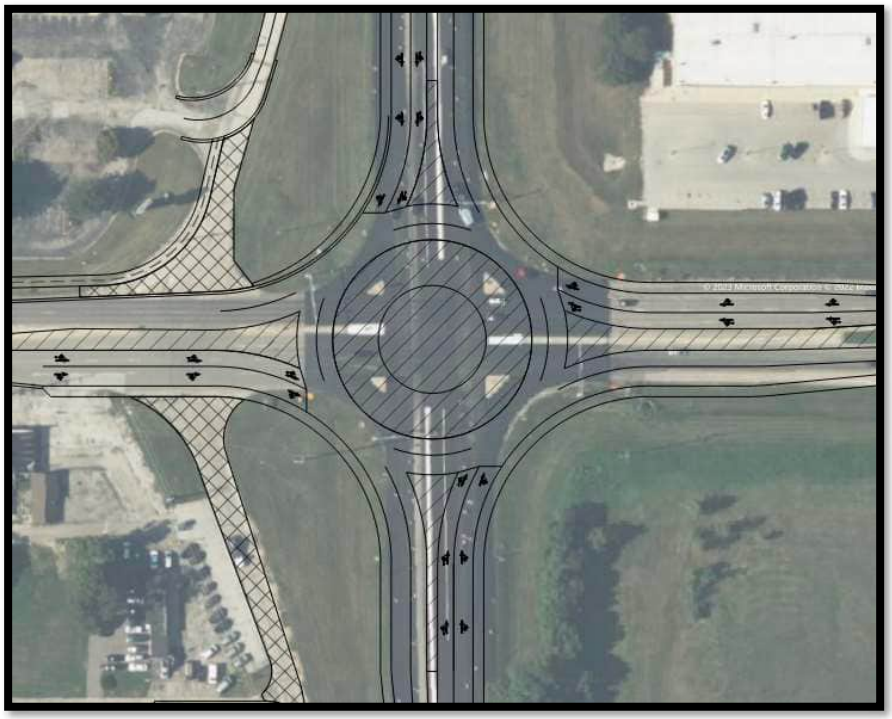
Alternative 1: Realign IL 75 approaches

From Section 3.3, the intersection of IL 75 and US 51 experienced 21 crashes in the past 5.5 years, the most of any intersection in the study area. Many of these crashes can be attributed to left-turning vehicles being struck by opposing through vehicles. This is likely due to the negative left-turn lane offset on all approaches of the intersection (see Section 3.1 for further discussion). This alternative would widen both IL 75 and US 51 to provide positive left-turn lane offset on all approaches. IL 75 would be realigned to the north and US 51 to the east to accommodate this improvement.

Advantages	Disadvantages
• Improves safety by creating positive left-turn lane offset • Improves mobility and safety by closing Dearborn Avenue intersection to implement	• Right of way possibly needed to realign IL 75 and US 51 approaches • Significant construction costs to implement

Alternative 2: Update intersection control to a roundabout

This alternative would convert the existing signalized intersection to a roundabout. The roundabout would have two-lane approaches on all approach legs. Raised splitter islands would separate the travel lanes on each approach and a mountable truck apron would be present to accommodate truck movements.



Advantages	Disadvantages
• Improves safety by eliminating left-turn, angle, and head-on crash potential • Improves mobility by making all intersection movements yield control • Improves mobility and safety by closing Dearborn Avenue intersection to implement • Controls travel speeds through the intersection due to travel around median	• Right of way may be needed for construction • Significant construction costs to implement

Traffic operations analysis was performed for Year 2047 conditions with the change in intersection control, with its results illustrated below:

Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
IL 75 & US 51, RAB, AM Peak Hour	13.0	B	Lane Configuration	-	<2>	-	-	<2>	-	-	<2>	-	-	<2>	-
			Volume	30		130	145	220	225	130	550	255	120	330	25
			Delay (s)	10.7		10.0	16.4		15.2	14.7		14.4	9.4		8.9
			LOS	B		B	C		C	B		B	A		A
			V/C Ratio	0.37		0.38	0.54		0.55	0.62		0.64	0.35		0.36
			95% Queue (ft)	45		45	85		85	110		120	40		40
IL 75 & US 51, RAB, PM Peak Hour	15.9	C	Lane Configuration	-	<2>	-	-	<2>	-	-	<2>	-	-	<2>	-
			Volume	30	225	205	230	325	165	150	455	150	230	515	20
			Delay (s)	19.4		17.2	15.7		14.8	11.9		11.4	19.9		18.6
			LOS	C		C	C		B	B		B	C		C
			V/C Ratio	0.54		0.53	0.58		0.59	0.51		0.53	0.66		0.67
			95% Queue (ft)	80		80	95		100	75		80	125		130

The results of the traffic operations analysis indicate that the roundabout is anticipated to operate adequately (LOS D or better) during peak traffic periods.

6.2.4 IL 75 and West Manchester Road

Alternative 1: Update access to left-in, right-in, right-out access only

The intersection of IL 75 and West Manchester Road has a 35-degree angle intersection skew. This condition can increase crash risk as motorists on West Manchester Road may not be able to properly assess approaching traffic due to the angle of their vehicle at the stop bar.

This alternative would prohibit left-turns and through movements from West Manchester Road (due to the intersection skew) by installing a raised median that would physically block these movements from occurring. Access to West Manchester Road would be left-in, right-in, right-out only. The left-turn lanes along IL 75 would be redesigned to provide a positive left-turn lane offset at the intersection.

Advantages	Disadvantages
• Improves safety by reducing conflict points at intersection • Improves mobility by eliminating left-turns at intersection • Improves left-turn safety by providing positive left-turn lane offset • Intersection design can be used if intersection control upgrades are necessary • No right of way needed to implement • Affects minor amount of left-turning traffic (max. 50 vehicles per hour)	• Existing left-turning traffic will divert to Willowbrook Road intersection • Increased travel time and distance for diverted left-turning traffic

Alternative 2: Realign intersection to remove skew

This alternative would realign the intersection to the east to provide traditional, 90-degree intersection approach legs. This alternative would permit all movements at the intersection. The left-turn lanes along IL 75 would be realigned to provide a positive left-turn lane offset at the intersection.

Advantages	Disadvantages
• Improves safety by eliminating intersection skew • Improves left-turn safety by providing positive left-turn lane offset • Intersection design can be used if intersection control upgrades are necessary	• Right of way necessary for implementation • Significant construction costs for improvement

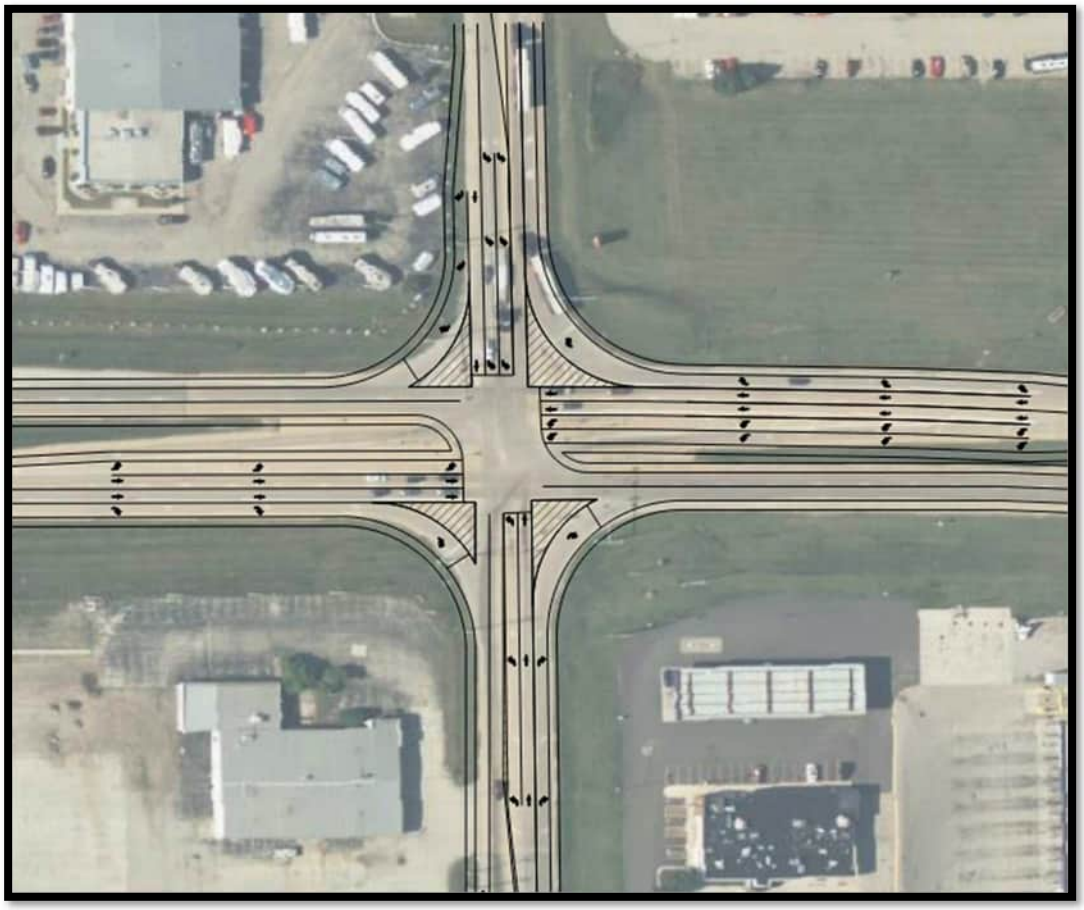
6.2.5 IL 75 and Willowbrook Road

Alternative 1: Add turn lanes to intersection

Section 5 described potential operational deficiencies at this intersection due to the projected increase in traffic using this intersection. In particular, large traffic increases are anticipated for the southbound left-turn and westbound right-turn movements due to the proposed casino complex in Beloit. The projected delays and queues at this intersection would likely create spillback issues at upstream locations, such as the I-39/90 interchange ramps and create more widespread congestion along IL 75. To mitigate this condition, the intersection would be upgraded with the following geometric improvements:

- Provide westbound-to-southbound, dual left-turn lanes along IL 75
- Provide southbound-to-eastbound, dual left-turn lanes along Willowbrook Road
- Provide a westbound-to-northbound, free-flow right-turn lane along IL 75
- Widen Willowbrook Road to four travel lanes near the IL 75 intersection
    - This would allow for proper receiving of the dual left-turn lanes and free-flow right-turn lane

These improvements would improve traffic operations at this intersection and eliminate potential upstream congestion due to this location.



Advantages	Disadvantages
• Improves mobility by providing additional capacity to high-volume movements • Maintains traffic signal progression for east-west movements along IL 75	• Right of way necessary for implementation • Significant construction costs for improvement

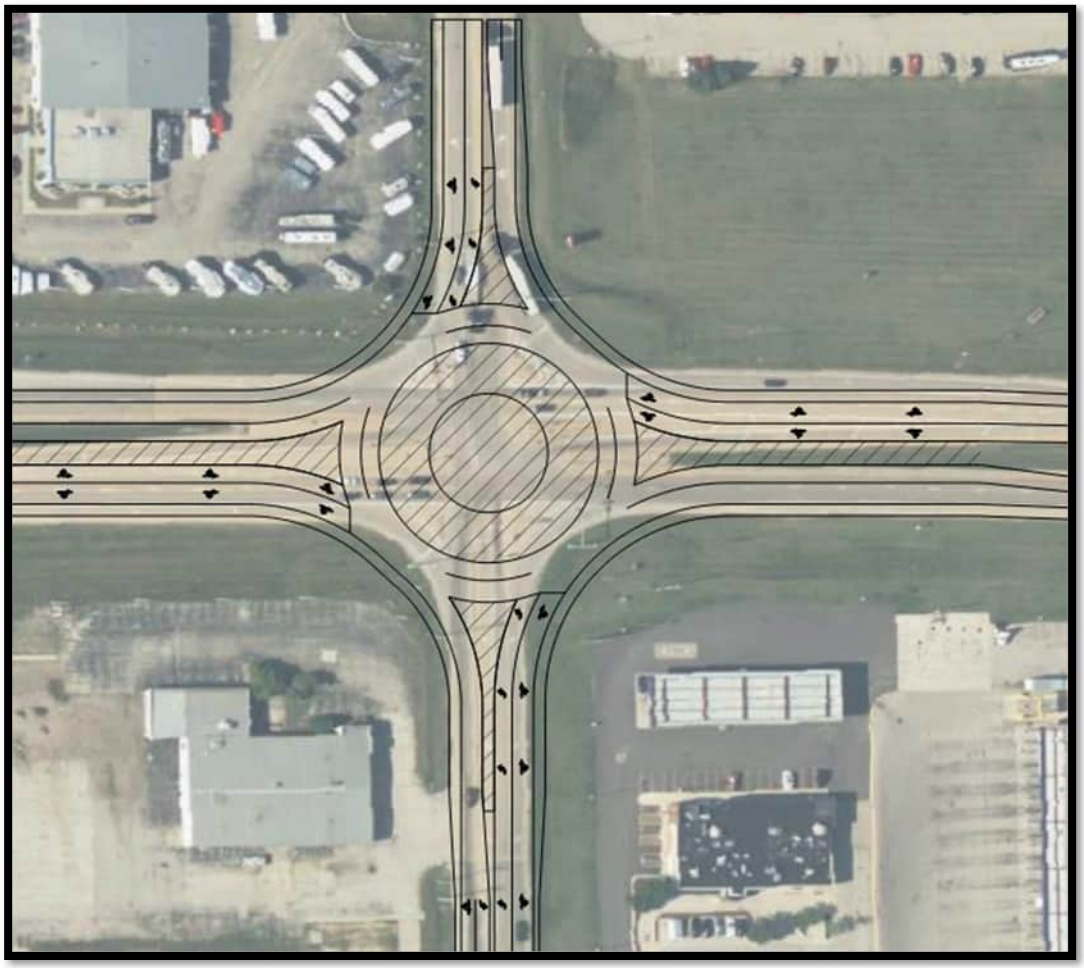
Traffic operations analysis was performed for Year 2047 conditions with the change in intersection control, with its results illustrated below:

Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
IL 75 & Willowbrook Road, Added Lanes, AM Peak Hour	41.5	D	Lane Configuration	1	2	1	2	2	1	1	1	1	2	1	1
			Volume	190	555	40	125	495	795	40	130	215	620	80	120
			Delay (s)	35.8	26.1	3.2	53.5	54.7	Free	29.5	53.1	39.7	42.7	41.2	54.9
			LOS	D	C	A	D	D	A	C	D	D	D	D	D
			V/C Ratio	0.54	0.49	0.05	0.70	0.86	0.00	0.09	0.72	0.88	0.87	0.44	0.77
			95% Queue (ft)	185	215	10	75	280	0	40	160	200	300	85	155
IL 75 & Willowbrook Road, Added Lanes, PM Peak Hour	34.5	C	Lane Configuration	1	2	1	2	2	1	1	1	1	2	1	1
			Volume	120	505	75	200	585	655	20	140	175	550	115	225
			Delay (s)	38.8	30.2	22.4	45.5	36.9	Free	45.5	62.1	16.0	44.7	24.6	6.4
			LOS	D	C	C	D	D	A	D	E	B	D	C	A
			V/C Ratio	0.52	0.56	0.16	0.78	0.89	0.00	0.28	0.81	0.64	0.88	0.26	0.40
			95% Queue (ft)	120	215	55	110	220	0	25	190	100	280	90	60

The results of the traffic operations analysis indicate that the intersection is anticipated to operate at LOS D or better during peak traffic periods except for the northbound through movement. During the weekday afternoon peak hour, this movement is projected to operate at LOS E; this is due to the allocation of green time to other high-volume movements to accommodate their travel. While not ideal, it should be noted that the projected queues for this movement are not anticipated to impede upstream movements.

Alternative 2: Update intersection control to a roundabout

This alternative would convert the existing signalized intersection to a roundabout. The roundabout would have two-lane approaches on all approach legs. Raised splitter islands would separate the travel lanes on each approach and a mountable truck apron would be present to accommodate truck movements.



Advantages	Disadvantages
• Improves safety by eliminating left-turn, angle, and head-on crash potential • Improves mobility by making all intersection movements yield control • Controls travel speeds through the intersection due to travel around median	• Right of way may be needed for construction • Significant construction costs to implement • Does not address operational needs for north and east legs of intersection

Traffic operations analysis was performed for Year 2047 conditions with the change in intersection control, with its results illustrated below:

Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
IL 75 & Willowbrook Road, RAB, AM Peak Hour	22.2	C	Lane Configuration		<2	1		<2	Free		<1	1	1	<1	1
			Volume	190	555	40	125	495	795	40	130	215	620	80	120
			Delay (s)	38.7	38.4	4.3	8.8	9.1			50.8	49.4	34.9	22.9	10.6
			LOS	E	E	A	A	A	A		F	E	D	C	B
			V/C Ratio	0.81	0.83	0.05	0.37	0.40			0.73	0.78	0.80	0.66	0.24
			95% Queue (ft)	185	205	5	45	50			125	150	185	120	25
IL 75 & Willowbrook Road, RAB, PM Peak Hour	16.7	B	Lane Configuration		<2	1		<2	Free		<1	1	1	<1	1
			Volume	120	505	75	200	585	655	20	140	175	550	115	225
			Delay (s)	24.2	23.5	5.2	9.3	9.9			25.4	23.4	40.3	24.4	14.9
			LOS	C	C	A	A	A	A		D	C	E	C	B
			V/C Ratio	0.66	0.68	0.10	0.44	0.49			0.53	0.53	0.86	0.68	0.46
			95% Queue (ft)	120	130	10	60	70			75	75	205	130	60

The results of the traffic operations analysis indicate that several approaches and lanes are anticipated to operate at LOS E or LOS F during peak traffic periods. This is due to large approach or turning movements traveling through the roundabout and forcing adjacent legs to wait for gaps and increasing delays on downstream approaches. For example, the high-volume, southbound left-turn movement impacts the westbound and northbound approaches as those approaches must find gaps in the circulatory lanes to enter the roundabout. These downstream movements experience long delays waiting for these gaps.

6.2.5 IL 75 and I-39/90 southbound interchange ramps

The Year 2047 traffic operations analysis indicated that this intersection is anticipated to experience longer delays and queues during peak traffic periods. A factor in these results is the high amount of eastbound, right-turning traffic anticipated to use the entrance ramp onto I-39/90 southbound. The existing traffic signal control phasing and timing cannot adequately accommodate this movement; this deficiency plays a factor in the traffic signal coordination with the I-39/90 northbound interchange ramps.

To improve operations at this intersection, the eastbound right-turn movement was updated to provide free-flow operations onto the entrance ramp. This condition would allow traffic to continue onto the ramp unimpeded as the movement would have its own receiving lane. This improvement would require the entrance ramp to have two lanes down the ramp and merge to one lane before the ramp meets with the I-39/90 southbound freeway lanes.

Advantages	**Disadvantages**
• Improves mobility by providing dedicated receiving lane for eastbound right-turn lane • Reallocates green time to other traffic movements at both interchange ramp traffic signals • Can be accommodated within right of way	• Significant construction costs to implement

Traffic operations analysis was performed for Year 2047 conditions with the change in intersection control, with its results illustrated below:

Intersection	Overall		By Approach	Eastbound			Westbound			Northbound			Southbound		
	Delay (s)	LOS		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
IL 75 & I-39/90 SB, Free-flow EB Right, AM Peak Hour	23.5	C	Lane Configuration	-	2	1	1	2	-	-	-	-	1	-	1
			Volume	-	670	720	205	1100	-	-	-	-	60	-	315
			Delay (s)	-	47.5	Free	20.1	0.7	-	-	-	-	26.6	-	53.4
			LOS	-	D	A	C	A	-	-	-	-	C	-	D
			V/C Ratio	-	0.82	0.00	0.54	0.62	-	-	-	-	0.15	-	0.90
			95% Queue (ft)	-	345	0	105	10	-	-	-	-	50	-	355
IL 75 & I-39/90 SB, Free-flow EB Right, PM Peak Hour	33.8	C	Lane Configuration	-	2	1	1	2	-	-	-	-	1	-	1
			Volume	-	565	665	175	915	-	-	-	-	100	-	525
			Delay (s)	-	38.0	Free	49.4	19.4	-	-	-	-	17.5	-	52.3
			LOS	-	D	A	D	B	-	-	-	-	B	-	D
			V/C Ratio	-	0.62	0.00	0.86	0.63	-	-	-	-	0.16	-	0.95
			95% Queue (ft)	-	260	0	175	250	-	-	-	-	60	-	520

The results of the traffic operations analysis indicate that the intersection is anticipated to operate at LOS D or better with the inclusion of the free-flow movement for the eastbound right-turn. It should be noted that the IL 75 intersection with the I-39/90 northbound interchange ramps is also anticipated to operate at LOS D or better with this improvement as green time is reallocated to other high-volume movements at these interchange ramps.

7.0 Recommendations

Alternatives for the IL 75 corridor were developed based on deficiencies found in the following categories: geometric site reviews of the study area, safety evaluation of the IL 75 corridor and the study intersections, and intersection operations analysis for the existing-year and Year 2047 horizon year. Locations with several alternatives were evaluated based on the aforementioned categories and a preferred alternative was selected based on those results.

The following describes recommendations for the IL 75 corridor and key intersections:

IL 75 (Gardner Street), IL 2 to US 51

- It is recommended that IL 75 cross-section be updated from four lanes to three lanes but dedicate a portion of the existing pavement surface to bike lanes. The travel lanes would be 12' wide and the TWLTL would be 14' wide. A 4-foot buffer would be provided between a travel lane and a 10-foot, two-way bike lane. The existing sidewalks along IL 75 would remain for pedestrian use. This alternative improves both safety and mobility as the TWLTL will allow left-turning vehicles to store and complete their turning movement to and from IL 75. The off-street bike lanes will enhance bicycle accommodations along the corridor and provide a vital east-west route connecting South Beloit and areas to the east. These improvements can be accommodated within the existing roadway cross-section and right of way, minimizing construction costs and right of way acquisition.
- It is recommended that access management strategies are considered for implementation along the IL 75 corridor. Strategies such as consolidation, cross-access, restriction, or removal of access to IL 75 will improve safety and mobility by reducing the number of access drives and conflict points which motorists must consider when driving along the roadway. Restriction or removal of public roadway access to IL 75 should be investigated further to determine candidate locations. If locations are determined, crossing elements at these restricted intersections should be implemented to improve bike/ped safety when crossing IL 75.

IL 75 (Gardner Street), Park Avenue intersection

- It is recommended that the Park Avenue intersection be reconfigured to provide positive left-turn lane offset for better motorist visibility, improving safety at the intersection. It is recommended that the southeast quadrant be widened to accommodate truck turning movements from the south leg to reduce the amount of vehicle tracking into opposing traffic lanes. It is also recommended to update the southbound left-turn lane to tighten the radius at IL 75; this will reduce the crosswalk length for the north and west approaches while maintaining traffic flow for this turn movement.
- It is recommended that traffic signal infrastructure and location be reviewed and modified to aid bicycle and pedestrian movements at this intersection. Elements such as traffic signal pole and cabinet placement, ADA-compliant curb ramps, pedestrian button and countdown timers, and marked crosswalks will all help in providing a more inviting setting for bicyclists and pedestrians to use and create a safe, comfortable experience crossing at this intersection.

IL 75 (Gardner Street), Dearborn Avenue intersection

- It is recommended that the Dearborn Avenue intersection be removed at IL 75. This access management will aid in safety and mobility along IL 75 by removing a full-access intersection that is within the functional area of the US 51 intersection. The surrounding roadways, such as Clark Street and Carpenter Street, will be able to accommodate diverted Dearborn Avenue traffic and will use existing roadway alignments to do so. This improvement also provides an opportunity to improve the IL 75 and US 51 intersection without consideration of movements to and from this location.

IL 75 (Gardner Street), US 51 intersection

- It is recommended that the IL 75 and US 51 intersection be updated from traffic signal control to roundabout control. This improvement will benefit safety by eliminating left-turn, angle, and head-on crashes due to the roundabout design and benefit mobility by providing yield control for motorists. The roundabout will reduce travel speeds at the intersection by forcing motorists to navigate around the roundabout median. The splitter islands will provide two-stage crossing for bicyclists and pedestrians.

IL 75, West Manchester Road intersection

- Both alternatives (left-turn, right-turn, right-out access and intersection realignment) provide safety benefits in addressing the existing intersection skew by either removing conflict points for movements that likely have field of vision issues or realigning the intersection to a more traditional intersection geometry. Therefore, either alternative is viable for implementation. A factor in determining which alternative to employ is the future land uses surrounding this intersection. High-traffic generators may create a situation where updated intersection control, such as a traffic signal or roundabout, may be warranted. While the existing roadway alignment could accommodate a traffic signal, a roundabout may be more difficult due to the intersection skew. The realigned intersection alternative would permit all intersection movements and have the flexibility for intersection control upgrades but is more costly to implement.

IL 75, Willowbrook Road intersection

- It is recommended that this intersection be updated with geometric improvements, such as additional turn lanes and widening of Willowbrook Road. The projected traffic volumes at this intersection are anticipated to create severe delays and congestion along Willowbrook Road, IL 75, and – likely – the I-39/90 interchange ramps. Adding these turn lanes and widening Willowbrook Road will provide additional capacity to high-volume movements and allow the traffic signal to allocate green time more efficiently.
- It is recommended that access management strategies be implemented along Willowbrook Road in the vicinity of IL 75 to aid in providing safe, efficient traffic flow near this intersection. With the recommended improvements for Willowbrook Road, there are existing parcels with direct access to Willowbrook Road very close to the IL 75 intersection. Strategies such as restricting, removing, or relocating access as far away from IL 75 will help promote traffic flow and avoid turning movements so close to the IL 75 intersection.

IL 75, I-39/90 southbound interchange ramps

- It is recommended that the eastbound right-turn lane at the intersection be updated from traffic signal control to free-flow to accommodate the projected traffic volumes for this movement. This improvement will improve mobility for this movement by allowing traffic to travel unimpeded onto the southbound entrance ramp. This improvement will also improve mobility for both the southbound and northbound interchange ramp traffic signals as green time can be allocated more efficiently, reducing delays at these locations.

IL 75, East Manchester Road intersection

- It is recommended that, when traffic signal volume warrants are met, that the intersection control at IL 75 and East Manchester Road becomes updated from two-way stop-control to a traffic signal. The traffic signal will improve side-street traffic safety and operations by providing protected green time for vehicles to travel through the intersection. In addition, the traffic signal should be coordinated with the traffic signal timing progression at the I-39/90 interchange ramp traffic signals to promote traffic flow along IL 75 in the area.

WIS 67, Gateway Boulevard intersection

- It is recommended that the WIS 67 and Gateway Boulevard / State Line Road intersection be reconfigured, when intersection geometrics and/or control updates are performed, to provide positive left-turn lane offset for better motorist visibility, improving safety at the intersection. The current intersection control (all-way stop-control) makes all vehicles stop before proceeding, so the existing negative left-turn lane offset is satisfactory; however, if any updates are made to the intersection, this element should be reviewed and improved to eliminate this condition.

Other recommendations

In addition to the recommendations previously discussed, there are other locations in the study area that would benefit from improvements, but the improvement is more systemic (e.g., reviewing traffic signal phasing / timing) or the improvement does not have a comparable alternative to evaluate against it. Therefore, the following describes other recommendations to improve safety, mobility, access, and multimodal accommodations along the IL 75 corridor:

- It is recommended that all intersections within the City of South Beloit are considered for improved bicycle and pedestrian accommodations to provide this mode of travel. Elements such as ADA-compliant curb ramps, marked crosswalks, advance warning and at-site signage, and intersection lighting should be reviewed and implemented to provide better comfort for bicyclists and pedestrians to cross IL 75 as well as alert approaching motorists on IL 75 of the possibility of bicyclists and pedestrians in the roadway.

- It is recommended that traffic signal equipment is reviewed for improved visibility and clarity for motorists. Examples of this include inspecting and adding backplates (or retroreflective backplates) to each signal head, checking the placement of overhead signal

heads over each through or turn lane, and examining the placement of near-side and far-side signal heads to ensure that motorists can clearly see them without obstruction.

- It is recommended that an off-road, multi-use path be provided along IL 75 that connects US 51 to WIS 67. This path will provide a regional connection between the City of South Beloit and other existing and planned north-south paths within the Beloit metropolitan area. In addition, this path will provide a vital crossing of I-39/90, connecting both sides of the freeway for bicyclists and pedestrians to use.
- It is recommended that right of way and access control be preserved along IL 75 to maximize the roadway safety and mobility. As parcels adjacent to, or near, the IL 75 corridor become developed, the preservation of right of way will aid in any intersection capacity improvements that may be necessary. In addition, preserving access control along the corridor will help provide safe and efficient travel for IL 75 traffic by limiting and determining the type and location of property access so that adequate spacing between intersections is established and any necessary intersection improvements can be implemented within necessary design standards.

Appendix

Appendix A: Intersection Turning Movement Counts

Appendix B: Existing-Year Traffic Operations Analysis Worksheets

Appendix C: Year 2047 Traffic Operations Analysis Worksheets

Appendix A: Intersection Turning Movement Counts

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Saturday, January 0, 1900	#VALUE!	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

IL 2 and IL 75

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, May 18, 2022		From North					From East					From South					From West					
	AM Peak Hour	IL 2					IL 75					IL 2					Access Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	32	55	0	87	23	0	17	0	40	39	67	0	0	106	0	0	0	0	0	233
	7:15 AM	0	45	45	0	90	44	0	32	0	76	31	85	0	0	116	0	0	0	0	0	282
	7:30 AM	0	55	40	0	95	42	0	25	0	67	43	118	0	0	161	0	0	0	0	0	323
	7:45 AM	0	86	47	0	133	29	0	31	0	60	47	119	0	0	166	0	0	0	0	0	359
	Peak Hour Volume	0	218	187	0	405	138	0	105	0	243	160	389	0	0	549	0	0	0	0	0	1197
	Rounded Hourly Volume	0	220	185	0	405	140	0	105	0	245	160	390	0	0	550	0	0	0	0	0	1200
	% Single Unit Trucks	0.0	2.8	2.7	0.0	2.7	1.4	0.0	8.6	0.0	4.5	4.4	1.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	3.0
	% Heavy Trucks	0.0	0.5	1.6	0.0	1.0	5.1	0.0	13.3	0.0	8.6	3.7	0.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.8
	% Trucks (Total)	0.0	3.2	4.3	0.0	3.7	6.5	0.0	21.9	0.0	13.2	8.1	2.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	5.8
	Peak Hour Factor (PHF)	0.00	0.63	0.85	0.00	0.76	0.78	0.00	0.82	0.00	0.80	0.85	0.82	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.83

N/A		From North					From East					From South					From West					
	MD Peak Hour	IL 2					IL 75					IL 2					Access Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, May 18, 2022		From North					From East					From South					From West					
	PM Peak Hour	IL 2					IL 75					IL 2					Access Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	91	44	0	135	83	0	55	0	138	42	118	0	0	160	0	0	0	0	0	433
	4:45 PM	0	92	48	0	140	57	0	46	0	103	51	90	0	0	141	0	0	0	0	0	384
	5:00 PM	0	141	60	0	201	59	0	45	0	104	32	113	0	0	145	0	0	0	0	0	450
	5:15 PM	0	118	43	0	161	64	0	47	0	111	35	95	0	0	130	0	0	0	0	0	402
	Peak Hour Volume	0	442	195	0	637	263	0	193	0	456	160	416	0	0	576	0	0	0	0	0	1669
	Rounded Hourly Volume	0	440	195	0	635	265	0	195	0	460	160	415	0	0	575	0	0	0	0	0	1670
	% Single Unit Trucks	0.0	0.9	2.6	0.0	1.4	0.4	0.0	2.6	0.0	1.3	1.2	0.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.2
	% Heavy Trucks	0.0	0.0	0.5	0.0	0.2	1.1	0.0	1.0	0.0	1.1	1.2	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5
	% Trucks (Total)	0.0	0.9	3.1	0.0	1.6	1.5	0.0	3.6	0.0	2.4	2.5	1.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.7
	Peak Hour Factor (PHF)	0.00	0.78	0.81	0.00	0.79	0.79	0.00	0.88	0.00	0.83	0.78	0.88	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		IL 2			IL 75			IL 2			Access Drive			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 5 of 11
Start Date: Saturday, January 0, 1900	#VALUE!	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IL 2 and IL 75

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) IL 2					From East (←) IL 75					From South (↑) IL 2					From West (→) Access Drive					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	19	28	0	47	11	0	11	0	22	18	25	0	0	43	0	0	0	0	0	112	704	0.75
	6:15 AM	0	28	41	0	69	11	0	21	0	32	18	24	0	0	42	0	0	0	0	0	143	825	0.88
	6:30 AM	0	35	49	0	84	12	0	24	0	36	43	51	0	0	94	0	0	0	0	0	214	964	0.85
	6:45 AM	0	46	48	0	94	19	0	19	0	38	36	67	0	0	103	0	0	0	0	0	235	1073	0.83
	7:00 AM	0	32	55	0	87	23	0	17	0	40	39	67	0	0	106	0	0	0	0	0	233	1197	0.83
	7:15 AM	0	45	45	0	90	44	0	32	0	76	31	85	0	0	116	0	0	0	0	0	282	1242	0.86
	7:30 AM	0	55	40	0	95	42	0	25	0	67	43	118	0	0	161	0	0	0	0	0	323	1181	0.82
	7:45 AM	0	86	47	0	133	29	0	31	0	60	47	119	0	0	166	0	0	0	0	0	359	1082	0.75
	8:00 AM	0	65	35	0	100	23	0	31	0	54	37	87	0	0	124	0	0	0	0	0	278	955	0.86
	8:15 AM	0	50	34	0	84	26	0	23	0	49	27	61	0	0	88	0	0	0	0	0	221	847	0.91
	8:30 AM	0	46	34	0	80	21	0	36	0	57	37	50	0	0	87	0	0	0	0	0	224	841	0.91
	8:45 AM	0	51	36	0	87	31	0	25	0	56	25	64	0	0	89	0	0	0	0	0	232	825	0.89
	9:00 AM	0	43	29	0	72	18	0	22	0	40	18	40	0	0	58	0	0	0	0	0	170	802	0.93
	9:15 AM	0	39	32	0	71	30	0	24	0	54	22	68	0	0	90	0	0	0	0	0	215		
	9:30 AM	0	41	36	0	77	30	0	29	0	59	28	44	0	0	72	0	0	0	0	0	208		
	9:45 AM	0	46	28	0	74	19	0	31	0	50	33	52	0	0	85	0	0	0	0	0	209		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	94	43	0	137	52	0	59	0	111	48	79	0	0	127	0	0	0	0	0	375	1557	0.90
	3:15 PM	0	93	45	0	138	60	0	56	0	116	34	106	0	0	140	0	0	0	0	0	394	1576	0.91
	3:30 PM	0	84	53	0	137	77	0	60	0	137	56	103	0	0	159	0	0	0	0	0	433	1528	0.88
	3:45 PM	0	95	47	0	142	62	0	37	0	99	36	78	0	0	114	0	0	0	0	0	355	1528	0.88
	4:00 PM	0	109	51	0	160	73	0	46	0	119	30	85	0	0	115	0	0	0	0	0	394	1557	0.90
	4:15 PM	0	78	42	0	120	59	0	46	0	105	30	91	0	0	121	0	0	0	0	0	346	1613	0.90
	4:30 PM	0	91	44	0	135	83	0	55	0	138	42	118	0	0	160	0	0	0	0	0	433	1669	0.93
	4:45 PM	0	92	48	0	140	57	0	46	0	103	51	90	0	0	141	0	0	0	0	0	384	1593	0.89
	5:00 PM	0	141	60	0	201	59	0	45	0	104	32	113	0	0	145	0	0	0	0	0	450	1558	0.87
	5:15 PM	0	118	43	0	161	64	0	47	0	111	35	95	0	0	130	0	0	0	0	0	402	1441	0.90
	5:30 PM	0	77	35	0	112	58	0	45	0	103	36	106	0	0	142	0	0	0	0	0	357	1354	0.95
	5:45 PM	0	96	50	0	146	52	0	37	0	89	35	79	0	0	114	0	0	0	0	0	349	1251	0.90
	6:00 PM	0	89	48	0	137	52	0	47	0	99	42	55	0	0	97	0	0	0	0	0	333	1170	0.88
	6:15 PM	0	77	44	0	121	44	0	48	0	92	27	75	0	0	102	0	0	0	0	0	315		
	6:30 PM	0	73	25	0	98	35	0	32	0	67	27	62	0	0	89	0	0	0	0	0	254		
	6:45 PM	0	87	30	0	117	37	0	32	0	69	19	63	0	0	82	0	0	0	0	0	268		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	2221	1325	0	3546	1313	0	1139	0	2452	1082	2420	0	0	3502	0	0	0	0	0	9500		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) IL 2					From East (←) IL 75					From South (↑) IL 2					From West (→) Access Drive					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	0	218	187	0	405	138	0	105	0	243	160	389	0	0	549	0	0	0	0	0	1197	0.83
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	442	195	0	637	263	0	193	0	456	160	416	0	0	576	0	0	0	0	0	1669	0.93

Intersection Traffic Volume Report

Count Basics		*Page 6 of 11*
Start Date: Saturday, January 0, 1900	#VALUE!	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IL 2 and IL 75

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) IL 2					From East (←) IL 75					From South (↑) IL 2					From West (→) Access Drive					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	17	27	0	44	10	0	9	0	19	16	25	0	0	41	0	0	0	0	0	104	678
	6:15 AM	0	28	40	0	68	10	0	21	0	31	16	24	0	0	40	0	0	0	0	0	139	794
	6:30 AM	0	35	49	0	84	11	0	22	0	33	41	49	0	0	90	0	0	0	0	0	207	922
	6:45 AM	0	45	48	0	93	19	0	19	0	38	30	67	0	0	97	0	0	0	0	0	228	1015
	7:00 AM	0	31	51	0	82	21	0	13	0	34	37	67	0	0	104	0	0	0	0	0	220	1128
	7:15 AM	0	44	45	0	89	41	0	25	0	66	30	82	0	0	112	0	0	0	0	0	267	1178
	7:30 AM	0	53	39	0	92	39	0	19	0	58	37	113	0	0	150	0	0	0	0	0	300	1118
	7:45 AM	0	83	44	0	127	28	0	25	0	53	43	118	0	0	161	0	0	0	0	0	341	1034
	8:00 AM	0	64	34	0	98	23	0	29	0	52	34	86	0	0	120	0	0	0	0	0	270	908
	8:15 AM	0	48	30	0	78	23	0	21	0	44	25	60	0	0	85	0	0	0	0	0	207	797
	8:30 AM	0	45	33	0	78	21	0	33	0	54	36	48	0	0	84	0	0	0	0	0	216	795
	8:45 AM	0	48	35	0	83	30	0	20	0	50	21	61	0	0	82	0	0	0	0	0	215	771
	9:00 AM	0	42	27	0	69	18	0	20	0	38	12	40	0	0	52	0	0	0	0	0	159	750
	9:15 AM	0	38	30	0	68	28	0	19	0	47	22	68	0	0	90	0	0	0	0	0	205	
	9:30 AM	0	38	33	0	71	29	0	26	0	55	24	42	0	0	66	0	0	0	0	0	192	
	9:45 AM	0	46	27	0	73	17	0	25	0	42	27	52	0	0	79	0	0	0	0	0	194	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	94	40	0	134	48	0	54	0	102	43	76	0	0	119	0	0	0	0	0	355	1505
	3:15 PM	0	92	42	0	134	58	0	52	0	110	31	105	0	0	136	0	0	0	0	0	380	1533
	3:30 PM	0	82	49	0	131	75	0	59	0	134	55	102	0	0	157	0	0	0	0	0	422	1489
	3:45 PM	0	95	44	0	139	61	0	35	0	96	36	77	0	0	113	0	0	0	0	0	348	1490
	4:00 PM	0	106	48	0	154	72	0	44	0	116	29	84	0	0	113	0	0	0	0	0	383	1517
	4:15 PM	0	77	38	0	115	59	0	46	0	105	29	87	0	0	116	0	0	0	0	0	336	1579
	4:30 PM	0	90	42	0	132	83	0	52	0	135	40	116	0	0	156	0	0	0	0	0	423	1640
	4:45 PM	0	92	47	0	139	55	0	44	0	99	49	88	0	0	137	0	0	0	0	0	375	1574
	5:00 PM	0	139	57	0	196	59	0	45	0	104	32	113	0	0	145	0	0	0	0	0	445	1545
	5:15 PM	0	117	43	0	160	62	0	45	0	107	35	95	0	0	130	0	0	0	0	0	397	1430
	5:30 PM	0	77	35	0	112	58	0	45	0	103	36	106	0	0	142	0	0	0	0	0	357	1348
	5:45 PM	0	95	50	0	145	52	0	36	0	88	34	79	0	0	113	0	0	0	0	0	346	1244
	6:00 PM	0	88	47	0	135	51	0	47	0	98	42	55	0	0	97	0	0	0	0	0	330	1166
	6:15 PM	0	77	44	0	121	44	0	48	0	92	27	75	0	0	102	0	0	0	0	0	315	
	6:30 PM	0	73	25	0	98	35	0	31	0	66	27	62	0	0	89	0	0	0	0	0	253	
	6:45 PM	0	87	30	0	117	37	0	32	0	69	19	63	0	0	82	0	0	0	0	0	268	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2186	1273	0	3459	1277	0	1061	0	2338	1015	2385	0	0	3400	0	0	0	0	0	9197	

Peak Hour Automobile Volume Summary

Hourly Time Period	Start Time	From North (↓) IL 2					From East (←) IL 75					From South (↑) IL 2					From West (→) Access Drive					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	211	179	0	390	129	0	82	0	211	147	380	0	0	527	0	0	0	0	0	1128
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	438	189	0	627	259	0	186	0	445	156	412	0	0	568	0	0	0	0	0	1640

Intersection Traffic Volume Report

Count Basics		*Page 9 of 11*
Start Date: Saturday, January 0, 1900	#VALUE!	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

IL 2 and IL 75

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) IL 2					From East (←) IL 75					From South (↑) IL 2					From West (→) Access Drive					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	2	1	0	3	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	8	26
	6:15 AM	0	0	1	0	1	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	4	31
	6:30 AM	0	0	0	0	0	1	0	2	0	3	2	2	0	0	4	0	0	0	0	0	7	42
	6:45 AM	0	1	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7	58
	7:00 AM	0	1	4	0	5	2	0	4	0	6	2	0	0	0	2	0	0	0	0	0	13	69
	7:15 AM	0	1	0	0	1	3	0	7	0	10	1	3	0	0	4	0	0	0	0	0	15	64
	7:30 AM	0	2	1	0	3	3	0	6	0	9	6	5	0	0	11	0	0	0	0	0	23	63
	7:45 AM	0	3	3	0	6	1	0	6	0	7	4	1	0	0	5	0	0	0	0	0	18	48
	8:00 AM	0	1	1	0	2	0	0	2	0	2	3	1	0	0	4	0	0	0	0	0	8	47
	8:15 AM	0	2	4	0	6	3	0	2	0	5	2	1	0	0	3	0	0	0	0	0	14	50
	8:30 AM	0	1	1	0	2	0	0	3	0	3	1	2	0	0	3	0	0	0	0	0	8	46
	8:45 AM	0	3	1	0	4	1	0	5	0	6	4	3	0	0	7	0	0	0	0	0	17	54
	9:00 AM	0	1	2	0	3	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	11	52
	9:15 AM	0	1	2	0	3	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	10	
	9:30 AM	0	3	3	0	6	1	0	3	0	4	4	2	0	0	6	0	0	0	0	0	16	
	9:45 AM	0	0	1	0	1	2	0	6	0	8	6	0	0	0	6	0	0	0	0	0	15	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	3	0	3	4	0	5	0	9	5	3	0	0	8	0	0	0	0	0	20	52
	3:15 PM	0	1	3	0	4	2	0	4	0	6	3	1	0	0	4	0	0	0	0	0	14	43
	3:30 PM	0	2	4	0	6	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	11	39
	3:45 PM	0	0	3	0	3	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	7	38
	4:00 PM	0	3	3	0	6	1	0	2	0	3	1	1	0	0	2	0	0	0	0	0	11	40
	4:15 PM	0	1	4	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10	34
	4:30 PM	0	1	2	0	3	0	0	3	0	3	2	2	0	0	4	0	0	0	0	0	10	29
	4:45 PM	0	0	1	0	1	2	0	2	0	4	2	2	0	0	4	0	0	0	0	0	9	19
	5:00 PM	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	13
	5:15 PM	0	1	0	0	1	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	5	11
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	5:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	7
	6:00 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	4
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	35	52	0	87	36	0	78	0	114	67	35	0	0	102	0	0	0	0	0	303	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) IL 2					From East (←) IL 75					From South (↑) IL 2					From West (→) Access Drive					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	7	8	0	15	9	0	23	0	32	13	9	0	0	22	0	0	0	0	0	69
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	4	6	0	10	4	0	7	0	11	4	4	0	0	8	0	0	0	0	0	29

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Saturday, January 0, 1900	#VALUE!	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IL 2 and IL 75

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach IL 2			Crossing East Approach IL 75			Crossing South Approach IL 2			Crossing West Approach Access Drive			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:00 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	2
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**3**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			*Page 3 of 11*
Start Date:	Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8.25		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Park Ave and IL 75

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, May 18, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	AM Peak Hour	Park Ave					IL 75					Park Ave					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	5	6	5	0	16	1	38	4	0	43	5	3	1	0	9	4	76	7	0	87	155
	7:15 AM	9	0	4	0	13	1	65	3	0	69	4	1	0	0	5	2	81	8	0	91	178
	7:30 AM	11	4	8	0	23	2	66	9	0	77	6	2	1	0	9	3	57	20	0	80	189
	7:45 AM	14	4	9	0	27	3	56	4	0	63	0	6	2	0	8	7	68	23	0	98	196
	Peak Hour Volume	39	14	26	0	79	7	225	20	0	252	15	12	4	0	31	16	282	58	0	356	718
	Rounded Hourly Volume	40	15	25	0	80	5	225	20	0	250	15	10	5	0	30	15	280	60	0	355	715
	% Single Unit Trucks	2.6	21.4	3.8	0.0	6.3	28.6	4.0	10.0	0.0	5.2	20.0	0.0	0.0	0.0	9.7	6.2	2.5	1.7	0.0	2.5	4.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	9.8	5.0	0.0	9.1	6.7	16.7	50.0	0.0	16.1	18.7	6.0	0.0	0.0	5.6	6.7
	% Trucks (Total)	2.6	21.4	3.8	0.0	6.3	28.6	13.8	15.0	0.0	14.3	26.7	16.7	50.0	0.0	25.8	25.0	8.5	1.7	0.0	8.1	10.9
	Peak Hour Factor (PHF)	0.70	0.58	0.72	0.00	0.73	0.58	0.85	0.56	0.00	0.82	0.62	0.50	0.50	0.00	0.86	0.57	0.87	0.63	0.00	0.91	0.92

N/A		From North (↓)					From East (←)					From South (↑)					From West (→)					
	MD Peak Hour	Park Ave					IL 75					Park Ave					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, May 18, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	PM Peak Hour	Park Ave					IL 75					Park Ave					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	20	0	11	0	31	3	98	6	0	107	10	2	1	0	13	0	69	20	0	89	240
	4:45 PM	24	1	10	0	35	5	75	5	0	85	6	6	1	0	13	0	79	23	0	102	235
	5:00 PM	28	3	10	0	41	6	79	3	0	88	4	4	1	0	9	0	73	22	0	95	233
	5:15 PM	23	6	13	0	42	5	83	10	0	98	7	1	1	0	9	1	61	17	0	79	228
	Peak Hour Volume	95	10	44	0	149	19	335	24	0	378	27	13	4	0	44	1	282	82	0	365	936
	Rounded Hourly Volume	95	10	45	0	150	20	335	25	0	380	25	15	5	0	45	0	280	80	0	360	935
	% Single Unit Trucks	2.1	0.0	4.5	0.0	2.7	0.0	1.2	0.0	0.0	1.1	7.4	7.7	0.0	0.0	6.8	0.0	1.8	1.2	0.0	1.6	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	20.8	0.0	2.6	7.4	0.0	0.0	0.0	4.5	0.0	1.1	0.0	0.0	0.8	1.6
	% Trucks (Total)	2.1	0.0	4.5	0.0	2.7	0.0	2.7	20.8	0.0	3.7	14.8	7.7	0.0	0.0	11.4	0.0	2.8	1.2	0.0	2.5	3.4
	Peak Hour Factor (PHF)	0.85	0.42	0.85	0.00	0.89	0.79	0.85	0.60	0.00	0.88	0.67	0.54	1.00	0.00	0.85	0.25	0.89	0.89	0.00	0.89	0.97

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Park Ave			IL 75			Park Ave			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8.25	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Park Ave and IL 75

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Park Ave					From East (←) IL 75					From South (↑) Park Ave					From West (→) IL 75					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	4	1	5	0	10	2	20	5	0	27	2	2	0	0	4	2	44	4	0	50	91	492	0.78
	6:15 AM	6	2	1	0	9	0	27	7	0	34	3	1	0	0	4	2	52	2	0	56	103	556	0.89
	6:30 AM	10	3	2	0	15	1	39	3	0	43	6	3	0	0	9	1	73	16	0	90	157	631	0.89
	6:45 AM	7	0	1	0	8	1	40	8	0	49	6	3	1	0	10	7	56	11	0	74	141	663	0.88
	7:00 AM	5	6	5	0	16	1	38	4	0	43	5	3	1	0	9	4	76	7	0	87	155	718	0.92
	7:15 AM	9	0	4	0	13	1	65	3	0	69	4	1	0	0	5	2	81	8	0	91	178	708	0.90
	7:30 AM	11	4	8	0	23	2	66	9	0	77	6	2	1	0	9	3	57	20	0	80	189	652	0.83
	7:45 AM	14	4	9	0	27	3	56	4	0	63	0	6	2	0	8	7	68	23	0	98	196	587	0.75
	8:00 AM	8	0	4	0	12	1	47	4	0	52	4	3	0	0	7	3	55	16	0	74	145	532	0.92
	8:15 AM	8	5	1	0	14	2	40	3	0	45	3	2	1	0	6	1	46	10	0	57	122	491	0.87
	8:30 AM	10	3	3	0	16	1	32	2	0	35	3	6	2	0	11	0	48	14	0	62	124	495	0.88
	8:45 AM	10	3	8	0	21	6	46	1	0	53	2	1	2	0	5	1	51	10	0	62	141	508	0.90
	9:00 AM	11	4	3	0	18	3	35	2	0	40	1	3	0	0	4	1	28	13	0	42	104	500	0.91
	9:15 AM	11	2	2	0	15	4	42	4	0	50	8	4	1	0	13	1	35	12	0	48	126		
	9:30 AM	11	1	5	0	17	1	46	4	0	51	5	3	0	0	8	4	49	8	0	61	137		
	9:45 AM	14	1	6	0	21	5	32	2	0	39	5	2	3	0	10	2	47	14	0	63	133		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	20	7	5	0	32	6	91	4	0	101	13	12	6	0	31	0	68	19	0	87	251	994	0.88
	3:15 PM	28	5	5	0	38	4	82	4	0	90	6	2	3	0	11	1	59	28	0	88	227	986	0.87
	3:30 PM	33	1	15	0	49	8	87	7	0	102	9	4	6	0	19	0	84	28	0	112	282	986	0.87
	3:45 PM	25	5	8	0	38	3	87	7	0	97	5	8	1	0	14	1	64	20	0	85	234	944	0.97
	4:00 PM	21	6	13	0	40	5	82	7	0	94	6	2	3	0	11	1	78	19	0	98	243	945	0.97
	4:15 PM	27	4	5	0	36	3	91	5	0	99	14	2	2	0	18	2	60	12	0	74	227	935	0.97
	4:30 PM	20	0	11	0	31	3	98	6	0	107	10	2	1	0	13	0	69	20	0	89	240	936	0.98
	4:45 PM	24	1	10	0	35	5	75	5	0	85	6	6	1	0	13	0	79	23	0	102	235	902	0.96
	5:00 PM	28	3	10	0	41	6	79	3	0	88	4	4	1	0	9	0	73	22	0	95	233	876	0.94
	5:15 PM	23	6	13	0	42	5	83	10	0	98	7	1	1	0	9	1	61	17	0	79	228	852	0.93
	5:30 PM	23	3	8	0	34	3	80	8	0	91	5	2	2	0	9	0	62	10	0	72	206	809	0.97
	5:45 PM	21	2	5	0	28	2	85	3	0	90	4	3	0	0	7	0	66	18	0	84	209	752	0.90
	6:00 PM	17	1	5	0	23	7	89	4	0	100	5	2	1	0	8	3	63	12	0	78	209	682	0.82
	6:15 PM	22	6	7	0	35	5	65	2	0	72	5	2	0	0	7	0	56	15	0	71	185	475	0.64
	6:30 PM	21	3	5	0	29	4	51	6	0	61	1	1	1	0	3	2	42	12	0	56	149		
	6:45 PM	20	3	1	0	24	4	51	3	0	58	4	1	2	0	7	1	35	14	0	50	139		
	7:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		523	95	193	0	811	107	1947	149	0	2203	167	99	45	0	311	53	1886	477	0	2416	5741		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Park Ave					From East (←) IL 75					From South (↑) Park Ave					From West (→) IL 75					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	39	14	26	0	79	7	225	20	0	252	15	12	4	0	31	16	282	58	0	356	718	0.92
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	95	10	44	0	149	19	335	24	0	378	27	13	4	0	44	1	282	82	0	365	936	0.98

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8.25		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Park Ave and IL 75

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) Park Ave					From East (←) IL 75					From South (↑) Park Ave					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	4	1	5	0	10	2	17	3	0	22	2	2	0	0	4	0	42	4	0	46	82	458
	6:15 AM	6	2	1	0	9	0	25	5	0	30	1	1	0	0	2	2	50	2	0	54	95	516
	6:30 AM	10	3	2	0	15	1	35	3	0	39	5	3	0	0	8	1	72	16	0	89	151	582
	6:45 AM	7	0	0	0	7	1	37	7	0	45	4	3	1	0	8	6	54	10	0	70	130	596
	7:00 AM	5	4	5	0	14	0	33	4	0	37	5	2	0	0	7	3	72	7	0	82	140	640
	7:15 AM	9	0	3	0	12	0	57	2	0	59	3	0	0	0	3	2	77	8	0	87	161	634
	7:30 AM	11	4	8	0	23	2	56	7	0	65	3	2	1	0	6	1	50	20	0	71	165	579
	7:45 AM	13	3	9	0	25	3	48	4	0	55	0	6	1	0	7	6	59	22	0	87	174	527
	8:00 AM	8	0	4	0	12	1	46	4	0	51	2	3	0	0	5	3	48	15	0	66	134	481
	8:15 AM	8	5	1	0	14	2	35	1	0	38	1	2	1	0	4	0	41	9	0	50	106	441
	8:30 AM	10	3	3	0	16	1	29	0	0	30	2	5	1	0	8	0	45	14	0	59	113	450
	8:45 AM	9	2	8	0	19	6	39	0	0	45	1	1	2	0	4	1	49	10	0	60	128	457
	9:00 AM	11	2	3	0	16	3	32	1	0	36	1	3	0	0	4	0	26	12	0	38	94	448
	9:15 AM	11	2	2	0	15	4	39	2	0	45	5	4	0	0	9	1	33	12	0	46	115	
	9:30 AM	11	1	5	0	17	1	41	2	0	44	3	1	0	0	4	2	45	8	0	55	120	
	9:45 AM	14	1	6	0	21	5	28	1	0	34	3	2	1	0	6	1	43	14	0	58	119	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	20	5	3	0	28	4	83	3	0	90	13	11	5	0	29	0	62	19	0	81	228	932
	3:15 PM	27	5	5	0	37	4	80	3	0	87	4	2	1	0	7	1	52	28	0	81	212	939
	3:30 PM	33	1	14	0	48	8	83	6	0	97	8	4	6	0	18	0	82	27	0	109	272	942
	3:45 PM	25	5	6	0	36	3	82	6	0	91	4	8	1	0	13	1	60	19	0	80	220	901
	4:00 PM	21	6	13	0	40	5	82	6	0	93	6	2	2	0	10	1	72	19	0	92	235	905
	4:15 PM	27	4	5	0	36	3	90	2	0	95	12	2	2	0	16	1	56	11	0	68	215	899
	4:30 PM	19	0	11	0	30	3	95	6	0	104	9	2	1	0	12	0	65	20	0	85	231	904
	4:45 PM	23	1	10	0	34	5	73	2	0	80	5	5	1	0	11	0	76	23	0	99	224	877
	5:00 PM	28	3	9	0	40	6	78	2	0	86	4	4	1	0	9	0	72	22	0	94	229	858
	5:15 PM	23	6	12	0	41	5	80	9	0	94	5	1	1	0	7	1	61	16	0	78	220	835
	5:30 PM	23	3	8	0	34	3	80	7	0	90	4	2	2	0	8	0	62	10	0	72	204	800
	5:45 PM	21	2	5	0	28	2	84	3	0	89	2	3	0	0	5	0	65	18	0	83	205	742
	6:00 PM	17	1	5	0	23	7	88	4	0	99	4	2	1	0	7	3	62	12	0	77	206	675
	6:15 PM	22	6	7	0	35	5	65	2	0	72	5	2	0	0	7	0	56	15	0	71	185	471
	6:30 PM	21	3	5	0	29	4	50	4	0	58	1	1	1	0	3	2	42	12	0	56	146	
	6:45 PM	20	3	1	0	24	4	51	2	0	57	4	1	2	0	7	1	35	14	0	50	138	
	7:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		518	87	184	0	789	103	1841	113	0	2057	131	92	35	0	258	40	1787	468	0	2295	5399	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓) Park Ave					From East (←) IL 75					From South (↑) Park Ave					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	38	11	25	0	74	5	194	17	0	216	11	10	2	0	23	12	258	57	0	327	640
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	93	10	42	0	145	19	326	19	0	364	23	12	4	0	39	1	274	81	0	356	904

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8.25		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

Park Ave and IL 75

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Park Ave					From East (←) IL 75					From South (↑) Park Ave					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	2	2	0	0	4	9	34
	6:15 AM	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	2	0	0	2	8	40
	6:30 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	6	49
	6:45 AM	0	0	1	0	1	0	3	1	0	4	2	0	0	0	2	1	2	1	0	4	11	67
	7:00 AM	0	2	0	0	2	1	5	0	0	6	0	1	1	0	2	1	4	0	0	5	15	78
	7:15 AM	0	0	1	0	1	1	8	1	0	10	1	1	0	0	2	0	4	0	0	4	17	74
	7:30 AM	0	0	0	0	0	0	10	2	0	12	3	0	0	0	3	2	7	0	0	9	24	73
	7:45 AM	1	1	0	0	2	0	8	0	0	8	0	0	1	0	1	1	9	1	0	11	22	60
	8:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	7	1	0	8	11	51
	8:15 AM	0	0	0	0	0	0	5	2	0	7	2	0	0	0	2	1	5	1	0	7	16	50
	8:30 AM	0	0	0	0	0	0	3	2	0	5	1	1	1	0	3	0	3	0	0	3	11	45
	8:45 AM	1	1	0	0	2	0	7	1	0	8	1	0	0	0	1	0	2	0	0	2	13	51
	9:00 AM	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	1	2	1	0	4	10	52
	9:15 AM	0	0	0	0	0	0	3	2	0	5	3	0	1	0	4	0	2	0	0	2	11	
	9:30 AM	0	0	0	0	0	0	5	2	0	7	2	2	0	0	4	2	4	0	0	6	17	
	9:45 AM	0	0	0	0	0	0	4	1	0	5	2	0	2	0	4	1	4	0	0	5	14	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	2	2	0	4	2	8	1	0	11	0	1	1	0	2	0	6	0	0	6	23	62
	3:15 PM	1	0	0	0	1	0	2	1	0	3	2	0	2	0	4	0	7	0	0	7	15	47
	3:30 PM	0	0	1	0	1	0	4	1	0	5	1	0	0	0	1	0	2	1	0	3	10	44
	3:45 PM	0	0	2	0	2	0	5	1	0	6	1	0	0	0	1	0	4	1	0	5	14	43
	4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	6	0	0	6	8	40
	4:15 PM	0	0	0	0	0	0	1	3	0	4	2	0	0	0	2	1	4	1	0	6	12	36
	4:30 PM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	9	32
	4:45 PM	1	0	0	0	1	0	2	3	0	5	1	1	0	0	2	0	3	0	0	3	11	25
	5:00 PM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4	18
	5:15 PM	0	0	1	0	1	0	3	1	0	4	2	0	0	0	2	0	0	1	0	1	8	17
	5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	9
	5:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	4	10
	6:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	7
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:30 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	
	6:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	8	9	0	22	4	106	36	0	146	36	7	10	0	53	13	99	9	0	121	342	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) Park Ave					From East (←) IL 75					From South (↑) Park Ave					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	1	3	1	0	5	2	31	3	0	36	4	2	2	0	8	4	24	1	0	29	78
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	2	0	2	0	4	0	9	5	0	14	4	1	0	0	5	0	8	1	0	9	32

Intersection Traffic Volume Report

Count Basics			*Page 3 of 11*
Start Date:	Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

Peak Hour Volume Summary

Dearborn Ave and IL 75

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, May 18, 2022		From North					From East					From South					From West					
	AM Peak Hour	Dearborn Ave					IL 75					Dearborn Ave					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	2	46	0	0	48	0	0	1	0	1	0	83	0	0	83	132
	7:15 AM	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	2	76	0	0	78	145
	7:30 AM	0	0	0	0	0	0	76	0	0	76	0	0	0	0	0	0	59	0	0	59	135
	7:45 AM	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	4	73	0	0	77	148
	Peak Hour Volume	0	0	0	0	0	2	260	0	0	262	0	0	1	0	1	6	291	0	0	297	560
	Rounded Hourly Volume	0	0	0	0	0	0	260	0	0	260	0	0	0	0	0	5	290	0	0	295	555
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	50.0	5.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	5.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.7	6.8
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	50.0	13.1	0.0	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	10.4	11.8
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.25	0.86	0.00	0.00	0.86	0.00	0.00	0.25	0.00	0.25	0.37	0.88	0.00	0.00	0.89	0.95

N/A		From North					From East					From South					From West					
	MD Peak Hour	Dearborn Ave					IL 75					Dearborn Ave					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, May 18, 2022		From North					From East					From South					From West					
	PM Peak Hour	Dearborn Ave					IL 75					Dearborn Ave					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	0	102	0	0	102	0	0	1	0	1	0	90	0	0	90	193
	4:45 PM	0	0	0	0	0	0	84	2	0	86	0	0	1	0	1	2	95	0	0	97	184
	5:00 PM	0	0	0	0	0	0	85	0	0	85	1	0	1	0	2	1	84	0	0	85	172
	5:15 PM	0	0	0	0	0	0	94	0	0	94	2	0	6	0	8	4	81	0	0	85	187
	Peak Hour Volume	0	0	0	0	0	0	365	2	0	367	3	0	9	0	12	7	350	0	0	357	736
	Rounded Hourly Volume	0	0	0	0	0	0	365	0	0	365	5	0	10	0	15	5	350	0	0	355	735
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	2.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.9	3.8
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.25	0.00	0.90	0.37	0.00	0.37	0.00	0.37	0.44	0.92	0.00	0.00	0.92	0.95

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Dearborn Ave			IL 75			Dearborn Ave			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 5 of 11
Start Date:	Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Dearborn Ave and IL 75

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Dearborn Ave					From East (←) IL 75					From South (↑) Dearborn Ave					From West (→) IL 75					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	51	0	0	51	74	393	0.83
	6:15 AM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	49	0	0	49	85	451	0.85
	6:30 AM	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	75	0	0	75	118	511	0.88
	6:45 AM	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	66	0	0	66	116	528	0.91
	7:00 AM	0	0	0	0	0	2	46	0	0	48	0	0	1	0	1	0	83	0	0	83	132	560	0.95
	7:15 AM	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	2	76	0	0	78	145	543	0.92
	7:30 AM	0	0	0	0	0	0	76	0	0	76	0	0	0	0	0	0	59	0	0	59	135	492	0.83
	7:45 AM	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	4	73	0	0	77	148	449	0.76
	8:00 AM	0	0	0	0	0	0	52	0	0	52	0	0	4	0	4	2	57	0	0	59	115	413	0.90
	8:15 AM	0	0	0	0	0	0	44	0	0	44	0	0	1	0	1	2	47	0	0	49	94	371	0.83
	8:30 AM	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	59	0	0	59	92	376	0.84
	8:45 AM	1	0	0	0	1	0	49	0	0	49	0	0	0	0	0	1	60	1	0	62	112	394	0.88
	9:00 AM	0	0	0	0	0	0	36	1	0	37	1	0	2	0	3	0	33	0	0	33	73	378	0.86
	9:15 AM	0	0	0	0	0	0	52	2	0	54	1	0	0	0	1	0	44	0	0	44	99		
	9:30 AM	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	3	55	0	0	58	110		
	9:45 AM	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	57	0	0	57	96		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	96	1	0	97	0	0	1	0	1	1	91	0	0	92	190	742	0.86
	3:15 PM	0	0	0	0	0	0	95	3	0	98	0	0	0	0	0	0	63	0	0	63	161	739	0.86
	3:30 PM	0	0	0	0	0	0	98	2	0	100	2	0	3	0	5	2	109	0	0	111	216	760	0.88
	3:45 PM	1	0	0	0	1	1	95	1	0	97	0	0	1	0	1	2	73	1	0	76	175	737	0.95
	4:00 PM	0	0	1	0	1	0	87	1	0	88	0	0	0	0	0	3	95	0	0	98	187	746	0.97
	4:15 PM	0	0	0	0	0	0	96	0	0	96	3	0	2	0	5	0	81	0	0	81	182	731	0.95
	4:30 PM	0	0	0	0	0	0	102	0	0	102	0	0	1	0	1	0	90	0	0	90	193	736	0.95
	4:45 PM	0	0	0	0	0	0	84	2	0	86	0	0	1	0	1	2	95	0	0	97	184	720	0.96
	5:00 PM	0	0	0	0	0	0	85	0	0	85	1	0	1	0	2	1	84	0	0	85	172	701	0.94
	5:15 PM	0	0	0	0	0	0	94	0	0	94	2	0	6	0	8	4	81	0	0	85	187	708	0.95
	5:30 PM	0	0	0	0	0	0	102	1	0	103	1	0	0	0	1	1	72	0	0	73	177	656	0.92
	5:45 PM	0	0	0	0	0	0	93	0	0	93	1	0	0	0	1	1	70	0	0	71	165	587	0.82
	6:00 PM	0	0	0	0	0	0	100	0	0	100	0	0	4	0	4	1	74	0	0	75	179	524	0.73
	6:15 PM	0	0	0	0	0	0	68	0	0	68	2	0	1	0	3	1	63	0	0	64	135		
	6:30 PM	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	0	51	0	0	51	108		
	6:45 PM	0	0	0	0	0	0	51	0	0	51	2	0	2	0	4	0	47	0	0	47	102		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	0	1	0	3	3	2171	14	0	2188	16	0	32	0	48	33	2183	2	0	2218	4457		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Dearborn Ave					From East (←) IL 75					From South (↑) Dearborn Ave					From West (→) IL 75					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	0	0	0	0	0	2	260	0	0	262	0	0	1	0	1	6	291	0	0	297	560	0.95
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	0	0	0	0	0	365	2	0	367	3	0	9	0	12	7	350	0	0	357	736	0.95

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Dearborn Ave and IL 75

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) Dearborn Ave					From East (←) IL 75					From South (↑) Dearborn Ave					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	49	0	0	49	67	364
	6:15 AM	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	45	0	0	45	77	416
	6:30 AM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	73	0	0	73	112	469
	6:45 AM	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	62	0	0	62	108	473
	7:00 AM	0	0	0	0	0	1	39	0	0	40	0	0	1	0	1	0	78	0	0	78	119	494
	7:15 AM	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	2	71	0	0	73	130	480
	7:30 AM	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	0	50	0	0	50	116	430
	7:45 AM	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	4	61	0	0	65	129	397
	8:00 AM	0	0	0	0	0	0	51	0	0	51	0	0	4	0	4	2	48	0	0	50	105	370
	8:15 AM	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	1	40	0	0	41	80	330
	8:30 AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	54	0	0	54	83	340
	8:45 AM	1	0	0	0	1	0	41	0	0	41	0	0	0	0	0	1	58	1	0	60	102	354
	9:00 AM	0	0	0	0	0	0	31	1	0	32	1	0	2	0	3	0	30	0	0	30	65	338
	9:15 AM	0	0	0	0	0	0	48	2	0	50	1	0	0	0	1	0	39	0	0	39	90	
	9:30 AM	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	2	51	0	0	53	97	
	9:45 AM	0	0	0	0	0	0	34	0	0	34	0	0	1	0	1	0	51	0	0	51	86	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	85	1	0	86	0	0	1	0	1	1	82	0	0	83	170	693
	3:15 PM	0	0	0	0	0	0	94	3	0	97	0	0	0	0	0	0	55	0	0	55	152	703
	3:30 PM	0	0	0	0	0	0	93	2	0	95	2	0	3	0	5	2	102	0	0	104	204	725
	3:45 PM	1	0	0	0	1	1	92	1	0	94	0	0	1	0	1	1	69	1	0	71	167	706
	4:00 PM	0	0	1	0	1	0	86	1	0	87	0	0	0	0	0	3	89	0	0	92	180	714
	4:15 PM	0	0	0	0	0	0	93	0	0	93	3	0	2	0	5	0	76	0	0	76	174	702
	4:30 PM	0	0	0	0	0	0	99	0	0	99	0	0	1	0	1	0	85	0	0	85	185	708
	4:45 PM	0	0	0	0	0	0	79	2	0	81	0	0	1	0	1	2	91	0	0	93	175	698
	5:00 PM	0	0	0	0	0	0	83	0	0	83	1	0	1	0	2	1	82	0	0	83	168	684
	5:15 PM	0	0	0	0	0	0	90	0	0	90	2	0	6	0	8	4	78	0	0	82	180	692
	5:30 PM	0	0	0	0	0	0	101	1	0	102	1	0	0	0	1	1	71	0	0	72	175	647
	5:45 PM	0	0	0	0	0	0	92	0	0	92	1	0	0	0	1	1	67	0	0	68	161	577
	6:00 PM	0	0	0	0	0	0	99	0	0	99	0	0	4	0	4	1	72	0	0	73	176	516
	6:15 PM	0	0	0	0	0	0	68	0	0	68	2	0	1	0	3	1	63	0	0	64	135	
	6:30 PM	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	51	0	0	51	105	
	6:45 PM	0	0	0	0	0	0	50	0	0	50	2	0	2	0	4	0	46	0	0	46	100	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	0	1	0	3	2	2035	14	0	2051	16	0	32	0	48	30	2039	2	0	2071	4173	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓) Dearborn Ave					From East (←) IL 75					From South (↑) Dearborn Ave					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	1	226	0	0	227	0	0	1	0	1	6	260	0	0	266	494
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	351	2	0	353	3	0	9	0	12	7	336	0	0	343	708

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, May 18, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Dearborn Ave and IL 75

15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North (↓) Dearborn Ave					From East (←) IL 75					From South (↑) Dearborn Ave					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	29
	6:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	35
	6:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	42
	6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	55
	7:00 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	5	0	0	5	13	66
	7:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15	63
	7:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	19	62
	7:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19	52
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10	43
	8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	14	41
	8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	36
	8:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	10	40
	9:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	40
	9:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	
	9:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	4	0	0	5	13	
	9:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	20	49
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9	36
	3:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12	35
	3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	8	31
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7	32
	4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	29
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	28
	4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	22
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	17
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	16
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	9
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	10
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	1	136	0	0	137	0	0	0	0	0	3	144	0	0	147	284	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) Dearborn Ave					From East (←) IL 75					From South (↑) Dearborn Ave					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	1	34	0	0	35	0	0	0	0	0	0	31	0	0	31	66
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	14	0	0	14	28

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Tuesday, May 24, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

US 51 and IL 75

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, May 24, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	AM Peak Hour	US 51					IL 75					US 51					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	9	50	10	0	69	32	48	30	0	110	45	68	16	0	129	18	48	5	0	71	379
	7:15 AM	4	50	19	0	73	28	36	18	0	82	39	93	15	0	147	19	54	3	0	76	378
	7:30 AM	1	57	25	0	83	34	28	20	0	82	39	96	27	0	162	19	45	4	0	68	395
	7:45 AM	1	52	23	0	76	59	37	20	0	116	43	94	26	0	163	31	45	9	0	85	440
	Peak Hour Volume	15	209	77	0	301	153	149	88	0	390	166	351	84	0	601	87	192	21	0	300	1592
	Rounded Hourly Volume	15	210	75	0	300	155	150	90	0	395	165	350	85	0	600	85	190	20	0	295	1590
	% Single Unit Trucks	0.0	2.9	2.6	0.0	2.7	2.6	4.0	1.1	0.0	2.8	3.0	1.4	6.0	0.0	2.5	3.4	1.0	0.0	0.0	1.7	2.4
	% Heavy Trucks	6.7	3.3	9.1	0.0	5.0	6.5	8.7	12.5	0.0	8.7	3.0	0.3	2.4	0.0	1.3	2.3	8.3	0.0	0.0	6.0	4.7
	% Trucks (Total)	6.7	6.2	11.7	0.0	7.6	9.2	12.8	13.6	0.0	11.5	6.0	1.7	8.3	0.0	3.8	5.7	9.4	0.0	0.0	7.7	7.2
	Peak Hour Factor (PHF)	0.42	0.92	0.77	0.00	0.91	0.65	0.78	0.73	0.00	0.84	0.92	0.91	0.78	0.00	0.92	0.70	0.89	0.58	0.00	0.88	0.90

N/A		From North (↓)					From East (←)					From South (↑)					From West (→)					
	MD Peak Hour	US 51					IL 75					US 51					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, May 24, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	PM Peak Hour	US 51					IL 75					US 51					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	4	92	47	0	143	28	59	40	0	127	27	98	35	0	160	49	51	10	0	110	540
	4:45 PM	4	99	47	0	150	40	62	29	0	131	32	96	21	0	149	42	36	4	0	82	512
	5:00 PM	6	122	66	0	194	23	71	72	0	166	30	92	33	0	155	40	50	7	0	97	612
	5:15 PM	2	98	26	0	126	39	66	46	0	151	29	78	32	0	139	36	43	3	0	82	498
	Peak Hour Volume	16	411	186	0	613	130	258	187	0	575	118	364	121	0	603	167	180	24	0	371	2162
	Rounded Hourly Volume	15	410	185	0	610	130	260	185	0	575	120	365	120	0	605	165	180	25	0	370	2160
	% Single Unit Trucks	6.2	0.7	0.0	0.0	0.7	1.5	0.4	0.5	0.0	0.7	1.7	0.0	0.8	0.0	0.5	1.8	2.8	4.2	0.0	2.4	0.9
	% Heavy Trucks	0.0	0.2	2.7	0.0	1.0	3.1	2.3	4.3	0.0	3.1	5.9	0.3	0.8	0.0	1.5	0.0	2.8	0.0	0.0	1.3	1.8
	% Trucks (Total)	6.2	1.0	2.7	0.0	1.6	4.6	2.7	4.8	0.0	3.8	7.6	0.3	1.7	0.0	2.0	1.8	5.6	4.2	0.0	3.8	2.7
	Peak Hour Factor (PHF)	0.67	0.84	0.70	0.00	0.79	0.81	0.91	0.65	0.00	0.87	0.92	0.93	0.86	0.00	0.94	0.85	0.88	0.60	0.00	0.84	0.88

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		US 51			IL 75			US 51			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, May 24, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

US 51 and IL 75

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) US 51					From East (←) IL 75					From South (↑) US 51					From West (→) IL 75					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	29	5	0	34	10	17	21	0	48	14	23	4	0	41	20	32	3	0	55	178	1052	0.78
	6:15 AM	1	38	14	0	53	14	21	27	0	62	41	33	11	0	85	17	32	4	0	53	253	1253	0.83
	6:30 AM	1	38	14	0	53	18	20	19	0	57	40	55	12	0	107	13	53	2	0	68	285	1378	0.91
	6:45 AM	1	38	14	0	53	26	23	16	0	65	51	60	21	0	132	20	62	4	0	86	336	1488	0.94
	7:00 AM	9	50	10	0	69	32	48	30	0	110	45	68	16	0	129	18	48	5	0	71	379	1592	0.90
	7:15 AM	4	50	19	0	73	28	36	18	0	82	39	93	15	0	147	19	54	3	0	76	378	1535	0.87
	7:30 AM	1	57	25	0	83	34	28	20	0	82	39	96	27	0	162	19	45	4	0	68	395	1481	0.84
	7:45 AM	1	52	23	0	76	59	37	20	0	116	43	94	26	0	163	31	45	9	0	85	440	1361	0.77
	8:00 AM	4	51	13	0	68	32	30	12	0	74	24	71	25	0	120	19	39	2	0	60	322	1222	0.94
	8:15 AM	7	43	14	0	64	34	36	24	0	94	24	78	11	0	113	17	33	3	0	53	324	1195	0.92
	8:30 AM	3	30	24	0	57	32	31	16	0	79	23	52	15	0	90	16	27	6	0	49	275	1157	0.96
	8:45 AM	1	41	13	0	55	39	25	15	0	79	21	77	17	0	115	19	31	2	0	52	301	1160	0.96
	9:00 AM	8	36	19	0	63	35	26	15	0	76	17	64	27	0	108	15	24	9	0	48	295	1155	0.98
	9:15 AM	6	43	14	0	63	23	32	21	0	76	20	58	18	0	96	17	28	6	0	51	286		
	9:30 AM	4	47	11	0	62	23	22	16	0	61	24	54	22	0	100	19	29	7	0	55	278		
	9:45 AM	5	48	13	0	66	33	29	20	0	82	14	62	16	0	92	23	31	2	0	56	296		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	9	85	35	0	129	24	39	46	0	109	26	83	43	0	152	36	42	8	0	86	476	1915	0.94
	3:15 PM	2	75	35	0	112	36	45	32	0	113	19	82	20	0	121	34	42	3	0	79	425	1989	0.90
	3:30 PM	3	95	29	0	127	20	68	35	0	123	35	99	36	0	170	42	45	3	0	90	510	2051	0.93
	3:45 PM	8	88	23	0	119	31	48	35	0	114	21	120	57	0	198	30	38	5	0	73	504	2081	0.95
	4:00 PM	11	96	33	0	140	32	63	53	0	148	26	120	24	0	170	38	50	4	0	92	550	2089	0.95
	4:15 PM	5	107	36	0	148	25	36	52	0	113	24	103	27	0	154	29	37	6	0	72	487	2151	0.88
	4:30 PM	4	92	47	0	143	28	59	40	0	127	27	98	35	0	160	49	51	10	0	110	540	2162	0.88
	4:45 PM	4	99	47	0	150	40	62	29	0	131	32	96	21	0	149	42	36	4	0	82	512	2096	0.86
	5:00 PM	6	122	66	0	194	23	71	72	0	166	30	92	33	0	155	40	50	7	0	97	612	1974	0.81
	5:15 PM	2	98	26	0	126	39	66	46	0	151	29	78	32	0	139	36	43	3	0	82	498	1791	0.90
	5:30 PM	10	85	31	0	126	29	53	46	0	128	38	82	27	0	147	27	35	11	0	73	474	1627	0.86
	5:45 PM	4	78	25	0	107	25	44	28	0	97	30	77	21	0	128	16	38	4	0	58	390	1488	0.87
	6:00 PM	5	75	28	0	108	15	68	49	0	132	47	58	19	0	124	21	42	2	0	65	429	1402	0.82
	6:15 PM	3	65	14	0	82	18	59	21	0	98	28	62	21	0	111	15	24	4	0	43	334		
	6:30 PM	4	51	21	0	76	19	37	37	0	93	19	74	22	0	115	20	28	3	0	51	335		
	6:45 PM	3	53	20	0	76	16	37	14	0	67	18	65	25	0	108	21	26	6	0	53	304		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		139	2055	761	0	2955	892	1316	945	0	3153	928	2427	746	0	4101	798	1240	154	0	2192	12401		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) US 51					From East (←) IL 75					From South (↑) US 51					From West (→) IL 75					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	15	209	77	0	301	153	149	88	0	390	166	351	84	0	601	87	192	21	0	300	1592	0.90
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	16	411	186	0	613	130	258	187	0	575	118	364	121	0	603	167	180	24	0	371	2162	0.88

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, May 24, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

US 51 and IL 75

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) US 51					From East (←) IL 75					From South (↑) US 51					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	28	4	0	32	9	14	21	0	44	14	23	4	0	41	19	30	3	0	52	169	983
	6:15 AM	1	36	12	0	49	12	18	26	0	56	35	32	10	0	77	15	30	4	0	49	231	1165
	6:30 AM	0	37	14	0	51	14	16	16	0	46	39	52	12	0	103	13	50	2	0	65	265	1284
	6:45 AM	0	38	12	0	50	24	22	15	0	61	47	57	21	0	125	20	58	4	0	82	318	1389
	7:00 AM	8	48	9	0	65	29	41	24	0	94	43	68	13	0	124	18	45	5	0	68	351	1478
	7:15 AM	4	45	17	0	66	25	31	17	0	73	36	91	13	0	140	18	50	3	0	71	350	1422
	7:30 AM	1	54	22	0	77	29	24	17	0	70	37	95	27	0	159	18	42	4	0	64	370	1370
	7:45 AM	1	49	20	0	70	56	34	18	0	108	40	91	24	0	155	28	37	9	0	74	407	1249
	8:00 AM	4	48	10	0	62	29	27	10	0	66	20	68	24	0	112	18	35	2	0	55	295	1114
	8:15 AM	7	41	11	0	59	31	33	20	0	84	22	73	11	0	106	16	30	3	0	49	298	1073
	8:30 AM	3	29	21	0	53	29	30	14	0	73	17	46	14	0	77	14	26	6	0	46	249	1029
	8:45 AM	1	40	11	0	52	34	24	15	0	73	17	73	14	0	104	16	25	2	0	43	272	1026
	9:00 AM	8	31	15	0	54	28	23	11	0	62	11	60	24	0	95	12	22	9	0	43	254	1015
	9:15 AM	6	40	9	0	55	20	26	17	0	63	17	53	16	0	86	16	28	6	0	50	254	
	9:30 AM	4	45	8	0	57	20	20	11	0	51	20	49	21	0	90	18	24	6	0	48	246	
	9:45 AM	5	48	11	0	64	28	23	15	0	66	11	58	12	0	81	22	27	1	0	50	261	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	9	81	28	0	118	16	36	42	0	94	22	82	41	0	145	34	40	8	0	82	439	1818
	3:15 PM	2	74	29	0	105	32	42	32	0	106	16	81	19	0	116	31	42	3	0	76	403	1903
	3:30 PM	3	95	26	0	124	18	66	34	0	118	30	96	35	0	161	38	42	3	0	83	486	1966
	3:45 PM	8	87	22	0	117	27	48	33	0	108	21	116	57	0	194	29	37	5	0	71	490	2003
	4:00 PM	11	95	31	0	137	29	57	47	0	133	23	117	24	0	164	38	48	4	0	90	524	2010
	4:15 PM	5	105	35	0	145	23	33	48	0	104	24	99	27	0	150	28	34	5	0	67	466	2081
	4:30 PM	4	91	45	0	140	26	57	38	0	121	24	98	34	0	156	48	49	9	0	106	523	2104
	4:45 PM	4	99	46	0	149	38	60	26	0	124	29	96	21	0	146	42	32	4	0	78	497	2042
	5:00 PM	5	121	64	0	190	22	70	70	0	162	28	91	33	0	152	38	46	7	0	91	595	1922
	5:15 PM	2	96	26	0	124	38	64	44	0	146	28	78	31	0	137	36	43	3	0	82	489	1745
	5:30 PM	10	85	30	0	125	29	50	44	0	123	34	81	27	0	142	27	33	11	0	71	461	1587
	5:45 PM	4	77	21	0	102	24	43	25	0	92	29	77	20	0	126	16	37	4	0	57	377	1450
	6:00 PM	5	75	27	0	107	14	65	49	0	128	45	57	19	0	121	21	39	2	0	62	418	1369
	6:15 PM	3	65	13	0	81	17	58	21	0	96	28	62	21	0	111	15	24	4	0	43	331	
	6:30 PM	4	50	19	0	73	19	32	36	0	87	18	74	22	0	114	20	27	3	0	50	324	
	6:45 PM	3	53	17	0	73	16	35	14	0	65	18	64	25	0	107	21	24	6	0	51	296	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		135	2006	685	0	2826	805	1222	870	0	2897	843	2358	716	0	3917	763	1156	150	0	2069	11709	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓) US 51					From East (←) IL 75					From South (↑) US 51					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	14	196	68	0	278	139	130	76	0	345	156	345	77	0	578	82	174	21	0	277	1478
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	15	407	181	0	603	124	251	178	0	553	109	363	119	0	591	164	170	23	0	357	2104

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, May 24, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

US 51 and IL 75

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) US 51					From East (←) IL 75					From South (↑) US 51					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	1	1	0	2	1	3	0	0	4	0	0	0	0	0	1	2	0	0	3	9	69
	6:15 AM	0	2	2	0	4	2	3	1	0	6	6	1	1	0	8	2	2	0	0	4	22	88
	6:30 AM	1	1	0	0	2	4	4	3	0	11	1	3	0	0	4	0	3	0	0	3	20	94
	6:45 AM	1	0	2	0	3	2	1	1	0	4	4	3	0	0	7	0	4	0	0	4	18	99
	7:00 AM	1	2	1	0	4	3	7	6	0	16	2	0	3	0	5	0	3	0	0	3	28	114
	7:15 AM	0	5	2	0	7	3	5	1	0	9	3	2	2	0	7	1	4	0	0	5	28	113
	7:30 AM	0	3	3	0	6	5	4	3	0	12	2	1	0	0	3	1	3	0	0	4	25	111
	7:45 AM	0	3	3	0	6	3	3	2	0	8	3	3	2	0	8	3	8	0	0	11	33	112
	8:00 AM	0	3	3	0	6	3	3	2	0	8	4	3	1	0	8	1	4	0	0	5	27	108
	8:15 AM	0	2	3	0	5	3	3	4	0	10	2	5	0	0	7	1	3	0	0	4	26	122
	8:30 AM	0	1	3	0	4	3	1	2	0	6	6	6	1	0	13	2	1	0	0	3	26	128
	8:45 AM	0	1	2	0	3	5	1	0	0	6	4	4	3	0	11	3	6	0	0	9	29	134
	9:00 AM	0	5	4	0	9	7	3	4	0	14	6	4	3	0	13	3	2	0	0	5	41	140
	9:15 AM	0	3	5	0	8	3	6	4	0	13	3	5	2	0	10	1	0	0	0	1	32	
	9:30 AM	0	2	3	0	5	3	2	5	0	10	4	5	1	0	10	1	5	1	0	7	32	
	9:45 AM	0	0	2	0	2	5	6	5	0	16	3	4	4	0	11	1	4	1	0	6	35	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	4	7	0	11	8	3	4	0	15	4	1	2	0	7	2	2	0	0	4	37	97
	3:15 PM	0	1	6	0	7	4	3	0	0	7	3	1	1	0	5	3	0	0	0	3	22	86
	3:30 PM	0	0	3	0	3	2	2	1	0	5	5	3	1	0	9	4	3	0	0	7	24	85
	3:45 PM	0	1	1	0	2	4	0	2	0	6	0	4	0	0	4	1	1	0	0	2	14	78
	4:00 PM	0	1	2	0	3	3	6	6	0	15	3	3	0	0	6	0	2	0	0	2	26	79
	4:15 PM	0	2	1	0	3	2	3	4	0	9	0	4	0	0	4	1	3	1	0	5	21	70
	4:30 PM	0	1	2	0	3	2	2	2	0	6	3	0	1	0	4	1	2	1	0	4	17	58
	4:45 PM	0	0	1	0	1	2	2	3	0	7	3	0	0	0	3	0	4	0	0	4	15	54
	5:00 PM	1	1	2	0	4	1	1	2	0	4	2	1	0	0	3	2	4	0	0	6	17	52
	5:15 PM	0	2	0	0	2	1	2	2	0	5	1	0	1	0	2	0	0	0	0	0	9	46
	5:30 PM	0	0	1	0	1	0	3	2	0	5	4	1	0	0	5	0	2	0	0	2	13	40
	5:45 PM	0	1	4	0	5	1	1	3	0	5	1	0	1	0	2	0	1	0	0	1	13	38
	6:00 PM	0	0	1	0	1	1	3	0	0	4	2	1	0	0	3	0	3	0	0	3	11	33
	6:15 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
	6:30 PM	0	1	2	0	3	0	5	1	0	6	1	0	0	0	1	0	1	0	0	1	11	
	6:45 PM	0	0	3	0	3	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	8	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		4	49	76	0	129	87	94	75	0	256	85	69	30	0	184	35	84	4	0	123	692	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) US 51					From East (←) IL 75					From South (↑) US 51					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	1	13	9	0	23	14	19	12	0	45	10	6	7	0	23	5	18	0	0	23	114
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	4	5	0	10	6	7	9	0	22	9	1	2	0	12	3	10	1	0	14	58

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

Manchester Rd and IL 75

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, May 25, 2022		From North					From East					From South					From West					
	AM Peak Hour	Manchester Rd					IL 75					Manchester Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	1	0	0	1	0	69	2	0	71	5	0	6	0	11	5	109	0	0	114	197
	7:15 AM	1	2	2	0	5	3	81	3	0	87	6	2	8	0	16	3	105	1	0	109	217
	7:30 AM	0	0	2	0	2	1	79	2	0	82	3	3	7	0	13	5	106	0	0	111	208
	7:45 AM	0	0	1	0	1	1	97	2	0	100	4	2	6	0	12	3	85	0	0	88	201
	Peak Hour Volume	1	3	5	0	9	5	326	9	0	340	18	7	27	0	52	16	405	1	0	422	823
	Rounded Hourly Volume	0	5	5	0	10	5	325	10	0	340	20	5	25	0	50	15	405	0	0	420	820
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	11.1	0.0	1.8	5.6	0.0	0.0	0.0	1.9	0.0	2.7	100.0	0.0	2.8	2.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	6.9	6.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	8.6	11.1	0.0	8.5	5.6	0.0	0.0	0.0	1.9	0.0	9.9	100.0	0.0	9.7	8.6
	Peak Hour Factor (PHF)	0.25	0.37	0.62	0.00	0.45	0.42	0.84	0.75	0.00	0.85	0.75	0.58	0.84	0.00	0.81	0.80	0.93	0.25	0.00	0.93	0.95

N/A		From North					From East					From South					From West					
	MD Peak Hour	Manchester Rd					IL 75					Manchester Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, May 25, 2022		From North					From East					From South					From West					
	PM Peak Hour	Manchester Rd					IL 75					Manchester Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	4	130	4	0	138	5	1	3	0	9	8	120	1	0	129	276
	4:45 PM	2	1	0	0	3	1	124	10	0	135	2	2	8	0	12	5	90	0	0	95	245
	5:00 PM	0	1	0	0	1	4	132	6	0	142	1	1	2	0	4	13	119	1	0	133	280
	5:15 PM	0	3	2	0	5	1	126	9	0	136	7	1	6	0	14	10	107	0	0	117	272
	Peak Hour Volume	2	5	2	0	9	10	512	29	0	551	15	5	19	0	39	36	436	2	0	474	1073
	Rounded Hourly Volume	0	5	0	0	5	10	510	30	0	550	15	5	20	0	40	35	435	0	0	470	1065
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.8	1.4	0.0	0.0	1.5	1.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	2.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2.8	4.1	0.0	0.0	4.0	3.8
	Peak Hour Factor (PHF)	0.25	0.42	0.25	0.00	0.45	0.62	0.97	0.72	0.00	0.97	0.54	0.62	0.59	0.00	0.70	0.69	0.91	0.50	0.00	0.89	0.96

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Manchester Rd			IL 75			Manchester Rd			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Manchester Rd and IL 75

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	2	1	0	3	0	52	0	0	52	2	0	1	0	3	1	48	0	0	49	107	671	0.80
	6:15 AM	0	0	1	0	1	1	68	1	0	70	3	1	5	0	9	0	81	0	0	81	161	761	0.91
	6:30 AM	0	1	0	0	1	0	73	1	0	74	3	0	3	0	6	3	109	0	0	112	193	817	0.94
	6:45 AM	0	0	1	0	1	0	76	4	0	80	5	1	7	0	13	4	112	0	0	116	210	832	0.96
	7:00 AM	0	1	0	0	1	0	69	2	0	71	5	0	6	0	11	5	109	0	0	114	197	823	0.95
	7:15 AM	1	2	2	0	5	3	81	3	0	87	6	2	8	0	16	3	105	1	0	109	217	783	0.90
	7:30 AM	0	0	2	0	2	1	79	2	0	82	3	3	7	0	13	5	106	0	0	111	208	723	0.87
	7:45 AM	0	0	1	0	1	1	97	2	0	100	4	2	6	0	12	3	85	0	0	88	201	676	0.84
	8:00 AM	0	0	0	0	0	0	69	2	0	71	3	2	2	0	7	5	74	0	0	79	157	621	0.96
	8:15 AM	0	1	1	0	2	0	66	1	0	67	4	2	4	0	10	1	77	0	0	78	157	585	0.91
	8:30 AM	2	0	1	0	3	0	81	3	0	84	2	0	3	0	5	1	68	0	0	69	161	562	0.87
	8:45 AM	0	0	2	0	2	2	57	2	0	61	2	2	5	0	9	3	71	0	0	74	146	510	0.87
	9:00 AM	0	1	2	0	3	0	57	1	0	58	0	0	2	0	2	7	51	0	0	58	121	509	0.88
	9:15 AM	0	0	0	0	0	0	83	3	0	86	0	0	3	0	3	2	43	0	0	45	134		
	9:30 AM	0	2	0	0	2	1	62	1	0	64	1	0	2	0	3	4	36	0	0	40	109		
	9:45 AM	1	0	0	0	1	0	62	3	0	65	1	1	4	0	6	7	66	0	0	73	145		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	1	0	0	1	1	105	1	0	107	1	1	4	0	6	10	88	0	0	98	212	856	0.85
	3:15 PM	0	0	0	0	0	1	97	7	0	105	1	1	3	0	5	4	65	0	0	69	179	920	0.83
	3:30 PM	0	0	0	0	0	1	101	5	0	107	0	2	4	0	6	11	89	0	0	100	213	1001	0.91
	3:45 PM	0	1	0	0	1	0	107	7	0	114	6	4	4	0	14	12	110	1	0	123	252	1064	0.96
	4:00 PM	0	1	0	0	1	1	144	5	0	150	0	1	8	0	9	13	103	0	0	116	276	1057	0.96
	4:15 PM	0	2	0	0	2	2	118	11	0	131	7	0	4	0	11	16	100	0	0	116	260	1061	0.95
	4:30 PM	0	0	0	0	0	4	130	4	0	138	5	1	3	0	9	8	120	1	0	129	276	1073	0.96
	4:45 PM	2	1	0	0	3	1	124	10	0	135	2	2	8	0	12	5	90	0	0	95	245	1046	0.93
	5:00 PM	0	1	0	0	1	4	132	6	0	142	1	1	2	0	4	13	119	1	0	133	280	1011	0.90
	5:15 PM	0	3	2	0	5	1	126	9	0	136	7	1	6	0	14	10	107	0	0	117	272	971	0.89
	5:30 PM	0	0	1	0	1	1	122	7	0	130	3	0	7	0	10	9	98	1	0	108	249	894	0.90
	5:45 PM	1	0	0	0	1	0	102	4	0	106	1	0	8	0	9	6	88	0	0	94	210	812	0.85
	6:00 PM	0	0	0	0	0	1	136	6	0	143	1	0	1	0	2	7	88	0	0	95	240	751	0.78
	6:15 PM	0	0	0	0	0	3	103	2	0	108	1	1	1	0	3	1	83	0	0	84	195		
	6:30 PM	0	0	5	0	5	0	75	1	0	76	5	1	2	0	8	6	72	0	0	78	167		
	6:45 PM	0	0	1	0	1	1	68	4	0	73	1	3	6	0	10	13	51	1	0	65	149		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		7	20	23	0	50	31	2922	120	0	3073	86	35	139	0	260	198	2712	6	0	2916	6299		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	1	3	5	0	9	5	326	9	0	340	18	7	27	0	52	16	405	1	0	422	823	0.95
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	2	5	2	0	9	10	512	29	0	551	15	5	19	0	39	36	436	2	0	474	1073	0.96

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Manchester Rd and IL 75

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	2	0	0	2	0	45	0	0	45	2	0	1	0	3	1	44	0	0	45	95	616
	6:15 AM	0	0	1	0	1	1	60	1	0	62	3	1	5	0	9	0	77	0	0	77	149	698
	6:30 AM	0	1	0	0	1	0	64	1	0	65	2	0	3	0	5	3	103	0	0	106	177	748
	6:45 AM	0	0	1	0	1	0	67	4	0	71	5	1	7	0	13	4	106	0	0	110	195	762
	7:00 AM	0	1	0	0	1	0	61	1	0	62	5	0	6	0	11	5	98	0	0	103	177	752
	7:15 AM	1	2	2	0	5	3	74	3	0	80	5	2	8	0	15	3	96	0	0	99	199	715
	7:30 AM	0	0	2	0	2	1	73	2	0	76	3	3	7	0	13	5	95	0	0	100	191	650
	7:45 AM	0	0	1	0	1	1	90	2	0	93	4	2	6	0	12	3	76	0	0	79	185	593
	8:00 AM	0	0	0	0	0	0	61	2	0	63	3	2	2	0	7	5	65	0	0	70	140	543
	8:15 AM	0	0	1	0	1	0	53	1	0	54	4	2	4	0	10	1	68	0	0	69	134	503
	8:30 AM	2	0	1	0	3	0	69	3	0	72	2	0	3	0	5	1	53	0	0	54	134	482
	8:45 AM	0	0	2	0	2	2	51	2	0	55	2	2	5	0	9	3	66	0	0	69	135	441
	9:00 AM	0	1	2	0	3	0	48	1	0	49	0	0	1	0	1	6	41	0	0	47	100	422
	9:15 AM	0	0	0	0	0	0	67	3	0	70	0	0	3	0	3	2	38	0	0	40	113	
	9:30 AM	0	2	0	0	2	1	53	1	0	55	1	0	2	0	3	4	29	0	0	33	93	
	9:45 AM	1	0	0	0	1	0	44	3	0	47	1	1	4	0	6	6	56	0	0	62	116	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	1	0	0	1	1	95	1	0	97	1	1	4	0	6	10	80	0	0	90	194	783
	3:15 PM	0	0	0	0	0	1	86	7	0	94	0	1	3	0	4	4	58	0	0	62	160	846
	3:30 PM	0	0	0	0	0	1	94	5	0	100	0	2	3	0	5	11	78	0	0	89	194	927
	3:45 PM	0	1	0	0	1	0	101	7	0	108	6	4	4	0	14	12	99	1	0	112	235	993
	4:00 PM	0	1	0	0	1	1	131	4	0	136	0	1	8	0	9	13	98	0	0	111	257	996
	4:15 PM	0	2	0	0	2	2	107	11	0	120	7	0	4	0	11	15	93	0	0	108	241	1009
	4:30 PM	0	0	0	0	0	4	118	4	0	126	5	1	3	0	9	8	116	1	0	125	260	1032
	4:45 PM	2	1	0	0	3	1	120	10	0	131	2	2	8	0	12	5	87	0	0	92	238	1009
	5:00 PM	0	1	0	0	1	4	130	6	0	140	1	1	2	0	4	13	111	1	0	125	270	974
	5:15 PM	0	3	2	0	5	1	122	9	0	132	7	1	6	0	14	9	104	0	0	113	264	929
	5:30 PM	0	0	1	0	1	1	115	7	0	123	3	0	7	0	10	9	93	1	0	103	237	853
	5:45 PM	1	0	0	0	1	0	100	4	0	104	1	0	8	0	9	6	83	0	0	89	203	776
	6:00 PM	0	0	0	0	0	1	129	6	0	136	1	0	1	0	2	7	80	0	0	87	225	717
	6:15 PM	0	0	0	0	0	3	101	2	0	106	1	1	1	0	3	1	78	0	0	79	188	
	6:30 PM	0	0	5	0	5	0	72	1	0	73	5	1	2	0	8	6	68	0	0	74	160	
	6:45 PM	0	0	1	0	1	1	67	4	0	72	1	3	6	0	10	13	47	1	0	61	144	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		7	19	22	0	48	31	2668	118	0	2817	83	35	137	0	255	194	2484	5	0	2683	5803	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	1	3	5	0	9	5	298	8	0	311	17	7	27	0	51	16	365	0	0	381	752
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	2	5	2	0	9	10	490	29	0	529	15	5	19	0	39	35	418	2	0	455	1032

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

Manchester Rd and IL 75

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	12	55
	6:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12	63
	6:30 AM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	6	0	0	6	16	69
	6:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	15	70
	7:00 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	11	0	0	11	20	71
	7:15 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	9	1	0	10	18	68
	7:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17	73
	7:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16	83
	8:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	17	78
	8:15 AM	0	1	0	0	1	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	23	82
	8:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	27	80
	8:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11	69
	9:00 AM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	1	10	0	0	11	21	87
	9:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	5	0	0	5	21	
	9:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16	
	9:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	1	10	0	0	11	29	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	18	73
	3:15 PM	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	0	7	0	0	7	19	74
	3:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	11	0	0	11	19	74
	3:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17	71
	4:00 PM	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	5	0	0	5	19	61
	4:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	7	0	0	8	19	52
	4:30 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	4	0	0	4	16	41
	4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	37
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10	37
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8	42
	5:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12	41
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	36
	6:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15	34
	6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	
	6:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	1	0	2	0	254	2	0	256	3	0	2	0	5	4	228	1	0	233	496	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	28	1	0	29	1	0	0	0	1	0	40	1	0	41	71
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	18	0	0	19	41

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

Willowbrook Rd and IL 75

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, May 25, 2022		From North					From East					From South					From West					
	AM Peak Hour	Willowbrook Rd					IL 75					Willowbrook Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	17	9	28	0	54	13	49	11	0	73	32	19	3	0	54	6	76	28	0	110	291
	7:15 AM	14	8	25	0	47	16	74	19	0	109	31	14	6	0	51	4	85	27	0	116	323
	7:30 AM	17	23	19	0	59	19	59	14	0	92	38	25	8	0	71	10	69	17	0	96	318
	7:45 AM	13	9	19	0	41	16	72	19	0	107	33	25	8	0	66	5	62	35	0	102	316
	Peak Hour Volume	61	49	91	0	201	64	254	63	0	381	134	83	25	0	242	25	292	107	0	424	1248
	Rounded Hourly Volume	60	50	90	0	200	65	255	65	0	385	135	85	25	0	245	25	290	105	0	420	1250
	% Single Unit Trucks	4.9	4.1	4.4	0.0	4.5	9.4	3.5	1.6	0.0	4.2	2.2	2.4	4.0	0.0	2.5	12.0	1.7	0.9	0.0	2.1	3.2
	% Heavy Trucks	4.9	4.1	64.8	0.0	31.8	43.7	7.9	19.0	0.0	15.7	10.4	0.0	4.0	0.0	6.2	20.0	7.5	1.9	0.0	6.8	13.5
	% Trucks (Total)	9.8	8.2	69.2	0.0	36.3	53.1	11.4	20.6	0.0	19.9	12.7	2.4	8.0	0.0	8.7	32.0	9.2	2.8	0.0	9.0	16.7
	Peak Hour Factor (PHF)	0.90	0.53	0.81	0.00	0.85	0.84	0.86	0.83	0.00	0.87	0.88	0.83	0.78	0.00	0.85	0.62	0.86	0.76	0.00	0.91	0.97

N/A		From North					From East					From South					From West					
	MD Peak Hour	Willowbrook Rd					IL 75					Willowbrook Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, May 25, 2022		From North					From East					From South					From West					
	PM Peak Hour	Willowbrook Rd					IL 75					Willowbrook Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	30	21	31	0	82	27	104	37	0	168	35	35	14	0	84	15	99	16	0	130	464
	4:45 PM	31	22	18	0	71	23	109	36	0	168	26	31	9	0	66	12	72	14	0	98	403
	5:00 PM	43	27	23	0	93	30	86	46	0	162	28	21	10	0	59	18	73	16	0	107	421
	5:15 PM	35	21	19	0	75	33	89	41	0	163	30	22	13	0	65	16	76	23	0	115	418
	Peak Hour Volume	139	91	91	0	321	113	388	160	0	661	119	109	46	0	274	61	320	69	0	450	1706
	Rounded Hourly Volume	140	90	90	0	320	115	390	160	0	665	120	110	45	0	275	60	320	70	0	450	1710
	% Single Unit Trucks	2.9	1.1	5.5	0.0	3.1	4.4	0.8	1.2	0.0	1.5	1.7	0.9	2.2	0.0	1.5	0.0	1.6	1.4	0.0	1.3	1.8
	% Heavy Trucks	1.4	3.3	47.3	0.0	15.0	59.3	2.8	13.7	0.0	15.1	10.9	0.9	2.2	0.0	5.5	1.6	3.1	2.9	0.0	2.9	10.3
	% Trucks (Total)	4.3	4.4	52.7	0.0	18.1	63.7	3.6	15.0	0.0	16.6	12.6	1.8	4.3	0.0	6.9	1.6	4.7	4.3	0.0	4.2	12.1
	Peak Hour Factor (PHF)	0.81	0.84	0.73	0.00	0.86	0.86	0.89	0.87	0.00	0.98	0.85	0.78	0.82	0.00	0.82	0.85	0.81	0.75	0.00	0.87	0.92

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Willowbrook Rd			IL 75			Willowbrook Rd			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Willowbrook Rd and IL 75

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Willowbrook Rd					From East (←) IL 75					From South (↑) Willowbrook Rd					From West (→) IL 75					15-Min	Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	25	9	18	0	52	12	27	9	0	48	19	11	0	0	30	4	32	11	0	47	177	1024	0.82
	6:15 AM	21	6	21	0	48	22	37	12	0	71	24	6	7	0	37	2	65	12	0	79	235	1138	0.91
	6:30 AM	22	12	20	0	54	20	52	5	0	77	32	15	3	0	50	7	88	24	0	119	300	1226	0.95
	6:45 AM	14	10	24	0	48	22	59	10	0	91	27	26	8	0	61	5	81	26	0	112	312	1244	0.96
	7:00 AM	17	9	28	0	54	13	49	11	0	73	32	19	3	0	54	6	76	28	0	110	291	1248	0.97
	7:15 AM	14	8	25	0	47	16	74	19	0	109	31	14	6	0	51	4	85	27	0	116	323	1240	0.96
	7:30 AM	17	23	19	0	59	19	59	14	0	92	38	25	8	0	71	10	69	17	0	96	318	1219	0.96
	7:45 AM	13	9	19	0	41	16	72	19	0	107	33	25	8	0	66	5	62	35	0	102	316	1177	0.93
	8:00 AM	20	12	23	0	55	25	47	26	0	98	36	14	11	0	61	4	49	16	0	69	283	1111	0.92
	8:15 AM	15	15	26	0	56	23	46	24	0	93	34	19	5	0	58	7	64	24	0	95	302	1062	0.88
	8:30 AM	25	17	29	0	71	10	50	25	0	85	36	22	7	0	65	2	43	10	0	55	276	1034	0.94
	8:45 AM	13	14	15	0	42	16	42	18	0	76	27	19	8	0	54	11	50	17	0	78	250	1002	0.91
	9:00 AM	11	16	22	0	49	19	39	35	0	93	25	11	5	0	41	10	36	5	0	51	234	1027	0.93
	9:15 AM	16	13	25	0	54	30	48	27	0	105	30	21	13	0	64	2	41	8	0	51	274		
	9:30 AM	16	14	17	0	47	22	50	33	0	105	30	19	8	0	57	6	21	8	0	35	244		
	9:45 AM	13	9	27	0	49	33	50	19	0	102	35	16	2	0	53	8	48	15	0	71	275		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	43	30	35	0	108	26	58	40	0	124	45	27	7	0	79	8	61	23	0	92	403	1480	0.92
	3:15 PM	25	36	23	0	84	30	61	28	0	119	35	26	2	0	63	6	44	8	0	58	324	1526	0.85
	3:30 PM	27	34	23	0	84	30	57	26	0	113	33	24	12	0	69	14	56	19	0	89	355	1586	0.88
	3:45 PM	27	27	25	0	79	22	84	40	0	146	34	19	12	0	65	16	75	17	0	108	398	1695	0.91
	4:00 PM	41	37	11	0	89	37	99	38	0	174	47	21	12	0	80	15	73	18	0	106	449	1700	0.92
	4:15 PM	23	24	37	0	84	24	91	23	0	138	37	17	10	0	64	11	72	15	0	98	384	1672	0.90
	4:30 PM	30	21	31	0	82	27	104	37	0	168	35	35	14	0	84	15	99	16	0	130	464	1706	0.92
	4:45 PM	31	22	18	0	71	23	109	36	0	168	26	31	9	0	66	12	72	14	0	98	403	1650	0.98
	5:00 PM	43	27	23	0	93	30	86	46	0	162	28	21	10	0	59	18	73	16	0	107	421	1611	0.96
	5:15 PM	35	21	19	0	75	33	89	41	0	163	30	22	13	0	65	16	76	23	0	115	418	1584	0.95
	5:30 PM	33	23	18	0	74	25	88	48	0	161	37	18	9	0	64	10	82	17	0	109	408	1501	0.92
	5:45 PM	22	27	17	0	66	29	72	39	0	140	36	18	13	0	67	4	74	13	0	91	364	1379	0.88
	6:00 PM	38	15	28	0	81	24	93	34	0	151	35	27	11	0	73	14	55	20	0	89	394	1262	0.80
	6:15 PM	18	20	11	0	49	24	76	37	0	137	36	22	14	0	72	6	54	17	0	77	335		
	6:30 PM	16	17	20	0	53	18	54	29	0	101	34	15	1	0	50	14	45	23	0	82	286		
	6:45 PM	19	17	6	0	42	32	41	25	0	98	21	17	13	0	51	8	36	12	0	56	247		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		743	594	703	0	2040	752	2063	873	0	3688	1038	642	264	0	1944	280	1957	554	0	2791	10463		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Willowbrook Rd					From East (←) IL 75					From South (↑) Willowbrook Rd					From West (→) IL 75					Total Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	61	49	91	0	201	64	254	63	0	381	134	83	25	0	242	25	292	107	0	424	1248	0.97
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	139	91	91	0	321	113	388	160	0	661	119	109	46	0	274	61	320	69	0	450	1706	0.92

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Willowbrook Rd and IL 75

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Willowbrook Rd					From East (←) IL 75					From South (↑) Willowbrook Rd					From West (→) IL 75					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	24	9	6	0	39	3	22	4	0	29	15	10	0	0	25	4	27	11	0	42	135	822
	6:15 AM	20	6	3	0	29	9	30	11	0	50	18	6	7	0	31	1	61	12	0	74	184	915
	6:30 AM	21	12	4	0	37	8	44	3	0	55	29	15	1	0	45	6	81	24	0	111	248	1000
	6:45 AM	13	10	4	0	27	11	53	6	0	70	21	24	6	0	51	5	76	26	0	107	255	1023
	7:00 AM	13	8	4	0	25	4	42	9	0	55	27	18	3	0	48	5	67	28	0	100	228	1040
	7:15 AM	12	7	10	0	29	6	66	13	0	85	27	14	6	0	47	3	80	25	0	108	269	1042
	7:30 AM	17	21	7	0	45	11	54	12	0	77	33	24	7	0	64	5	63	17	0	85	271	1013
	7:45 AM	13	9	7	0	29	9	63	16	0	88	30	25	7	0	62	4	55	34	0	93	272	963
	8:00 AM	16	12	14	0	42	15	43	22	0	80	24	14	11	0	49	2	44	13	0	59	230	900
	8:15 AM	13	14	8	0	35	12	34	18	0	64	32	18	5	0	55	7	56	23	0	86	240	842
	8:30 AM	22	16	12	0	50	6	42	23	0	71	30	20	6	0	56	2	33	9	0	44	221	799
	8:45 AM	13	14	9	0	36	7	36	13	0	56	22	18	8	0	48	10	44	15	0	69	209	760
	9:00 AM	10	16	10	0	36	2	31	24	0	57	20	11	5	0	36	10	29	4	0	43	172	748
	9:15 AM	14	13	6	0	33	14	37	17	0	68	20	20	11	0	51	2	35	8	0	45	197	
	9:30 AM	15	13	3	0	31	8	41	28	0	77	24	16	7	0	47	5	16	6	0	27	182	
	9:45 AM	10	8	5	0	23	15	36	13	0	64	30	15	2	0	47	7	42	14	0	63	197	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	40	29	17	0	86	13	51	33	0	97	42	27	7	0	76	8	53	23	0	84	343	1245
	3:15 PM	22	36	3	0	61	15	53	26	0	94	30	24	2	0	56	5	40	8	0	53	264	1286
	3:30 PM	27	33	10	0	70	14	54	23	0	91	30	21	11	0	62	13	46	17	0	76	299	1342
	3:45 PM	26	25	13	0	64	9	78	34	0	121	28	19	12	0	59	14	66	15	0	95	339	1448
	4:00 PM	40	35	4	0	79	11	88	33	0	132	40	21	11	0	72	15	69	17	0	101	384	1466
	4:15 PM	22	24	12	0	58	12	81	19	0	112	32	17	10	0	59	11	67	13	0	91	320	1450
	4:30 PM	28	20	14	0	62	12	96	34	0	142	29	34	12	0	75	14	96	16	0	126	405	1500
	4:45 PM	30	22	3	0	55	6	106	33	0	145	24	30	9	0	63	12	68	14	0	94	357	1446
	5:00 PM	41	25	13	0	79	10	86	35	0	131	26	21	10	0	57	18	69	14	0	101	368	1407
	5:15 PM	34	20	13	0	67	13	86	34	0	133	25	22	13	0	60	16	72	22	0	110	370	1381
	5:30 PM	31	22	6	0	59	9	82	43	0	134	27	18	9	0	54	9	79	16	0	104	351	1309
	5:45 PM	22	26	5	0	53	15	69	34	0	118	31	18	13	0	62	4	69	12	0	85	318	1196
	6:00 PM	38	15	12	0	65	14	87	28	0	129	30	27	10	0	67	14	47	20	0	81	342	1092
	6:15 PM	18	19	4	0	41	6	75	35	0	116	32	22	13	0	67	6	51	17	0	74	298	
	6:30 PM	15	17	3	0	35	3	52	26	0	81	31	14	1	0	46	12	41	23	0	76	238	
	6:45 PM	19	17	4	0	40	11	40	24	0	75	17	17	13	0	47	8	33	11	0	52	214	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		699	573	248	0	1520	313	1858	726	0	2897	876	620	248	0	1744	257	1775	527	0	2559	8720	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Willowbrook Rd					From East (←) IL 75					From South (↑) Willowbrook Rd					From West (→) IL 75					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	55	45	28	0	128	30	225	50	0	305	117	81	23	0	221	17	265	104	0	386	1040
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	133	87	43	0	263	41	374	136	0	551	104	107	44	0	255	60	305	66	0	431	1500

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, May 25, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

Willowbrook Rd and IL 75

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Willowbrook Rd					From East (←) IL 75					From South (↑) Willowbrook Rd					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	1	0	12	0	13	9	5	5	0	19	4	1	0	0	5	0	5	0	0	5	42	202
	6:15 AM	1	0	18	0	19	13	7	1	0	21	6	0	0	0	6	1	4	0	0	5	51	223
	6:30 AM	1	0	16	0	17	12	8	2	0	22	3	0	2	0	5	1	7	0	0	8	52	226
	6:45 AM	1	0	20	0	21	11	6	4	0	21	6	2	2	0	10	0	5	0	0	5	57	221
	7:00 AM	4	1	24	0	29	9	7	2	0	18	5	1	0	0	6	1	9	0	0	10	63	208
	7:15 AM	2	1	15	0	18	10	8	6	0	24	4	0	0	0	4	1	5	2	0	8	54	198
	7:30 AM	0	2	12	0	14	8	5	2	0	15	5	1	1	0	7	5	6	0	0	11	47	206
	7:45 AM	0	0	12	0	12	7	9	3	0	19	3	0	1	0	4	1	7	1	0	9	44	214
	8:00 AM	4	0	9	0	13	10	4	4	0	18	12	0	0	0	12	2	5	3	0	10	53	211
	8:15 AM	2	1	18	0	21	11	12	6	0	29	2	1	0	0	3	0	8	1	0	9	62	220
	8:30 AM	3	1	17	0	21	4	8	2	0	14	6	2	1	0	9	0	10	1	0	11	55	235
	8:45 AM	0	0	6	0	6	9	6	5	0	20	5	1	0	0	6	1	6	2	0	9	41	242
	9:00 AM	1	0	12	0	13	17	8	11	0	36	5	0	0	0	5	0	7	1	0	8	62	279
	9:15 AM	2	0	19	0	21	16	11	10	0	37	10	1	2	0	13	0	6	0	0	6	77	
	9:30 AM	1	1	14	0	16	14	9	5	0	28	6	3	1	0	10	1	5	2	0	8	62	
	9:45 AM	3	1	22	0	26	18	14	6	0	38	5	1	0	0	6	1	6	1	0	8	78	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	3	1	18	0	22	13	7	7	0	27	3	0	0	0	3	0	8	0	0	8	60	235
	3:15 PM	3	0	20	0	23	15	8	2	0	25	5	2	0	0	7	1	4	0	0	5	60	240
	3:30 PM	0	1	13	0	14	16	3	3	0	22	3	3	1	0	7	1	10	2	0	13	56	244
	3:45 PM	1	2	12	0	15	13	6	6	0	25	6	0	0	0	6	2	9	2	0	13	59	247
	4:00 PM	1	2	7	0	10	26	11	5	0	42	7	0	1	0	8	0	4	1	0	5	65	234
	4:15 PM	1	0	25	0	26	12	10	4	0	26	5	0	0	0	5	0	5	2	0	7	64	222
	4:30 PM	2	1	17	0	20	15	8	3	0	26	6	1	2	0	9	1	3	0	0	4	59	206
	4:45 PM	1	0	15	0	16	17	3	3	0	23	2	1	0	0	3	0	4	0	0	4	46	204
	5:00 PM	2	2	10	0	14	20	0	11	0	31	2	0	0	0	2	0	4	2	0	6	53	204
	5:15 PM	1	1	6	0	8	20	3	7	0	30	5	0	0	0	5	0	4	1	0	5	48	203
	5:30 PM	2	1	12	0	15	16	6	5	0	27	10	0	0	0	10	1	3	1	0	5	57	192
	5:45 PM	0	1	12	0	13	14	3	5	0	22	5	0	0	0	5	0	5	1	0	6	46	183
	6:00 PM	0	0	16	0	16	10	6	6	0	22	5	0	1	0	6	0	8	0	0	8	52	170
	6:15 PM	0	1	7	0	8	18	1	2	0	21	4	0	1	0	5	0	3	0	0	3	37	
	6:30 PM	1	0	17	0	18	15	2	3	0	20	3	1	0	0	4	2	4	0	0	6	48	
	6:45 PM	0	0	2	0	2	21	1	1	0	23	4	0	0	0	4	0	3	1	0	4	33	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		44	21	455	0	520	439	205	147	0	791	162	22	16	0	200	23	182	27	0	232	1743	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) Willowbrook Rd					From East (←) IL 75					From South (↑) Willowbrook Rd					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	6	4	63	0	73	34	29	13	0	76	17	2	2	0	21	8	27	3	0	38	208
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	6	4	48	0	58	72	14	24	0	110	15	2	2	0	19	1	15	3	0	19	206

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

I-39/90 SB Ramps and IL 75

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, May 26, 2022		From North					From East					From South					From West					
	AM Peak Hour	I-39/90 SB Ramps					IL 75					I-39/90 SB Ramps					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	36	0	2	0	38	0	48	26	0	74	0	0	0	0	0	41	99	0	0	140	252
	7:15 AM	40	0	0	0	40	0	65	14	0	79	0	0	0	0	0	37	118	0	0	155	274
	7:30 AM	40	0	4	0	44	0	70	18	0	88	0	0	0	0	0	50	78	0	0	128	260
	7:45 AM	54	0	1	0	55	0	84	15	0	99	0	0	0	0	0	28	94	0	0	122	276
	Peak Hour Volume	170	0	7	0	177	0	267	73	0	340	0	0	0	0	0	156	389	0	0	545	1062
	Rounded Hourly Volume	170	0	5	0	175	0	265	75	0	340	0	0	0	0	0	155	390	0	0	545	1060
	% Single Unit Trucks	2.9	0.0	0.0	0.0	2.8	0.0	2.2	4.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.6	2.1	0.0	0.0	2.2	2.4
	% Heavy Trucks	18.8	0.0	42.9	0.0	19.8	0.0	17.2	13.7	0.0	16.5	0.0	0.0	0.0	0.0	0.0	30.8	14.9	0.0	0.0	19.4	18.5
	% Trucks (Total)	21.8	0.0	42.9	0.0	22.6	0.0	19.5	17.8	0.0	19.1	0.0	0.0	0.0	0.0	0.0	33.3	17.0	0.0	0.0	21.7	21.0
	Peak Hour Factor (PHF)	0.79	0.00	0.44	0.00	0.80	0.00	0.79	0.70	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.78	0.82	0.00	0.00	0.88	0.96

N/A		From North					From East					From South					From West					
	MD Peak Hour	I-39/90 SB Ramps					IL 75					I-39/90 SB Ramps					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, May 26, 2022		From North					From East					From South					From West					
	PM Peak Hour	I-39/90 SB Ramps					IL 75					I-39/90 SB Ramps					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	101	0	5	0	106	0	72	19	0	91	0	0	0	0	0	53	95	0	0	148	345
	4:45 PM	90	0	12	0	102	0	77	19	0	96	0	0	0	0	0	40	91	0	0	131	329
	5:00 PM	82	0	7	0	89	0	71	26	0	97	0	0	0	0	0	49	107	0	0	156	342
	5:15 PM	86	0	9	0	95	0	78	15	0	93	0	0	0	0	0	47	102	0	0	149	337
	Peak Hour Volume	359	0	33	0	392	0	298	79	0	377	0	0	0	0	0	189	395	0	0	584	1353
	Rounded Hourly Volume	360	0	35	0	395	0	300	80	0	380	0	0	0	0	0	190	395	0	0	585	1360
	% Single Unit Trucks	1.9	0.0	6.1	0.0	2.3	0.0	2.7	2.5	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.1	1.8	0.0	0.0	1.9	2.2
	% Heavy Trucks	14.5	0.0	3.0	0.0	13.5	0.0	13.8	12.7	0.0	13.5	0.0	0.0	0.0	0.0	0.0	15.9	9.9	0.0	0.0	11.8	12.8
	% Trucks (Total)	16.4	0.0	9.1	0.0	15.8	0.0	16.4	15.2	0.0	16.2	0.0	0.0	0.0	0.0	0.0	18.0	11.6	0.0	0.0	13.7	15.0
	Peak Hour Factor (PHF)	0.89	0.00	0.69	0.00	0.92	0.00	0.96	0.76	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.89	0.92	0.00	0.00	0.94	0.98

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I-39/90 SB Ramps			IL 75			I-39/90 SB Ramps			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

I-39/90 SB Ramps and IL 75

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) I-39/90 SB Ramps					From East (←) IL 75					From South (↑) I-39/90 SB Ramps					From West (→) IL 75					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	23	0	6	0	29	0	31	15	0	46	0	0	0	0	0	27	56	0	0	83	158	784	0.88
	6:15 AM	28	0	3	0	31	0	41	17	0	58	0	0	0	0	0	28	62	0	0	90	179	878	0.87
	6:30 AM	30	1	3	0	34	0	33	12	0	45	0	0	0	0	0	47	98	0	0	145	224	973	0.89
	6:45 AM	31	0	4	0	35	0	49	15	0	64	0	0	0	0	0	27	97	0	0	124	223	1009	0.92
	7:00 AM	36	0	2	0	38	0	48	26	0	74	0	0	0	0	0	41	99	0	0	140	252	1062	0.96
	7:15 AM	40	0	0	0	40	0	65	14	0	79	0	0	0	0	0	37	118	0	0	155	274	1035	0.94
	7:30 AM	40	0	4	0	44	0	70	18	0	88	0	0	0	0	0	50	78	0	0	128	260	988	0.89
	7:45 AM	54	0	1	0	55	0	84	15	0	99	0	0	0	0	0	28	94	0	0	122	276	983	0.89
	8:00 AM	49	0	2	0	51	0	55	17	0	72	0	0	0	0	0	28	74	0	0	102	225	922	0.90
	8:15 AM	40	0	3	0	43	0	41	5	0	46	0	0	0	0	0	37	101	0	0	138	227	896	0.88
	8:30 AM	79	0	7	0	86	0	43	13	0	56	0	0	0	0	0	42	71	0	0	113	255	897	0.88
	8:45 AM	52	0	5	0	57	0	46	11	0	57	0	0	0	0	0	30	71	0	0	101	215	849	0.93
	9:00 AM	54	1	4	0	59	0	39	8	0	47	0	0	0	0	0	35	58	0	0	93	199	857	0.94
	9:15 AM	56	0	6	0	62	0	54	16	0	70	1	0	0	0	1	32	63	0	0	95	228		
	9:30 AM	44	0	7	0	51	0	40	18	0	58	0	0	0	0	0	24	74	0	0	98	207		
	9:45 AM	67	0	7	0	74	0	40	12	0	52	0	0	0	0	0	30	67	0	0	97	223		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	86	0	7	0	93	0	66	18	0	84	0	0	0	0	0	47	73	0	0	120	297	1168	0.96
	3:15 PM	69	0	12	0	81	0	76	23	0	99	0	0	0	0	0	46	66	0	0	112	292	1205	0.90
	3:30 PM	67	0	7	0	74	0	77	27	0	104	0	0	0	0	0	30	66	0	0	96	274	1227	0.92
	3:45 PM	88	0	9	0	97	0	63	20	0	83	0	0	0	0	0	37	88	0	0	125	305	1298	0.94
	4:00 PM	80	0	8	0	88	0	83	19	0	102	0	0	0	0	0	57	87	0	0	144	334	1322	0.96
	4:15 PM	78	0	10	0	88	0	75	15	0	90	0	0	0	0	0	42	94	0	0	136	314	1330	0.96
	4:30 PM	101	0	5	0	106	0	72	19	0	91	0	0	0	0	0	53	95	0	0	148	345	1353	0.98
	4:45 PM	90	0	12	0	102	0	77	19	0	96	0	0	0	0	0	40	91	0	0	131	329	1330	0.97
	5:00 PM	82	0	7	0	89	0	71	26	0	97	0	0	0	0	0	49	107	0	0	156	342	1303	0.95
	5:15 PM	86	0	9	0	95	0	78	15	0	93	0	0	0	0	0	47	102	0	0	149	337	1288	0.96
	5:30 PM	77	0	14	0	91	0	85	23	0	108	0	0	0	0	0	37	86	0	0	123	322	1227	0.94
	5:45 PM	89	0	8	0	97	0	56	11	0	67	0	0	0	0	0	38	100	0	0	138	302	1105	0.84
	6:00 PM	67	1	4	0	72	0	82	45	0	127	0	0	0	0	0	39	89	0	0	128	327	1023	0.78
	6:15 PM	85	0	4	0	89	0	58	18	0	76	0	0	0	0	0	36	75	0	0	111	276		
	6:30 PM	67	0	6	0	73	0	33	12	0	45	0	0	0	0	0	24	58	0	0	82	200		
	6:45 PM	66	0	8	0	74	0	42	14	0	56	0	0	0	0	0	28	62	0	0	90	220		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2001	3	194	0	2198	0	1873	556	0	2429	1	0	0	0	1	1193	2620	0	0	3813	8441		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) I-39/90 SB Ramps					From East (←) IL 75					From South (↑) I-39/90 SB Ramps					From West (→) IL 75					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	170	0	7	0	177	0	267	73	0	340	0	0	0	0	0	156	389	0	0	545	1062	0.96
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	359	0	33	0	392	0	298	79	0	377	0	0	0	0	0	189	395	0	0	584	1353	0.98

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

I-39/90 SB Ramps and IL 75

15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) I-39/90 SB Ramps					From East (←) IL 75					From South (↑) I-39/90 SB Ramps					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	15	0	2	0	17	0	25	13	0	38	0	0	0	0	0	21	39	0	0	60	115	617
	6:15 AM	22	0	1	0	23	0	37	13	0	50	0	0	0	0	0	19	51	0	0	70	143	703
	6:30 AM	23	0	3	0	26	0	25	9	0	34	0	0	0	0	0	31	90	0	0	121	181	776
	6:45 AM	20	0	3	0	23	0	39	13	0	52	0	0	0	0	0	19	84	0	0	103	178	798
	7:00 AM	23	0	1	0	24	0	40	24	0	64	0	0	0	0	0	28	85	0	0	113	201	839
	7:15 AM	30	0	0	0	30	0	54	11	0	65	0	0	0	0	0	25	96	0	0	121	216	805
	7:30 AM	32	0	3	0	35	0	55	16	0	71	0	0	0	0	0	33	64	0	0	97	203	764
	7:45 AM	48	0	0	0	48	0	66	9	0	75	0	0	0	0	0	18	78	0	0	96	219	754
	8:00 AM	34	0	1	0	35	0	41	14	0	55	0	0	0	0	0	24	53	0	0	77	167	702
	8:15 AM	32	0	1	0	33	0	30	4	0	34	0	0	0	0	0	28	80	0	0	108	175	671
	8:30 AM	66	0	4	0	70	0	33	9	0	42	0	0	0	0	0	28	53	0	0	81	193	676
	8:45 AM	41	0	3	0	44	0	36	10	0	46	0	0	0	0	0	20	57	0	0	77	167	638
	9:00 AM	36	0	3	0	39	0	29	6	0	35	0	0	0	0	0	15	47	0	0	62	136	629
	9:15 AM	48	0	5	0	53	0	43	11	0	54	1	0	0	0	1	20	52	0	0	72	180	
	9:30 AM	36	0	5	0	41	0	28	12	0	40	0	0	0	0	0	15	59	0	0	74	155	
	9:45 AM	48	0	4	0	52	0	26	6	0	32	0	0	0	0	0	19	55	0	0	74	158	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	66	0	5	0	71	0	49	16	0	65	0	0	0	0	0	33	64	0	0	97	233	948
	3:15 PM	58	0	9	0	67	0	62	18	0	80	0	0	0	0	0	30	54	0	0	84	231	998
	3:30 PM	52	0	7	0	59	0	64	24	0	88	0	0	0	0	0	21	57	0	0	78	225	1023
	3:45 PM	77	0	8	0	85	0	54	14	0	68	0	0	0	0	0	31	75	0	0	106	259	1091
	4:00 PM	68	0	5	0	73	0	71	18	0	89	0	0	0	0	0	44	77	0	0	121	283	1111
	4:15 PM	64	0	8	0	72	0	60	11	0	71	0	0	0	0	0	34	79	0	0	113	256	1125
	4:30 PM	85	0	4	0	89	0	59	16	0	75	0	0	0	0	0	44	85	0	0	129	293	1150
	4:45 PM	76	0	12	0	88	0	64	17	0	81	0	0	0	0	0	33	77	0	0	110	279	1132
	5:00 PM	66	0	6	0	72	0	64	23	0	87	0	0	0	0	0	41	97	0	0	138	297	1104
	5:15 PM	73	0	8	0	81	0	62	11	0	73	0	0	0	0	0	37	90	0	0	127	281	1090
	5:30 PM	66	0	12	0	78	0	74	19	0	93	0	0	0	0	0	26	78	0	0	104	275	1050
	5:45 PM	75	0	6	0	81	0	42	11	0	53	0	0	0	0	0	28	89	0	0	117	251	940
	6:00 PM	52	0	2	0	54	0	69	45	0	114	0	0	0	0	0	32	83	0	0	115	283	878
	6:15 PM	72	0	4	0	76	0	52	16	0	68	0	0	0	0	0	29	68	0	0	97	241	
	6:30 PM	51	0	6	0	57	0	25	10	0	35	0	0	0	0	0	22	51	0	0	73	165	
	6:45 PM	57	0	7	0	64	0	32	11	0	43	0	0	0	0	0	24	58	0	0	82	189	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1612	0	148	0	1760	0	1510	460	0	1970	1	0	0	0	1	872	2225	0	0	3097	6828	

Peak Hour Automobile Volume Summary

	Hourly Time Period Start Time	From North (↓) I-39/90 SB Ramps					From East (←) IL 75					From South (↑) I-39/90 SB Ramps					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	133	0	4	0	137	0	215	60	0	275	0	0	0	0	0	104	323	0	0	427	839
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	300	0	30	0	330	0	249	67	0	316	0	0	0	0	0	155	349	0	0	504	1150

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

I-39/90 SB Ramps and IL 75

15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North (↓) I-39/90 SB Ramps					From East (←) IL 75					From South (↑) I-39/90 SB Ramps					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	8	0	4	0	12	0	6	2	0	8	0	0	0	0	0	6	17	0	0	23	43	167
	6:15 AM	6	0	2	0	8	0	4	4	0	8	0	0	0	0	0	9	11	0	0	20	36	175
	6:30 AM	7	1	0	0	8	0	8	3	0	11	0	0	0	0	0	16	8	0	0	24	43	197
	6:45 AM	11	0	1	0	12	0	10	2	0	12	0	0	0	0	0	8	13	0	0	21	45	211
	7:00 AM	13	0	1	0	14	0	8	2	0	10	0	0	0	0	0	13	14	0	0	27	51	223
	7:15 AM	10	0	0	0	10	0	11	3	0	14	0	0	0	0	0	12	22	0	0	34	58	230
	7:30 AM	8	0	1	0	9	0	15	2	0	17	0	0	0	0	0	17	14	0	0	31	57	224
	7:45 AM	6	0	1	0	7	0	18	6	0	24	0	0	0	0	0	10	16	0	0	26	57	229
	8:00 AM	15	0	1	0	16	0	14	3	0	17	0	0	0	0	0	4	21	0	0	25	58	220
	8:15 AM	8	0	2	0	10	0	11	1	0	12	0	0	0	0	0	9	21	0	0	30	52	225
	8:30 AM	13	0	3	0	16	0	10	4	0	14	0	0	0	0	0	14	18	0	0	32	62	221
	8:45 AM	11	0	2	0	13	0	10	1	0	11	0	0	0	0	0	10	14	0	0	24	48	211
	9:00 AM	18	1	1	0	20	0	10	2	0	12	0	0	0	0	0	20	11	0	0	31	63	228
	9:15 AM	8	0	1	0	9	0	11	5	0	16	0	0	0	0	0	12	11	0	0	23	48	
	9:30 AM	8	0	2	0	10	0	12	6	0	18	0	0	0	0	0	9	15	0	0	24	52	
	9:45 AM	19	0	3	0	22	0	14	6	0	20	0	0	0	0	0	11	12	0	0	23	65	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	20	0	2	0	22	0	17	2	0	19	0	0	0	0	0	14	9	0	0	23	64	220
	3:15 PM	11	0	3	0	14	0	14	5	0	19	0	0	0	0	0	16	12	0	0	28	61	207
	3:30 PM	15	0	0	0	15	0	13	3	0	16	0	0	0	0	0	9	9	0	0	18	49	204
	3:45 PM	11	0	1	0	12	0	9	6	0	15	0	0	0	0	0	6	13	0	0	19	46	207
	4:00 PM	12	0	3	0	15	0	12	1	0	13	0	0	0	0	0	13	10	0	0	23	51	211
	4:15 PM	14	0	2	0	16	0	15	4	0	19	0	0	0	0	0	8	15	0	0	23	58	205
	4:30 PM	16	0	1	0	17	0	13	3	0	16	0	0	0	0	0	9	10	0	0	19	52	203
	4:45 PM	14	0	0	0	14	0	13	2	0	15	0	0	0	0	0	7	14	0	0	21	50	198
	5:00 PM	16	0	1	0	17	0	7	3	0	10	0	0	0	0	0	8	10	0	0	18	45	199
	5:15 PM	13	0	1	0	14	0	16	4	0	20	0	0	0	0	0	10	12	0	0	22	56	198
	5:30 PM	11	0	2	0	13	0	11	4	0	15	0	0	0	0	0	11	8	0	0	19	47	177
	5:45 PM	14	0	2	0	16	0	14	0	0	14	0	0	0	0	0	10	11	0	0	21	51	165
	6:00 PM	15	1	2	0	18	0	13	0	0	13	0	0	0	0	0	7	6	0	0	13	44	145
	6:15 PM	13	0	0	0	13	0	6	2	0	8	0	0	0	0	0	7	7	0	0	14	35	
	6:30 PM	16	0	0	0	16	0	8	2	0	10	0	0	0	0	0	2	7	0	0	9	35	
	6:45 PM	9	0	1	0	10	0	10	3	0	13	0	0	0	0	0	4	4	0	0	8	31	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		389	3	46	0	438	0	363	96	0	459	0	0	0	0	0	321	395	0	0	716	1613	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) I-39/90 SB Ramps					From East (←) IL 75					From South (↑) I-39/90 SB Ramps					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	37	0	3	0	40	0	52	13	0	65	0	0	0	0	0	52	66	0	0	118	223
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	59	0	3	0	62	0	49	12	0	61	0	0	0	0	0	34	46	0	0	80	203

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

I-39/I90 NB Ramps and IL 75

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, May 26, 2022		From North					From East					From South					From West					
	AM Peak Hour	I-39/I90 NB Ramps					IL 75					I-39/I90 NB Ramps					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	9	46	0	0	55	40	0	19	0	59	0	51	42	0	93	207
	7:15 AM	0	0	0	0	0	13	44	0	0	57	38	0	29	0	67	0	50	59	0	109	233
	7:30 AM	0	0	0	0	0	10	38	0	0	48	23	0	42	0	65	0	30	50	0	80	193
	7:45 AM	0	0	0	0	0	8	37	0	0	45	29	0	44	0	73	0	38	50	0	88	206
	Peak Hour Volume	0	0	0	0	0	40	165	0	0	205	130	0	134	0	264	0	169	201	0	370	839
	Rounded Hourly Volume	0	0	0	0	0	40	165	0	0	205	130	0	135	0	265	0	170	200	0	370	840
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.5	3.1	0.0	3.0	0.0	3.0	0.0	2.4	2.0	0.0	2.2	2.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	10.0	9.1	0.0	0.0	9.3	11.5	0.0	31.3	0.0	21.6	0.0	0.6	29.9	0.0	16.5	16.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	10.0	10.9	0.0	0.0	10.7	14.6	0.0	34.3	0.0	24.6	0.0	3.0	31.8	0.0	18.6	18.6
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.77	0.90	0.00	0.00	0.90	0.81	0.00	0.76	0.00	0.90	0.00	0.83	0.85	0.00	0.85	0.90

N/A		From North					From East					From South					From West					
	MD Peak Hour	I-39/I90 NB Ramps					IL 75					I-39/I90 NB Ramps					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, May 26, 2022		From North					From East					From South					From West					
	PM Peak Hour	I-39/I90 NB Ramps					IL 75					I-39/I90 NB Ramps					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	13	50	0	0	63	23	0	36	0	59	0	31	68	0	99	221
	4:45 PM	0	0	0	0	0	6	46	0	0	52	29	0	43	0	72	0	42	65	0	107	231
	5:00 PM	0	0	0	0	0	6	66	0	0	72	18	1	33	0	52	0	43	67	0	110	234
	5:15 PM	0	0	0	0	0	5	40	0	0	45	22	0	41	0	63	0	47	60	0	107	215
	Peak Hour Volume	0	0	0	0	0	30	202	0	0	232	92	1	153	0	246	0	163	260	0	423	901
	Rounded Hourly Volume	0	0	0	0	0	30	200	0	0	230	90	0	155	0	245	0	165	260	0	425	900
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	3.3	1.5	0.0	0.0	1.7	5.4	0.0	4.6	0.0	4.9	0.0	4.3	1.5	0.0	2.6	3.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	13.3	5.0	0.0	0.0	6.0	12.0	0.0	25.5	0.0	20.3	0.0	1.8	14.2	0.0	9.5	11.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	16.7	6.4	0.0	0.0	7.8	17.4	0.0	30.1	0.0	25.2	0.0	6.1	15.8	0.0	12.1	14.5
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.58	0.77	0.00	0.00	0.81	0.79	0.25	0.89	0.00	0.85	0.00	0.87	0.96	0.00	0.96	0.96

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I-39/I90 NB Ramps			IL 75			I-39/I90 NB Ramps			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

I-39/I90 NB Ramps and IL 75

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) I-39/I90 NB Ramps					From East (←) IL 75					From South (↑) I-39/I90 NB Ramps					From West (→) IL 75					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	7	24	0	0	31	7	0	22	0	29	0	23	39	0	62	122	645	0.79
	6:15 AM	0	0	0	0	0	3	38	0	0	41	14	0	18	0	32	0	26	40	0	66	139	730	0.88
	6:30 AM	0	0	0	0	0	6	22	0	0	28	37	0	20	0	57	0	50	44	0	94	179	824	0.88
	6:45 AM	0	0	0	0	0	8	35	0	0	43	34	0	27	0	61	0	56	45	0	101	205	838	0.90
	7:00 AM	0	0	0	0	0	9	46	0	0	55	40	0	19	0	59	0	51	42	0	93	207	839	0.90
	7:15 AM	0	0	0	0	0	13	44	0	0	57	38	0	29	0	67	0	50	59	0	109	233	796	0.85
	7:30 AM	0	0	0	0	0	10	38	0	0	48	23	0	42	0	65	0	30	50	0	80	193	722	0.88
	7:45 AM	0	0	0	0	0	8	37	0	0	45	29	0	44	0	73	0	38	50	0	88	206	687	0.83
	8:00 AM	0	0	0	0	0	9	32	0	0	41	15	0	32	0	47	0	20	56	0	76	164	631	0.96
	8:15 AM	0	0	0	0	0	6	21	0	0	27	18	0	20	0	38	0	27	67	0	94	159	592	0.93
	8:30 AM	0	0	0	0	0	11	33	0	0	44	15	0	23	0	38	0	29	47	0	76	158	585	0.93
	8:45 AM	0	0	0	0	0	6	27	0	0	33	22	0	28	0	50	0	15	52	0	67	150	582	0.94
	9:00 AM	0	0	0	0	0	5	19	0	0	24	13	0	30	0	43	0	17	41	0	58	125	581	0.94
	9:15 AM	0	0	0	0	0	7	33	0	0	40	12	0	31	0	43	0	17	52	0	69	152		
	9:30 AM	0	0	0	0	0	9	28	0	0	37	14	0	26	0	40	0	28	50	0	78	155		
	9:45 AM	0	0	0	0	0	10	22	0	0	32	12	0	30	0	42	0	21	54	0	75	149		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	10	53	0	0	63	10	0	24	0	34	0	33	51	0	84	181	794	0.86
	3:15 PM	0	0	0	0	0	10	39	0	0	49	24	0	42	0	66	0	25	50	0	75	190	829	0.90
	3:30 PM	0	0	0	0	0	7	46	0	0	53	11	1	45	0	57	0	27	56	0	83	193	848	0.92
	3:45 PM	0	0	0	0	0	8	37	0	0	45	27	1	44	0	72	0	55	58	0	113	230	876	0.95
	4:00 PM	0	0	0	0	0	7	60	0	0	67	19	0	39	0	58	0	34	57	0	91	216	877	0.95
	4:15 PM	0	0	0	0	0	8	33	0	0	41	26	0	43	0	69	0	29	70	0	99	209	895	0.96
	4:30 PM	0	0	0	0	0	13	50	0	0	63	23	0	36	0	59	0	31	68	0	99	221	901	0.96
	4:45 PM	0	0	0	0	0	6	46	0	0	52	29	0	43	0	72	0	42	65	0	107	231	932	0.92
	5:00 PM	0	0	0	0	0	6	66	0	0	72	18	1	33	0	52	0	43	67	0	110	234	901	0.89
	5:15 PM	0	0	0	0	0	5	40	0	0	45	22	0	41	0	63	0	47	60	0	107	215	909	0.90
	5:30 PM	0	0	0	0	0	8	68	0	0	76	30	0	41	0	71	0	63	42	0	105	252	881	0.87
	5:45 PM	0	0	0	0	0	9	31	0	0	40	25	0	30	0	55	0	53	52	0	105	200	749	0.77
	6:00 PM	0	0	0	0	0	7	92	0	0	99	20	0	38	0	58	0	46	39	0	85	242	684	0.71
	6:15 PM	0	1	0	0	1	8	40	0	0	48	32	0	28	0	60	0	40	38	0	78	187		
	6:30 PM	0	0	0	0	0	7	23	0	0	30	16	0	17	0	33	0	20	37	0	57	120		
	6:45 PM	0	0	0	0	0	11	31	0	0	42	7	0	23	0	30	0	25	38	0	63	135		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	1	0	0	1	257	1254	0	0	1511	682	3	1008	0	1693	0	1111	1636	0	2747	5952		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) I-39/I90 NB Ramps					From East (←) IL 75					From South (↑) I-39/I90 NB Ramps					From West (→) IL 75					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	0	0	0	0	0	40	165	0	0	205	130	0	134	0	264	0	169	201	0	370	839	0.90
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	0	0	0	0	30	202	0	0	232	92	1	153	0	246	0	163	260	0	423	901	0.96

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

I-39/I90 NB Ramps and IL 75

15-Minute Automobile Data

15-Minute Time Period		From North (↓) I-39/I90 NB Ramps					From East (←) IL 75					From South (↑) I-39/I90 NB Ramps					From West (→) IL 75					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	7	20	0	0	27	6	0	16	0	22	0	18	24	0	42	91	540
	6:15 AM	0	0	0	0	0	3	36	0	0	39	10	0	12	0	22	0	24	30	0	54	115	625
	6:30 AM	0	0	0	0	0	6	20	0	0	26	33	0	14	0	47	0	48	37	0	85	158	704
	6:45 AM	0	0	0	0	0	8	32	0	0	40	29	0	18	0	47	0	51	38	0	89	176	702
	7:00 AM	0	0	0	0	0	7	44	0	0	51	35	0	11	0	46	0	50	29	0	79	176	683
	7:15 AM	0	0	0	0	0	12	40	0	0	52	37	0	17	0	54	0	49	39	0	88	194	629
	7:30 AM	0	0	0	0	0	10	33	0	0	43	17	0	32	0	49	0	29	35	0	64	156	557
	7:45 AM	0	0	0	0	0	7	30	0	0	37	22	0	28	0	50	0	36	34	0	70	157	517
	8:00 AM	0	0	0	0	0	8	27	0	0	35	12	0	20	0	32	0	17	38	0	55	122	479
	8:15 AM	0	0	0	0	0	5	18	0	0	23	12	0	12	0	24	0	25	50	0	75	122	451
	8:30 AM	0	0	0	0	0	7	29	0	0	36	10	0	15	0	25	0	23	32	0	55	116	448
	8:45 AM	0	0	0	0	0	6	23	0	0	29	15	0	22	0	37	0	11	42	0	53	119	446
	9:00 AM	0	0	0	0	0	5	16	0	0	21	7	0	20	0	27	0	16	30	0	46	94	434
	9:15 AM	0	0	0	0	0	6	28	0	0	34	8	0	20	0	28	0	14	43	0	57	119	
	9:30 AM	0	0	0	0	0	8	22	0	0	30	8	0	15	0	23	0	25	36	0	61	114	
	9:45 AM	0	0	0	0	0	9	14	0	0	23	8	0	17	0	25	0	16	43	0	59	107	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	10	50	0	0	60	6	0	8	0	14	0	30	44	0	74	148	653
	3:15 PM	0	0	0	0	0	7	34	0	0	41	19	0	27	0	46	0	23	39	0	62	149	692
	3:30 PM	0	0	0	0	0	7	44	0	0	51	8	0	34	0	42	0	27	44	0	71	164	713
	3:45 PM	0	0	0	0	0	6	31	0	0	37	20	0	36	0	56	0	51	48	0	99	192	737
	4:00 PM	0	0	0	0	0	6	58	0	0	64	18	0	26	0	44	0	31	48	0	79	187	740
	4:15 PM	0	0	0	0	0	8	29	0	0	37	24	0	29	0	53	0	27	53	0	80	170	760
	4:30 PM	0	0	0	0	0	9	46	0	0	55	17	0	26	0	43	0	30	60	0	90	188	770
	4:45 PM	0	0	0	0	0	5	44	0	0	49	24	0	30	0	54	0	40	52	0	92	195	802
	5:00 PM	0	0	0	0	0	6	63	0	0	69	16	1	24	0	41	0	40	57	0	97	207	775
	5:15 PM	0	0	0	0	0	5	36	0	0	41	19	0	27	0	46	0	43	50	0	93	180	787
	5:30 PM	0	0	0	0	0	6	61	0	0	67	26	0	32	0	58	0	61	34	0	95	220	775
	5:45 PM	0	0	0	0	0	8	28	0	0	36	23	0	18	0	41	0	49	42	0	91	168	654
	6:00 PM	0	0	0	0	0	5	92	0	0	97	20	0	25	0	45	0	44	33	0	77	219	601
	6:15 PM	0	1	0	0	1	7	37	0	0	44	30	0	23	0	53	0	39	31	0	70	168	
	6:30 PM	0	0	0	0	0	6	21	0	0	27	15	0	9	0	24	0	20	28	0	48	99	
	6:45 PM	0	0	0	0	0	9	28	0	0	37	6	0	13	0	19	0	24	35	0	59	115	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	224	1134	0	0	1358	560	1	676	0	1237	0	1031	1278	0	2309	4905	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) I-39/I90 NB Ramps					From East (←) IL 75					From South (↑) I-39/I90 NB Ramps					From West (→) IL 75					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	36	147	0	0	183	111	0	88	0	199	0	164	137	0	301	683
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	25	189	0	0	214	76	1	107	0	184	0	153	219	0	372	770

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

I-39/I90 NB Ramps and IL 75

15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North (↓) I-39/I90 NB Ramps					From East (←) IL 75					From South (↑) I-39/I90 NB Ramps					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	4	0	0	4	1	0	6	0	7	0	5	15	0	20	31	105
	6:15 AM	0	0	0	0	0	0	2	0	0	2	4	0	6	0	10	0	2	10	0	12	24	105
	6:30 AM	0	0	0	0	0	0	2	0	0	2	4	0	6	0	10	0	2	7	0	9	21	120
	6:45 AM	0	0	0	0	0	0	3	0	0	3	5	0	9	0	14	0	5	7	0	12	29	136
	7:00 AM	0	0	0	0	0	2	2	0	0	4	5	0	8	0	13	0	1	13	0	14	31	156
	7:15 AM	0	0	0	0	0	1	4	0	0	5	1	0	12	0	13	0	1	20	0	21	39	167
	7:30 AM	0	0	0	0	0	0	5	0	0	5	6	0	10	0	16	0	1	15	0	16	37	165
	7:45 AM	0	0	0	0	0	1	7	0	0	8	7	0	16	0	23	0	2	16	0	18	49	170
	8:00 AM	0	0	0	0	0	1	5	0	0	6	3	0	12	0	15	0	3	18	0	21	42	152
	8:15 AM	0	0	0	0	0	1	3	0	0	4	6	0	8	0	14	0	2	17	0	19	37	141
	8:30 AM	0	0	0	0	0	4	4	0	0	8	5	0	8	0	13	0	6	15	0	21	42	137
	8:45 AM	0	0	0	0	0	0	4	0	0	4	7	0	6	0	13	0	4	10	0	14	31	136
	9:00 AM	0	0	0	0	0	0	3	0	0	3	6	0	10	0	16	0	1	11	0	12	31	147
	9:15 AM	0	0	0	0	0	1	5	0	0	6	4	0	11	0	15	0	3	9	0	12	33	
	9:30 AM	0	0	0	0	0	1	6	0	0	7	6	0	11	0	17	0	3	14	0	17	41	
	9:45 AM	0	0	0	0	0	1	8	0	0	9	4	0	13	0	17	0	5	11	0	16	42	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	4	0	16	0	20	0	3	7	0	10	33	141
	3:15 PM	0	0	0	0	0	3	5	0	0	8	5	0	15	0	20	0	2	11	0	13	41	137
	3:30 PM	0	0	0	0	0	0	2	0	0	2	3	1	11	0	15	0	0	12	0	12	29	135
	3:45 PM	0	0	0	0	0	2	6	0	0	8	7	1	8	0	16	0	4	10	0	14	38	139
	4:00 PM	0	0	0	0	0	1	2	0	0	3	1	0	13	0	14	0	3	9	0	12	29	137
	4:15 PM	0	0	0	0	0	0	4	0	0	4	2	0	14	0	16	0	2	17	0	19	39	135
	4:30 PM	0	0	0	0	0	4	4	0	0	8	6	0	10	0	16	0	1	8	0	9	33	131
	4:45 PM	0	0	0	0	0	1	2	0	0	3	5	0	13	0	18	0	2	13	0	15	36	130
	5:00 PM	0	0	0	0	0	0	3	0	0	3	2	0	9	0	11	0	3	10	0	13	27	126
	5:15 PM	0	0	0	0	0	0	4	0	0	4	3	0	14	0	17	0	4	10	0	14	35	122
	5:30 PM	0	0	0	0	0	2	7	0	0	9	4	0	9	0	13	0	2	8	0	10	32	106
	5:45 PM	0	0	0	0	0	1	3	0	0	4	2	0	12	0	14	0	4	10	0	14	32	95
	6:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	13	0	13	0	2	6	0	8	23	83
	6:15 PM	0	0	0	0	0	1	3	0	0	4	2	0	5	0	7	0	1	7	0	8	19	
	6:30 PM	0	0	0	0	0	1	2	0	0	3	1	0	8	0	9	0	0	9	0	9	21	
	6:45 PM	0	0	0	0	0	2	3	0	0	5	1	0	10	0	11	0	1	3	0	4	20	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	33	120	0	0	153	122	2	332	0	456	0	80	358	0	438	1047	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) I-39/I90 NB Ramps					From East (←) IL 75					From South (↑) I-39/I90 NB Ramps					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	4	18	0	0	22	19	0	46	0	65	0	5	64	0	69	156
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	5	13	0	0	18	16	0	46	0	62	0	10	41	0	51	131

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

Manchester Rd and IL 75

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, May 26, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	AM Peak Hour	Manchester Rd					IL 75					Manchester Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	0	35	5	0	40	7	0	23	0	30	19	67	0	0	86	156
	7:15 AM	0	0	0	0	0	0	26	4	0	30	16	0	31	0	47	19	72	0	0	91	168
	7:30 AM	0	0	0	0	0	0	26	9	0	35	7	0	26	0	33	20	34	0	0	54	122
	7:45 AM	0	0	0	0	0	0	19	10	0	29	15	0	27	0	42	14	49	0	0	63	134
	Peak Hour Volume	0	0	0	0	0	0	106	28	0	134	45	0	107	0	152	72	222	0	0	294	580
	Rounded Hourly Volume	0	0	0	0	0	0	105	30	0	135	45	0	105	0	150	70	220	0	0	290	575
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.9	3.6	0.0	2.2	8.9	0.0	0.9	0.0	3.3	4.2	1.4	0.0	0.0	2.0	2.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	14.2	3.6	0.0	11.9	2.2	0.0	3.7	0.0	3.3	4.2	5.4	0.0	0.0	5.1	6.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	16.0	7.1	0.0	14.2	11.1	0.0	4.7	0.0	6.6	8.3	6.8	0.0	0.0	7.1	8.6
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.70	0.00	0.84	0.70	0.00	0.86	0.00	0.81	0.90	0.77	0.00	0.00	0.81	0.86

N/A		From North (↓)					From East (←)					From South (↑)					From West (→)					
	MD Peak Hour	Manchester Rd					IL 75					Manchester Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, May 26, 2022		From North (↓)					From East (←)					From South (↑)					From West (→)					
	PM Peak Hour	Manchester Rd					IL 75					Manchester Rd					IL 75					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	0	38	12	0	50	12	0	25	0	37	32	25	0	0	57	144
	4:45 PM	0	0	0	0	0	0	29	11	0	40	7	0	24	0	31	28	41	0	0	69	140
	5:00 PM	0	0	0	0	0	0	45	18	0	63	8	0	24	0	32	23	31	0	0	54	149
	5:15 PM	0	0	0	0	0	0	30	10	0	40	13	0	16	0	29	26	39	0	0	65	134
	Peak Hour Volume	0	0	0	0	0	0	142	51	0	193	40	0	89	0	129	109	136	0	0	245	567
	Rounded Hourly Volume	0	0	0	0	0	0	140	50	0	190	40	0	90	0	130	110	135	0	0	245	565
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	2.0	0.0	1.0	2.5	0.0	3.4	0.0	3.1	4.6	4.4	0.0	0.0	4.5	3.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0	6.7	0.0	0.0	1.1	0.0	0.8	0.9	10.3	0.0	0.0	6.1	5.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	9.9	2.0	0.0	7.8	2.5	0.0	4.5	0.0	3.9	5.5	14.7	0.0	0.0	10.6	8.1
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.71	0.00	0.77	0.77	0.00	0.89	0.00	0.87	0.85	0.83	0.00	0.00	0.89	0.95

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Manchester Rd			IL 75			Manchester Rd			IL 75			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Manchester Rd and IL 75

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	17	5	0	22	3	0	15	0	18	7	22	0	0	29	69	438	0.75
	6:15 AM	0	0	0	0	0	0	28	5	0	33	5	0	15	0	20	7	36	0	0	43	96	525	0.84
	6:30 AM	0	0	0	0	0	0	15	4	0	19	12	0	13	0	25	16	67	0	0	83	127	597	0.89
	6:45 AM	0	0	0	0	0	0	20	3	0	23	10	0	22	0	32	17	74	0	0	91	146	592	0.88
	7:00 AM	0	0	0	0	0	0	35	5	0	40	7	0	23	0	30	19	67	0	0	86	156	580	0.86
	7:15 AM	0	0	0	0	0	0	26	4	0	30	16	0	31	0	47	19	72	0	0	91	168	518	0.77
	7:30 AM	0	0	0	0	0	0	26	9	0	35	7	0	26	0	33	20	34	0	0	54	122	432	0.81
	7:45 AM	0	0	0	0	0	0	19	10	0	29	15	0	27	0	42	14	49	0	0	63	134	415	0.77
	8:00 AM	0	0	0	0	0	0	23	7	0	30	6	0	23	0	29	16	19	0	0	35	94	360	0.86
	8:15 AM	0	0	0	0	0	0	13	4	0	17	10	0	13	0	23	19	23	0	0	42	82	335	0.80
	8:30 AM	0	0	0	0	0	0	20	4	0	24	9	0	23	0	32	23	26	0	0	49	105	333	0.79
	8:45 AM	0	0	0	0	0	0	15	5	0	20	9	0	17	0	26	13	19	1	0	33	79	325	0.84
	9:00 AM	0	0	0	0	0	0	10	7	0	17	6	0	14	0	20	10	22	0	0	32	69	316	0.81
	9:15 AM	1	0	0	0	1	0	15	4	0	19	9	0	26	0	35	8	17	0	0	25	80		
	9:30 AM	0	0	1	0	1	0	18	3	0	21	8	0	19	0	27	28	19	1	0	48	97		
	9:45 AM	0	0	0	0	0	0	16	5	0	21	3	0	17	0	20	14	15	0	0	29	70		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	48	9	0	57	2	0	15	0	17	21	29	0	0	50	124	497	0.95
	3:15 PM	0	0	0	0	0	0	42	12	0	54	7	0	16	0	23	26	23	0	0	49	126	506	0.95
	3:30 PM	0	0	0	0	0	0	35	16	0	51	4	0	22	0	26	17	22	0	0	39	116	488	0.92
	3:45 PM	0	0	0	0	0	0	23	8	0	31	5	0	21	0	26	42	32	0	0	74	131	516	0.90
	4:00 PM	0	0	0	0	0	0	44	10	0	54	4	0	25	0	29	22	28	0	0	50	133	525	0.91
	4:15 PM	0	0	1	0	1	0	27	6	0	33	5	0	14	0	19	28	26	1	0	55	108	541	0.91
	4:30 PM	0	0	0	0	0	0	38	12	0	50	12	0	25	0	37	32	25	0	0	57	144	567	0.95
	4:45 PM	0	0	0	0	0	0	29	11	0	40	7	0	24	0	31	28	41	0	0	69	140	600	0.85
	5:00 PM	0	0	0	0	0	0	45	18	0	63	8	0	24	0	32	23	31	0	0	54	149	590	0.83
	5:15 PM	0	0	0	0	0	0	30	10	0	40	13	0	16	0	29	26	39	0	0	65	134	632	0.83
	5:30 PM	1	0	0	0	1	0	62	6	0	68	13	0	11	0	24	24	59	1	0	84	177	631	0.83
	5:45 PM	0	0	0	0	0	0	26	6	0	32	10	0	14	0	24	18	56	0	0	74	130	531	0.70
	6:00 PM	0	0	0	0	0	0	83	18	0	101	8	0	15	0	23	11	56	0	0	67	191	496	0.65
	6:15 PM	0	0	0	0	0	0	32	10	0	42	9	0	14	0	23	17	51	0	0	68	133		
	6:30 PM	0	0	0	0	0	0	20	6	0	26	4	0	12	0	16	13	22	0	0	35	77		
	6:45 PM	0	0	0	0	0	0	27	12	0	39	10	0	15	0	25	17	14	0	0	31	95		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	0	2	0	4	0	927	254	0	1181	256	0	607	0	863	615	1135	4	0	1754	3802		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	0	0	0	0	0	0	106	28	0	134	45	0	107	0	152	72	222	0	0	294	580	0.86
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	0	0	0	0	0	142	51	0	193	40	0	89	0	129	109	136	0	0	245	567	0.95

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Manchester Rd and IL 75

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	15	5	0	20	2	0	14	0	16	5	18	0	0	23	59	399
	6:15 AM	0	0	0	0	0	0	25	5	0	30	5	0	15	0	20	7	31	0	0	38	88	484
	6:30 AM	0	0	0	0	0	0	13	4	0	17	12	0	13	0	25	16	61	0	0	77	119	557
	6:45 AM	0	0	0	0	0	0	18	3	0	21	10	0	21	0	31	14	67	0	0	81	133	548
	7:00 AM	0	0	0	0	0	0	32	4	0	36	5	0	22	0	27	17	64	0	0	81	144	530
	7:15 AM	0	0	0	0	0	0	22	4	0	26	16	0	30	0	46	18	71	0	0	89	161	468
	7:30 AM	0	0	0	0	0	0	22	9	0	31	5	0	25	0	30	18	31	0	0	49	110	378
	7:45 AM	0	0	0	0	0	0	13	9	0	22	14	0	25	0	39	13	41	0	0	54	115	352
	8:00 AM	0	0	0	0	0	0	18	7	0	25	6	0	23	0	29	15	13	0	0	28	82	302
	8:15 AM	0	0	0	0	0	0	10	4	0	14	10	0	12	0	22	17	18	0	0	35	71	278
	8:30 AM	0	0	0	0	0	0	14	4	0	18	9	0	20	0	29	20	17	0	0	37	84	272
	8:45 AM	0	0	0	0	0	0	13	5	0	18	9	0	15	0	24	13	9	1	0	23	65	269
	9:00 AM	0	0	0	0	0	0	7	7	0	14	6	0	14	0	20	8	16	0	0	24	58	257
	9:15 AM	1	0	0	0	1	0	9	4	0	13	7	0	26	0	33	8	10	0	0	18	65	
	9:30 AM	0	0	1	0	1	0	11	3	0	14	8	0	19	0	27	26	12	1	0	39	81	
	9:45 AM	0	0	0	0	0	0	8	5	0	13	2	0	16	0	18	13	9	0	0	22	53	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	45	9	0	54	2	0	15	0	17	18	23	0	0	41	112	447
	3:15 PM	0	0	0	0	0	0	35	12	0	47	7	0	16	0	23	26	17	0	0	43	113	462
	3:30 PM	0	0	0	0	0	0	32	16	0	48	3	0	19	0	22	16	20	0	0	36	106	450
	3:45 PM	0	0	0	0	0	0	18	8	0	26	5	0	20	0	25	40	25	0	0	65	116	474
	4:00 PM	0	0	0	0	0	0	43	10	0	53	4	0	24	0	28	21	25	0	0	46	127	488
	4:15 PM	0	0	1	0	1	0	23	6	0	29	5	0	14	0	19	28	23	1	0	52	101	500
	4:30 PM	0	0	0	0	0	0	32	12	0	44	12	0	23	0	35	29	22	0	0	51	130	521
	4:45 PM	0	0	0	0	0	0	26	11	0	37	7	0	24	0	31	28	34	0	0	62	130	554
	5:00 PM	0	0	0	0	0	0	43	18	0	61	7	0	23	0	30	21	27	0	0	48	139	543
	5:15 PM	0	0	0	0	0	0	27	9	0	36	13	0	15	0	28	25	33	0	0	58	122	590
	5:30 PM	1	0	0	0	1	0	56	5	0	61	11	0	9	0	20	24	56	1	0	81	163	594
	5:45 PM	0	0	0	0	0	0	22	6	0	28	10	0	14	0	24	17	50	0	0	67	119	504
	6:00 PM	0	0	0	0	0	0	82	18	0	100	7	0	14	0	21	10	55	0	0	65	186	474
	6:15 PM	0	0	0	0	0	0	28	10	0	38	9	0	14	0	23	16	49	0	0	65	126	
	6:30 PM	0	0	0	0	0	0	18	6	0	24	4	0	11	0	15	12	22	0	0	34	73	
	6:45 PM	0	0	0	0	0	0	22	12	0	34	10	0	15	0	25	16	14	0	0	30	89	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	0	2	0	4	0	802	250	0	1052	242	0	580	0	822	575	983	4	0	1562	3440	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	89	26	0	115	40	0	102	0	142	66	207	0	0	273	530
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	128	50	0	178	39	0	85	0	124	103	116	0	0	219	521

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Thursday, May 26, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Manchester Rd and IL 75

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	2	4	0	0	6	10	39
	6:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	41
	6:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	40
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	7	0	0	10	13	44
	7:00 AM	0	0	0	0	0	0	3	1	0	4	2	0	1	0	3	2	3	0	0	5	12	50
	7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	1	0	0	2	7	50
	7:30 AM	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	2	3	0	0	5	12	54
	7:45 AM	0	0	0	0	0	0	6	1	0	7	1	0	2	0	3	1	8	0	0	9	19	63
	8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	12	58
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	2	5	0	0	7	11	57
	8:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	3	0	3	3	9	0	0	12	21	61
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	10	0	0	10	14	56
	9:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	6	0	0	8	11	59
	9:15 AM	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	0	7	0	0	7	15	
	9:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	2	7	0	0	9	16	
	9:45 AM	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	1	6	0	0	7	17	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	6	0	0	9	12	50
	3:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13	44
	3:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	3	0	4	1	2	0	0	3	10	38
	3:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	2	7	0	0	9	15	42
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	3	0	0	4	6	37
	4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	41
	4:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	3	3	0	0	6	14	46
	4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10	46
	5:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	2	4	0	0	6	10	47
	5:15 PM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	1	6	0	0	7	12	42
	5:30 PM	0	0	0	0	0	0	6	1	0	7	2	0	2	0	4	0	3	0	0	3	14	37
	5:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	11	27
	6:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	1	1	0	0	2	5	22
	6:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7	
	6:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	4	
	6:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	6	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	125	4	0	129	14	0	27	0	41	40	152	0	0	192	362	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) Manchester Rd					From East (←) IL 75					From South (↑) Manchester Rd					From West (→) IL 75					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	17	2	0	19	5	0	5	0	10	6	15	0	0	21	50
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	14	1	0	15	1	0	4	0	5	6	20	0	0	26	46

Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Tuesday, May 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

Peak Hour Volume Summary

Gateway Blvd and WIS 67/Beloit Rd

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, May 31, 2022		From North					From East					From South					From West					
	AM Peak Hour	Gateway Blvd					WIS 67/Beloit Rd					IL 75/WIS 67					Beloit Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	9	18	3	0	30	6	3	9	0	18	6	63	0	0	69	1	7	7	0	15	132
	7:15 AM	5	26	3	0	34	6	16	3	0	25	7	61	0	0	68	0	5	15	0	20	147
	7:30 AM	7	11	3	0	21	4	16	6	0	26	19	36	1	0	56	1	8	3	0	12	115
	7:45 AM	6	14	4	0	24	4	15	7	0	26	8	29	0	0	37	1	3	6	0	10	97
	Peak Hour Volume	27	69	13	0	109	20	50	25	0	95	40	189	1	0	230	3	23	31	0	57	491
	Rounded Hourly Volume	25	70	15	0	110	20	50	25	0	95	40	190	0	0	230	5	25	30	0	60	495
	% Single Unit Trucks	3.7	7.2	15.4	0.0	7.3	5.0	0.0	8.0	0.0	3.2	0.0	3.7	0.0	0.0	3.0	0.0	8.7	0.0	0.0	3.5	4.1
	% Heavy Trucks	0.0	21.7	0.0	0.0	13.8	10.0	6.0	12.0	0.0	8.4	10.0	10.1	0.0	0.0	10.0	33.3	8.7	3.2	0.0	7.0	10.2
	% Trucks (Total)	3.7	29.0	15.4	0.0	21.1	15.0	6.0	20.0	0.0	11.6	10.0	13.8	0.0	0.0	13.0	33.3	17.4	3.2	0.0	10.5	14.3
	Peak Hour Factor (PHF)	0.75	0.66	0.81	0.00	0.80	0.83	0.78	0.69	0.00	0.91	0.53	0.75	0.25	0.00	0.83	0.75	0.72	0.52	0.00	0.71	0.84

N/A		From North					From East					From South					From West					
	MD Peak Hour	Gateway Blvd					WIS 67/Beloit Rd					IL 75/WIS 67					Beloit Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, May 31, 2022		From North					From East					From South					From West					
	PM Peak Hour	Gateway Blvd					WIS 67/Beloit Rd					IL 75/WIS 67					Beloit Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	8	33	4	0	45	5	7	6	0	18	15	29	0	0	44	0	9	5	0	14	121
	4:45 PM	8	26	5	0	39	5	14	8	0	27	12	27	0	0	39	1	17	6	0	24	129
	5:00 PM	7	29	3	0	39	13	14	11	0	38	11	37	0	0	48	0	8	6	0	14	139
	5:15 PM	9	20	3	0	32	7	12	8	0	27	8	40	0	0	48	0	15	9	0	24	131
	Peak Hour Volume	32	108	15	0	155	30	47	33	0	110	46	133	0	0	179	1	49	26	0	76	520
	Rounded Hourly Volume	30	110	15	0	155	30	45	35	0	110	45	135	0	0	180	0	50	25	0	75	520
	% Single Unit Trucks	0.0	1.9	0.0	0.0	1.3	0.0	2.1	6.1	0.0	2.7	4.3	3.8	0.0	0.0	3.9	0.0	0.0	3.8	0.0	1.3	2.5
	% Heavy Trucks	0.0	15.7	0.0	0.0	11.0	3.3	2.1	9.1	0.0	4.5	15.2	8.3	0.0	0.0	10.1	0.0	2.0	0.0	0.0	1.3	7.9
	% Trucks (Total)	0.0	17.6	0.0	0.0	12.3	3.3	4.3	15.2	0.0	7.3	19.6	12.0	0.0	0.0	14.0	0.0	2.0	3.8	0.0	2.6	10.4
	Peak Hour Factor (PHF)	0.89	0.82	0.75	0.00	0.86	0.58	0.84	0.75	0.00	0.72	0.77	0.83	0.00	0.00	0.93	0.25	0.72	0.72	0.00	0.79	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		Gateway Blvd			WIS 67/Beloit Rd			IL 75/WIS 67			Beloit Rd			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, May 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Gateway Blvd and WIS 67/Beloit Rd

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Gateway Blvd					From East (←) WIS 67/Beloit Rd					From South (↑) IL 75/WIS 67					From West (→) Beloit Rd					15-Min	Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	5	19	4	0	28	2	3	5	0	10	5	30	0	0	35	1	5	3	0	9	82	424	0.67
	6:15 AM	3	9	2	0	14	2	3	9	0	14	6	31	0	0	37	1	8	7	0	16	81	474	0.75
	6:30 AM	2	9	6	0	17	2	5	5	0	12	6	50	0	0	56	0	7	10	0	17	102	540	0.85
	6:45 AM	3	14	6	0	23	6	11	8	0	25	6	85	0	0	91	0	8	12	0	20	159	553	0.87
	7:00 AM	9	18	3	0	30	6	3	9	0	18	6	63	0	0	69	1	7	7	0	15	132	491	0.84
	7:15 AM	5	26	3	0	34	6	16	3	0	25	7	61	0	0	68	0	5	15	0	20	147	447	0.76
	7:30 AM	7	11	3	0	21	4	16	6	0	26	19	36	1	0	56	1	8	3	0	12	115	390	0.85
	7:45 AM	6	14	4	0	24	4	15	7	0	26	8	29	0	0	37	1	3	6	0	10	97	365	0.94
	8:00 AM	2	15	4	0	21	6	14	7	0	27	7	26	1	0	34	0	3	3	0	6	88	348	0.97
	8:15 AM	8	21	3	0	32	3	4	13	0	20	6	24	0	0	30	0	4	4	0	8	90	332	0.92
	8:30 AM	3	16	3	0	22	4	7	7	0	18	10	25	0	0	35	0	10	5	0	15	90	314	0.87
	8:45 AM	5	22	3	0	30	4	9	7	0	20	3	20	0	0	23	0	6	1	0	7	80	300	0.94
	9:00 AM	6	17	0	0	23	6	6	3	0	15	8	19	0	0	27	0	4	3	0	7	72	298	0.96
	9:15 AM	9	13	1	0	23	6	7	10	0	23	2	18	0	0	20	2	2	2	0	6	72		
	9:30 AM	4	19	0	0	23	5	7	4	0	16	13	16	0	0	29	0	4	4	0	8	76		
	9:45 AM	7	9	4	0	20	4	7	7	0	18	8	21	0	0	29	1	5	5	0	11	78		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	14	57	3	0	74	2	6	5	0	13	9	12	0	0	21	2	10	6	0	18	126	478	0.91
	3:15 PM	7	30	4	0	41	5	13	8	0	26	18	22	0	0	40	2	5	3	0	10	117	478	0.91
	3:30 PM	13	42	5	0	60	8	12	6	0	26	13	22	0	0	35	1	7	2	0	10	131	484	0.92
	3:45 PM	8	25	5	0	38	4	13	8	0	25	4	21	0	0	25	1	13	2	0	16	104	474	0.94
	4:00 PM	11	40	5	0	56	3	11	12	0	26	9	22	0	0	31	0	9	4	0	13	126	499	0.97
	4:15 PM	16	38	8	0	62	6	11	6	0	23	9	16	0	0	25	1	8	4	0	13	123	512	0.92
	4:30 PM	8	33	4	0	45	5	7	6	0	18	15	29	0	0	44	0	9	5	0	14	121	520	0.94
	4:45 PM	8	26	5	0	39	5	14	8	0	27	12	27	0	0	39	1	17	6	0	24	129	546	0.93
	5:00 PM	7	29	3	0	39	13	14	11	0	38	11	37	0	0	48	0	8	6	0	14	139	569	0.94
	5:15 PM	9	20	3	0	32	7	12	8	0	27	8	40	0	0	48	0	15	9	0	24	131	627	0.80
	5:30 PM	16	52	4	0	72	4	12	2	0	18	7	36	1	0	44	0	7	6	0	13	147	629	0.80
	5:45 PM	3	21	7	0	31	4	11	9	0	24	10	65	0	0	75	0	7	15	0	22	152	558	0.71
	6:00 PM	21	69	2	0	92	5	16	6	0	27	6	52	0	0	58	1	9	10	0	20	197	474	0.60
	6:15 PM	8	45	1	0	54	3	10	3	0	16	1	47	0	0	48	0	9	6	0	15	133		
	6:30 PM	1	23	6	0	30	3	4	4	0	11	6	19	1	0	26	1	7	1	0	9	76		
	6:45 PM	3	13	5	0	21	3	7	6	0	16	4	21	0	0	25	0	4	2	0	6	68		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		237	815	119	0	1171	150	306	218	0	674	262	1042	4	0	1308	18	233	177	0	428	3581		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Gateway Blvd					From East (←) WIS 67/Beloit Rd					From South (↑) IL 75/WIS 67					From West (→) Beloit Rd					Total Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	27	69	13	0	109	20	50	25	0	95	40	189	1	0	230	3	23	31	0	57	491	0.84
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	32	108	15	0	155	30	47	33	0	110	46	133	0	0	179	1	49	26	0	76	520	0.94

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, May 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Gateway Blvd and WIS 67/Beloit Rd

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Gateway Blvd					From East (←) WIS 67/Beloit Rd					From South (↑) IL 75/WIS 67					From West (→) Beloit Rd					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	5	18	4	0	27	2	3	5	0	10	5	22	0	0	27	1	5	3	0	9	73	365
	6:15 AM	3	7	1	0	11	2	2	8	0	12	6	25	0	0	31	1	6	7	0	14	68	403
	6:30 AM	2	5	6	0	13	2	5	4	0	11	5	39	0	0	44	0	6	9	0	15	83	463
	6:45 AM	3	12	5	0	20	5	11	7	0	23	6	75	0	0	81	0	7	10	0	17	141	481
	7:00 AM	8	12	3	0	23	5	2	6	0	13	4	57	0	0	61	0	7	7	0	14	111	421
	7:15 AM	5	18	2	0	25	6	14	3	0	23	6	56	0	0	62	0	3	15	0	18	128	382
	7:30 AM	7	11	2	0	20	4	16	5	0	25	18	27	1	0	46	1	6	3	0	10	101	325
	7:45 AM	6	8	4	0	18	2	15	6	0	23	8	23	0	0	31	1	3	5	0	9	81	291
	8:00 AM	2	9	4	0	15	6	13	7	0	26	5	20	1	0	26	0	3	2	0	5	72	269
	8:15 AM	7	14	2	0	23	2	3	10	0	15	5	21	0	0	26	0	3	4	0	7	71	249
	8:30 AM	3	10	2	0	15	4	6	5	0	15	7	20	0	0	27	0	6	4	0	10	67	235
	8:45 AM	5	14	2	0	21	3	8	7	0	18	2	11	0	0	13	0	6	1	0	7	59	223
	9:00 AM	6	9	0	0	15	4	5	2	0	11	6	13	0	0	19	0	4	3	0	7	52	229
	9:15 AM	7	8	1	0	16	5	7	9	0	21	2	12	0	0	14	2	2	2	0	6	57	
	9:30 AM	2	14	0	0	16	5	3	4	0	12	11	10	0	0	21	0	3	3	0	6	55	
	9:45 AM	7	8	3	0	18	3	7	5	0	15	8	17	0	0	25	1	3	3	0	7	65	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	13	50	3	0	66	2	5	4	0	11	9	11	0	0	20	2	9	6	0	17	114	413
	3:15 PM	7	23	3	0	33	5	13	7	0	25	16	14	0	0	30	1	5	3	0	9	97	409
	3:30 PM	12	36	5	0	53	8	11	4	0	23	10	17	0	0	27	0	6	2	0	8	111	422
	3:45 PM	8	19	4	0	31	4	12	7	0	23	3	19	0	0	22	1	12	2	0	15	91	412
	4:00 PM	11	33	4	0	48	3	10	9	0	22	9	19	0	0	28	0	8	4	0	12	110	439
	4:15 PM	12	33	8	0	53	6	11	6	0	23	8	14	0	0	22	1	8	3	0	12	110	454
	4:30 PM	8	25	4	0	37	5	6	5	0	16	10	24	0	0	34	0	9	5	0	14	101	466
	4:45 PM	8	22	5	0	35	5	14	7	0	26	11	23	0	0	34	1	16	6	0	23	118	502
	5:00 PM	7	26	3	0	36	13	13	9	0	35	9	31	0	0	40	0	8	6	0	14	125	525
	5:15 PM	9	16	3	0	28	6	12	7	0	25	7	39	0	0	46	0	15	8	0	23	122	588
	5:30 PM	16	47	4	0	67	3	11	2	0	16	7	34	1	0	42	0	7	5	0	12	137	592
	5:45 PM	3	20	6	0	29	3	11	7	0	21	8	61	0	0	69	0	7	15	0	22	141	521
	6:00 PM	21	64	2	0	87	5	16	6	0	27	5	49	0	0	54	1	9	10	0	20	188	443
	6:15 PM	7	41	1	0	49	3	10	3	0	16	1	45	0	0	46	0	9	6	0	15	126	
	6:30 PM	0	18	6	0	24	3	4	4	0	11	4	17	1	0	22	1	7	1	0	9	66	
	6:45 PM	3	11	5	0	19	3	6	6	0	15	4	19	0	0	23	0	4	2	0	6	63	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		223	661	107	0	991	137	285	186	0	608	225	884	4	0	1113	15	212	165	0	392	3104	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Gateway Blvd					From East (←) WIS 67/Beloit Rd					From South (↑) IL 75/WIS 67					From West (→) Beloit Rd					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	26	49	11	0	86	17	47	20	0	84	36	163	1	0	200	2	19	30	0	51	421
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	32	89	15	0	136	29	45	28	0	102	37	117	0	0	154	1	48	25	0	74	466

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, May 31, 2022	Weekday	Schools in Session
Total Number of Hours Counted: 8		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

Gateway Blvd and WIS 67/Beloit Rd

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Gateway Blvd					From East (←) WIS 67/Beloit Rd					From South (↑) IL 75/WIS 67					From West (→) Beloit Rd					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	59
	6:15 AM	0	2	1	0	3	0	1	1	0	2	0	6	0	0	6	0	2	0	0	2	13	71
	6:30 AM	0	4	0	0	4	0	0	1	0	1	1	11	0	0	12	0	1	1	0	2	19	77
	6:45 AM	0	2	1	0	3	1	0	1	0	2	0	10	0	0	10	0	1	2	0	3	18	72
	7:00 AM	1	6	0	0	7	1	1	3	0	5	2	6	0	0	8	1	0	0	0	1	21	70
	7:15 AM	0	8	1	0	9	0	2	0	0	2	1	5	0	0	6	0	2	0	0	2	19	65
	7:30 AM	0	0	1	0	1	0	0	1	0	1	1	9	0	0	10	0	2	0	0	2	14	65
	7:45 AM	0	6	0	0	6	2	0	1	0	3	0	6	0	0	6	0	0	1	0	1	16	74
	8:00 AM	0	6	0	0	6	0	1	0	0	1	2	6	0	0	8	0	0	1	0	1	16	79
	8:15 AM	1	7	1	0	9	1	1	3	0	5	1	3	0	0	4	0	1	0	0	1	19	83
	8:30 AM	0	6	1	0	7	0	1	2	0	3	3	5	0	0	8	0	4	1	0	5	23	79
	8:45 AM	0	8	1	0	9	1	1	0	0	2	1	9	0	0	10	0	0	0	0	0	21	77
	9:00 AM	0	8	0	0	8	2	1	1	0	4	2	6	0	0	8	0	0	0	0	0	20	69
	9:15 AM	2	5	0	0	7	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	15	
	9:30 AM	2	5	0	0	7	0	4	0	0	4	2	6	0	0	8	0	1	1	0	2	21	
	9:45 AM	0	1	1	0	2	1	0	2	0	3	0	4	0	0	4	0	2	2	0	4	13	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	7	0	0	8	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	12	65
	3:15 PM	0	7	1	0	8	0	0	1	0	1	2	8	0	0	10	1	0	0	0	1	20	69
	3:30 PM	1	6	0	0	7	0	1	2	0	3	3	5	0	0	8	1	1	0	0	2	20	62
	3:45 PM	0	6	1	0	7	0	1	1	0	2	1	2	0	0	3	0	1	0	0	1	13	62
	4:00 PM	0	7	1	0	8	0	1	3	0	4	0	3	0	0	3	0	1	0	0	1	16	60
	4:15 PM	4	5	0	0	9	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	13	58
	4:30 PM	0	8	0	0	8	0	1	1	0	2	5	5	0	0	10	0	0	0	0	0	20	54
	4:45 PM	0	4	0	0	4	0	0	1	0	1	1	4	0	0	5	0	1	0	0	1	11	44
	5:00 PM	0	3	0	0	3	0	1	2	0	3	2	6	0	0	8	0	0	0	0	0	14	44
	5:15 PM	0	4	0	0	4	1	0	1	0	2	1	1	0	0	2	0	0	1	0	1	9	39
	5:30 PM	0	5	0	0	5	1	1	0	0	2	0	2	0	0	2	0	0	1	0	1	10	37
	5:45 PM	0	1	1	0	2	1	0	2	0	3	2	4	0	0	6	0	0	0	0	0	11	37
	6:00 PM	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9	31
	6:15 PM	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	
	6:30 PM	1	5	0	0	6	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	10	
	6:45 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		14	154	12	0	180	13	21	32	0	66	37	158	0	0	195	3	21	12	0	36	477	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) Gateway Blvd					From East (←) WIS 67/Beloit Rd					From South (↑) IL 75/WIS 67					From West (→) Beloit Rd					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	1	20	2	0	23	3	3	5	0	11	4	26	0	0	30	1	4	1	0	6	70
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	19	0	0	19	1	2	5	0	8	9	16	0	0	25	0	1	1	0	2	54

Appendix B: Existing-Year Traffic Operations Analysis Worksheets

HCM 6th Signalized Intersection Summary
100: IL 2 & IL 75

10/11/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	105	1	140	1	390	160	185	220	1
Future Volume (veh/h)	1	1	1	105	1	140	1	390	160	185	220	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1707	1707	1707	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1	1	1	127	1	0	1	470	193	223	265	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	13	13	13	4	4	4	4	4	4
Cap, veh/h	173	170	139	420	3		556	1456	649	524	2121	8
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.00	0.42	0.42	0.42	0.10	0.59	0.59
Sat Flow, veh/h	427	682	555	1284	12	1447	1096	3497	1560	1753	3573	13
Grp Volume(v), veh/h	3	0	0	128	0	0	1	470	193	223	130	136
Grp Sat Flow(s),veh/h/ln	1664	0	0	1296	0	1447	1096	1749	1560	1753	1749	1838
Q Serve(g_s), s	0.0	0.0	0.0	5.8	0.0	0.0	0.0	6.5	5.9	4.8	2.3	2.3
Cycle Q Clear(g_c), s	0.1	0.0	0.0	5.9	0.0	0.0	0.0	6.5	5.9	4.8	2.3	2.3
Prop In Lane	0.33		0.33	0.99		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	482	0	0	423	0		556	1456	649	524	1038	1091
V/C Ratio(X)	0.01	0.00	0.00	0.30	0.00		0.00	0.32	0.30	0.43	0.12	0.12
Avail Cap(c_a), veh/h	1072	0	0	892	0		778	2164	965	943	1810	1903
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	0.0	22.5	0.0	0.0	12.3	14.2	14.0	9.3	6.4	6.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2	0.4	0.5	0.1	0.1
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(95%),veh/ln	0.1	0.0	0.0	3.2	0.0	0.0	0.0	4.4	3.6	3.0	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	0.0	23.1	0.0	0.0	12.3	14.4	14.4	9.8	6.5	6.5
LnGrp LOS	C	A	A	C	A		B	B	B	A	A	A
Approach Vol, veh/h		3			128	A		664			489	
Approach Delay, s/veh		20.3			23.1			14.4			8.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.8	35.4		23.9		48.2		23.9				
Change Period (Y+Rc), s	5.5	* 5.4		* 5.9		* 5.4		5.9				
Max Green Setting (Gmax), s	24.5	* 45		* 45		* 75		44.1				
Max Q Clear Time (g_c+I1), s	6.8	8.5		2.1		4.3		7.9				
Green Ext Time (p_c), s	0.6	6.3		0.0		2.5		1.1				

Intersection Summary		
HCM 6th Ctrl Delay	12.8	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	280	15	20	225	5	5	10	15	25	15	40
Future Volume (veh/h)	60	280	15	20	225	5	5	10	15	25	15	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1737	1737	1737	1693	1693	1693	1515	1515	1515	1811	1811	1811
Adj Flow Rate, veh/h	65	304	16	22	245	5	5	11	16	27	16	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	14	14	14	26	26	26	6	6	6
Cap, veh/h	663	1371	72	591	1239	25	121	86	100	261	118	227
Arrive On Green	0.08	0.43	0.43	0.03	0.38	0.38	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1654	3190	167	1612	3223	66	98	580	677	751	796	1535
Grp Volume(v), veh/h	65	157	163	22	122	128	32	0	0	43	0	43
Grp Sat Flow(s),veh/h/ln	1654	1650	1707	1612	1608	1681	1355	0	0	1547	0	1535
Q Serve(g_s), s	0.9	2.3	2.4	0.3	2.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	0.9	2.3	2.4	0.3	2.0	2.0	0.8	0.0	0.0	0.8	0.0	1.0
Prop In Lane	1.00		0.10	1.00		0.04	0.16		0.50	0.63		1.00
Lane Grp Cap(c), veh/h	663	709	733	591	618	646	307	0	0	379	0	227
V/C Ratio(X)	0.10	0.22	0.22	0.04	0.20	0.20	0.10	0.00	0.00	0.11	0.00	0.19
Avail Cap(c_a), veh/h	1820	1269	1313	1791	1237	1293	1108	0	0	1281	0	1161
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	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.9	7.0	7.0	6.7	8.0	8.0	14.5	0.0	0.0	14.5	0.0	14.6
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	1.1	1.1	0.1	1.0	1.0	0.4	0.0	0.0	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	7.2	7.2	6.7	8.2	8.2	14.6	0.0	0.0	14.6	0.0	15.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		385			272			32			86	
Approach Delay, s/veh		7.0			8.1			14.6			14.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.3	6.0	21.8	11.3	7.7	20.0
Change Period (Y+Rc), s	5.5	* 4.7	5.0	5.5	* 4.7	5.0
Max Green Setting (Gmax), s	29.5	* 30	30.0	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	2.8	2.3	4.4	3.0	2.9	4.0
Green Ext Time (p_c), s	0.1	0.0	2.3	0.3	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	190	85	90	140	145	85	350	165	75	210	15
Future Volume (veh/h)	20	190	85	90	140	145	85	350	165	75	210	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1781	1722	1722	1722	1841	1841	1841	1781	1781	1781
Adj Flow Rate, veh/h	22	211	94	100	156	161	94	389	183	83	233	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	8	8	12	12	12	4	4	4	8	8	8
Cap, veh/h	361	619	381	376	747	429	499	973	545	393	928	414
Arrive On Green	0.03	0.18	0.18	0.07	0.23	0.23	0.07	0.28	0.28	0.07	0.27	0.27
Sat Flow, veh/h	1697	3385	1510	1640	3272	1459	1753	3497	1560	1697	3385	1510
Grp Volume(v), veh/h	22	211	94	100	156	161	94	389	183	83	233	17
Grp Sat Flow(s),veh/h/ln	1697	1692	1510	1640	1636	1459	1753	1749	1560	1697	1692	1510
Q Serve(g_s), s	0.6	3.0	2.7	2.6	2.1	4.8	2.0	4.9	4.7	1.9	2.9	0.5
Cycle Q Clear(g_c), s	0.6	3.0	2.7	2.6	2.1	4.8	2.0	4.9	4.7	1.9	2.9	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	619	381	376	747	429	499	973	545	393	928	414
V/C Ratio(X)	0.06	0.34	0.25	0.27	0.21	0.38	0.19	0.40	0.34	0.21	0.25	0.04
Avail Cap(c_a), veh/h	1092	2728	1322	1008	2638	1272	1178	2806	1363	1057	2716	1211
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	19.5	16.3	16.3	17.1	15.3	12.5	16.0	13.1	12.8	15.5	14.6
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.5	0.2	0.8	0.2	0.4	0.5	0.3	0.2	0.1
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(95%),veh/ln	0.4	2.0	1.5	1.6	1.2	2.5	1.2	3.0	2.5	1.1	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	19.9	16.8	16.8	17.3	16.1	12.8	16.4	13.6	13.1	15.7	14.6
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		327			417			666			333	
Approach Delay, s/veh		18.9			16.7			15.1			15.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	21.3	8.9	15.9	8.8	21.1	6.4	18.4
Change Period (Y+Rc), s	5.0	* 6.1	5.0	* 5.9	5.0	* 6.1	5.0	* 5.9
Max Green Setting (Gmax), s	25.0	* 44	25.0	* 44	25.0	* 44	25.0	* 44
Max Q Clear Time (g_c+I1), s	3.9	6.9	4.6	5.0	4.0	4.9	2.6	6.8
Green Ext Time (p_c), s	0.2	4.7	0.3	2.6	0.3	2.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	415	15	10	345	5	25	5	20	5	5	1
Future Vol, veh/h	1	415	15	10	345	5	25	5	20	5	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	320	-	330	290	-	300	-	-	50	-	-	55
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, %	9	9	9	9	9	9	2	2	2	1	1	1
Mvmt Flow	1	437	16	11	363	5	26	5	21	5	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	453	0	0	645	829	219	608	840	182
Stage 1	-	-	-	-	-	-	439	439	-	385	385	-
Stage 2	-	-	-	-	-	-	206	390	-	223	455	-
Critical Hdwy	4.28	-	-	4.28	-	-	7.54	6.54	6.94	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.52	5.52	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.52	4.02	3.32	3.51	4.01	3.31
Pot Cap-1 Maneuver	1138	-	-	1056	-	-	357	305	785	382	302	832
Stage 1	-	-	-	-	-	-	567	576	-	613	612	-
Stage 2	-	-	-	-	-	-	777	606	-	762	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1138	-	-	1056	-	-	349	302	785	364	299	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	349	302	-	364	299	-
Stage 1	-	-	-	-	-	-	566	575	-	612	606	-
Stage 2	-	-	-	-	-	-	761	600	-	734	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	13.9	15.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	340	785	1138	-	-	1056	-	-	328	832
HCM Lane V/C Ratio	0.093	0.027	0.001	-	-	0.01	-	-	0.032	0.001
HCM Control Delay (s)	16.7	9.7	8.2	-	-	8.4	-	-	16.3	9.3
HCM Lane LOS	C	A	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	310	25	80	275	80	25	85	135	90	50	60
Future Volume (veh/h)	105	310	25	80	275	80	25	85	135	90	50	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1767	1767	1767	1604	1604	1604	1767	1767	1767	1352	1352	1366
Adj Flow Rate, veh/h	108	320	26	82	284	82	26	88	139	93	52	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	9	9	9	20	20	20	9	9	9	37	37	36
Cap, veh/h	139	1420	715	102	1242	662	304	195	266	245	183	156
Arrive On Green	0.08	0.42	0.42	0.07	0.41	0.41	0.05	0.11	0.11	0.08	0.14	0.14
Sat Flow, veh/h	1682	3357	1497	1527	3047	1359	1682	1767	1497	1287	1352	1158
Grp Volume(v), veh/h	108	320	26	82	284	82	26	88	139	93	52	62
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1527	1523	1359	1682	1767	1497	1287	1352	1158
Q Serve(g_s), s	5.0	4.9	0.7	4.2	4.9	2.6	1.0	3.7	6.7	5.0	2.8	3.9
Cycle Q Clear(g_c), s	5.0	4.9	0.7	4.2	4.9	2.6	1.0	3.7	6.7	5.0	2.8	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	139	1420	715	102	1242	662	304	195	266	245	183	156
V/C Ratio(X)	0.78	0.23	0.04	0.80	0.23	0.12	0.09	0.45	0.52	0.38	0.28	0.40
Avail Cap(c_a), veh/h	294	1420	715	267	1242	662	502	210	278	365	183	156
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	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	14.7	11.1	36.8	15.5	11.2	28.3	33.3	29.8	28.4	31.1	31.6
Incr Delay (d2), s/veh	14.7	0.4	0.1	20.6	0.4	0.4	0.3	3.4	3.4	2.1	1.8	3.5
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(95%),veh/ln	4.5	3.0	0.4	3.7	2.8	1.4	0.8	3.0	4.5	2.9	1.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	15.1	11.2	57.4	15.9	11.6	28.6	36.7	33.2	30.4	32.9	35.1
LnGrp LOS	D	B	B	E	B	B	C	D	C	C	C	D
Approach Vol, veh/h		454			448			253			207	
Approach Delay, s/veh		23.3			22.7			33.9			32.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	39.7	10.6	18.3	12.6	38.5	12.5	16.4
Change Period (Y+Rc), s	6.0	* 5.9	* 6.2	7.5	6.0	* 5.9	* 6.2	7.5
Max Green Setting (Gmax), s	14.0	* 17	* 14	9.5	14.0	* 17	* 14	9.5
Max Q Clear Time (g_c+I1), s	6.2	6.9	3.0	5.9	7.0	6.9	7.0	8.7
Green Ext Time (p_c), s	0.2	1.1	0.0	0.2	0.2	1.1	0.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	380	155	75	265	0	0	0	0	5	0	170
Future Volume (veh/h)	0	380	155	75	265	0	0	0	0	5	0	170
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1589	1589	1618	1618	0				1559	0	1559
Adj Flow Rate, veh/h	0	396	161	78	276	0				5	0	177
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	21	21	19	19	0				23	0	23
Cap, veh/h	0	1811	808	96	2173	0				238	0	211
Arrive On Green	0.00	0.60	0.60	0.06	0.71	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3098	1346	1541	3156	0				1485	0	1321
Grp Volume(v), veh/h	0	396	161	78	276	0				5	0	177
Grp Sat Flow(s),veh/h/ln	0	1509	1346	1541	1537	0				1485	0	1321
Q Serve(g_s), s	0.0	5.4	4.9	4.5	2.6	0.0				0.3	0.0	11.7
Cycle Q Clear(g_c), s	0.0	5.4	4.9	4.5	2.6	0.0				0.3	0.0	11.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1811	808	96	2173	0				238	0	211
V/C Ratio(X)	0.00	0.22	0.20	0.81	0.13	0.00				0.02	0.00	0.84
Avail Cap(c_a), veh/h	0	1811	808	274	2173	0				544	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.97	0.97	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.3	8.2	41.7	4.3	0.0				31.9	0.0	36.7
Incr Delay (d2), s/veh	0.0	0.3	0.5	5.9	0.1	0.0				0.1	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.7	2.3	3.2	1.0	0.0				0.2	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.6	8.7	47.6	4.4	0.0				31.9	0.0	48.3
LnGrp LOS	A	A	A	D	A	A				C	A	D
Approach Vol, veh/h		557			354						182	
Approach Delay, s/veh		8.6			13.9						47.9	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	9.6	60.0				69.6		20.4				
Change Period (Y+Rc), s	4.0	* 6				* 6		6.0				
Max Green Setting (Gmax), s	16.0	* 25				* 45		33.0				
Max Q Clear Time (g_c+I1), s	6.5	7.4				4.6		13.7				
Green Ext Time (p_c), s	0.0	2.6				1.7		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	175	0	0	185	40	155	0	130	0	0	0
Future Volume (veh/h)	210	175	0	0	185	40	155	0	130	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1457	1457	0	0	1563	1563	1377	0	1377			
Adj Flow Rate, veh/h	233	194	0	0	206	44	172	0	144			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	19	19	0	0	11	11	25	0	25			
Cap, veh/h	333	1806	0	0	1423	635	476	0	219			
Arrive On Green	0.12	0.65	0.00	0.00	0.48	0.48	0.19	0.00	0.19			
Sat Flow, veh/h	2691	2840	0	0	3048	1325	2543	0	1167			
Grp Volume(v), veh/h	233	194	0	0	206	44	172	0	144			
Grp Sat Flow(s),veh/h/ln	1346	1384	0	0	1485	1325	1272	0	1167			
Q Serve(g_s), s	6.6	2.1	0.0	0.0	3.1	1.4	4.7	0.0	9.2			
Cycle Q Clear(g_c), s	6.6	2.1	0.0	0.0	3.1	1.4	4.7	0.0	9.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	333	1806	0	0	1423	635	476	0	219			
V/C Ratio(X)	0.70	0.11	0.00	0.00	0.14	0.07	0.36	0.00	0.66			
Avail Cap(c_a), veh/h	740	1806	0	0	1423	635	614	0	281			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.99	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	33.6	5.2	0.0	0.0	11.7	11.2	28.3	0.0	30.1			
Incr Delay (d2), s/veh	5.6	0.1	0.0	0.0	0.2	0.2	1.7	0.0	11.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.1	0.8	0.0	0.0	1.6	0.7	2.7	0.0	10.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	5.3	0.0	0.0	11.9	11.4	30.0	0.0	41.8			
LnGrp LOS	D	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		427			250			316				
Approach Delay, s/veh		23.8			11.8			35.4				
Approach LOS		C			B			D				

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	58.3	21.7	13.9	44.4
Change Period (Y+Rc), s	* 6.1	* 6.7	4.0	* 6.1
Max Green Setting (Gmax), s	* 48	* 19	22.0	* 22
Max Q Clear Time (g_c+I1), s	4.1	11.2	8.6	5.1
Green Ext Time (p_c), s	0.9	1.8	1.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	235	70	30	110	1	110	1	45	1	1	1
Future Vol, veh/h	1	235	70	30	110	1	110	1	45	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	600	-	400	400	-	415	350	-	355	135	-	165
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	9	9	9	14	14	14	7	7	7	1	1	1
Mvmt Flow	1	273	81	35	128	1	128	1	52	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	-	273	0	0	410	473	137	337	473	64
Stage 1	-	-	-	-	-	-	275	275	-	198	198	-
Stage 2	-	-	-	-	-	-	135	198	-	139	275	-
Critical Hdwy	4.28	-	-	4.38	-	-	7.64	6.64	7.04	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.52	5.52	-
Follow-up Hdwy	2.29	-	-	2.34	-	-	3.57	4.07	3.37	3.51	4.01	3.31
Pot Cap-1 Maneuver	1406	-	0	1204	-	0	514	477	871	595	490	990
Stage 1	-	-	0	-	-	0	694	669	-	788	738	-
Stage 2	-	-	0	-	-	0	840	724	-	853	684	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1406	-	-	1204	-	-	501	463	871	546	475	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	463	-	546	475	-
Stage 1	-	-	-	-	-	-	693	668	-	787	717	-
Stage 2	-	-	-	-	-	-	813	703	-	800	683	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	13.1	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	501	463	871	1406	-	1204	-	546	475	990
HCM Lane V/C Ratio	0.255	0.003	0.06	0.001	-	0.029	-	0.002	0.002	0.001
HCM Control Delay (s)	14.6	12.8	9.4	7.6	-	8.1	-	11.6	12.6	8.6
HCM Lane LOS	B	B	A	A	-	A	-	B	B	A
HCM 95th %tile Q(veh)	1	0	0.2	0	-	0.1	-	0	0	0

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	25	5	35	50	20	1	235	45	15	95	25
Future Vol, veh/h	30	25	5	35	50	20	1	235	45	15	95	25
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	10	10	10	12	12	12	13	13	13	21	21	21
Mvmt Flow	36	30	6	42	60	24	1	280	54	18	113	30
Number of Lanes	1	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.5	9.6	9.9	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	1%	0%	100%	0%	100%	0%	24%	0%
Vol Thru, %	99%	72%	0%	83%	0%	71%	76%	66%
Vol Right, %	0%	28%	0%	17%	0%	29%	0%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	163	30	30	35	70	63	73
LT Vol	1	0	30	0	35	0	15	0
Through Vol	118	118	0	25	0	50	48	48
RT Vol	0	45	0	5	0	20	0	25
Lane Flow Rate	141	193	36	36	42	83	74	86
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.214	0.283	0.065	0.059	0.076	0.135	0.122	0.133
Departure Headway (Hd)	5.473	5.273	6.582	5.959	6.537	5.831	5.907	5.543
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	652	677	540	595	544	610	603	642
Service Time	3.238	3.038	4.375	3.751	4.322	3.615	3.684	3.32
HCM Lane V/C Ratio	0.216	0.285	0.067	0.061	0.077	0.136	0.123	0.134
HCM Control Delay	9.7	10.1	9.8	9.1	9.9	9.5	9.5	9.2
HCM Lane LOS	A	B	A	A	A	A	A	A
HCM 95th-tile Q	0.8	1.2	0.2	0.2	0.2	0.5	0.4	0.5

HCM 6th Signalized Intersection Summary
100: IL 2 & IL 75

10/11/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	195	1	265	1	415	130	195	440	1
Future Volume (veh/h)	1	1	1	195	1	265	1	415	130	195	440	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1663	1870
Adj Flow Rate, veh/h	1	1	1	210	1	0	1	446	140	210	473	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	16	2
Cap, veh/h	165	161	128	416	1		513	1576	703	572	1987	4
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.44	0.44	0.44	0.09	0.61	0.61
Sat Flow, veh/h	431	732	581	1412	7	1585	927	3582	1598	1781	3235	7
Grp Volume(v), veh/h	3	0	0	211	0	0	1	446	140	210	231	243
Grp Sat Flow(s),veh/h/ln	1744	0	0	1419	0	1585	927	1791	1598	1781	1580	1662
Q Serve(g_s), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	5.4	3.7	4.0	4.5	4.5
Cycle Q Clear(g_c), s	0.1	0.0	0.0	9.3	0.0	0.0	0.0	5.4	3.7	4.0	4.5	4.5
Prop In Lane	0.33		0.33	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	454	0	0	417	0		513	1576	703	572	971	1021
V/C Ratio(X)	0.01	0.00	0.00	0.51	0.00		0.00	0.28	0.20	0.37	0.24	0.24
Avail Cap(c_a), veh/h	1153	0	0	1022	0		712	2342	1045	1044	1728	1818
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	0.0	24.4	0.0	0.0	10.7	12.2	11.7	7.9	5.9	5.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.1	0.2	0.4	0.2	0.2
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(95%),veh/ln	0.1	0.0	0.0	5.6	0.0	0.0	0.0	3.6	2.2	2.4	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	0.0	25.7	0.0	0.0	10.7	12.4	11.9	8.3	6.1	6.1
LnGrp LOS	C	A	A	C	A		B	B	B	A	A	A
Approach Vol, veh/h		3			211	A		587			684	
Approach Delay, s/veh		20.8			25.7			12.3			6.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.9	35.4		20.9		47.3		20.9				
Change Period (Y+Rc), s	5.5	* 5.4		* 5.9		* 5.4		5.9				
Max Green Setting (Gmax), s	24.5	* 45		* 45		* 75		44.1				
Max Q Clear Time (g_c+I1), s	6.0	7.4		2.1		6.5		11.3				
Green Ext Time (p_c), s	0.5	5.6		0.0		4.8		1.8				

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	280	1	25	335	20	5	15	24	45	10	95
Future Volume (veh/h)	80	280	1	25	335	20	5	15	24	45	10	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1841	1841	1841	1737	1737	1737	1856	1856	1856
Adj Flow Rate, veh/h	82	289	1	26	345	21	5	15	25	46	10	98
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	4	4	4	11	11	11	3	3	3
Cap, veh/h	631	1515	5	633	1225	74	110	108	151	356	62	275
Arrive On Green	0.09	0.42	0.42	0.04	0.37	0.37	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3632	13	1753	3350	203	69	620	861	1122	356	1572
Grp Volume(v), veh/h	82	141	149	26	179	187	45	0	0	56	0	98
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1753	1749	1804	1551	0	0	1479	0	1572
Q Serve(g_s), s	1.1	2.1	2.1	0.4	3.0	3.0	0.0	0.0	0.0	0.1	0.0	2.2
Cycle Q Clear(g_c), s	1.1	2.1	2.1	0.4	3.0	3.0	1.0	0.0	0.0	1.1	0.0	2.2
Prop In Lane	1.00		0.01	1.00		0.11	0.11		0.56	0.82		1.00
Lane Grp Cap(c), veh/h	631	741	779	633	640	660	369	0	0	418	0	275
V/C Ratio(X)	0.13	0.19	0.19	0.04	0.28	0.28	0.12	0.00	0.00	0.13	0.00	0.36
Avail Cap(c_a), veh/h	1789	1300	1366	1863	1279	1320	1191	0	0	1194	0	1131
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	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	7.6	7.6	7.4	9.2	9.2	14.4	0.0	0.0	14.4	0.0	14.9
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.3	0.3	0.1	0.0	0.0	0.1	0.0	0.8
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(95%),veh/ln	0.5	1.1	1.1	0.2	1.7	1.7	0.6	0.0	0.0	0.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	7.7	7.7	7.4	9.5	9.5	14.5	0.0	0.0	14.5	0.0	15.7
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		372			392			45			154	
Approach Delay, s/veh		7.5			9.3			14.5			15.3	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.7	6.2	22.1	12.7	8.3	20.0
Change Period (Y+Rc), s	5.5	* 4.7	5.0	5.5	* 4.7	5.0
Max Green Setting (Gmax), s	29.5	* 30	30.0	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	3.0	2.4	4.1	4.2	3.1	5.0
Green Ext Time (p_c), s	0.2	0.0	2.0	0.6	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	180	165	185	260	130	120	365	120	185	410	15
Future Volume (veh/h)	25	180	165	185	260	130	120	365	120	185	410	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	205	188	210	295	148	136	415	136	210	466	17
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	330	626	412	463	974	628	407	817	570	441	955	426
Arrive On Green	0.03	0.18	0.18	0.13	0.28	0.28	0.09	0.23	0.23	0.12	0.27	0.27
Sat Flow, veh/h	1753	3497	1560	1753	3497	1560	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	28	205	188	210	295	148	136	415	136	210	466	17
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1560	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.8	3.3	6.6	5.9	4.3	4.1	3.7	6.6	3.9	5.6	7.2	0.5
Cycle Q Clear(g_c), s	0.8	3.3	6.6	5.9	4.3	4.1	3.7	6.6	3.9	5.6	7.2	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	626	412	463	974	628	407	817	570	441	955	426
V/C Ratio(X)	0.08	0.33	0.46	0.45	0.30	0.24	0.33	0.51	0.24	0.48	0.49	0.04
Avail Cap(c_a), veh/h	949	2363	1187	907	2363	1248	937	2390	1272	902	2390	1066
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	23.4	20.1	16.4	18.6	12.9	16.8	21.9	14.6	15.9	20.1	17.6
Incr Delay (d2), s/veh	0.1	0.4	1.1	1.0	0.2	0.3	0.6	0.7	0.3	1.0	0.6	0.1
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(95%),veh/ln	0.6	2.4	3.9	3.7	2.7	2.1	2.5	4.5	2.2	3.7	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	23.8	21.2	17.4	18.8	13.1	17.3	22.6	14.9	16.8	20.6	17.7
LnGrp LOS	C	C	C	B	B	B	B	C	B	B	C	B
Approach Vol, veh/h		421			653			687			693	
Approach Delay, s/veh		22.4			17.1			20.0			19.4	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	21.1	13.5	17.6	10.6	23.6	7.0	24.1
Change Period (Y+Rc), s	5.0	* 6.1	5.0	* 5.9	5.0	* 6.1	5.0	* 5.9
Max Green Setting (Gmax), s	25.0	* 44	25.0	* 44	25.0	* 44	25.0	* 44
Max Q Clear Time (g_c+I1), s	7.6	8.6	7.9	8.6	5.7	9.2	2.8	6.3
Green Ext Time (p_c), s	0.7	4.6	0.8	3.1	0.4	4.5	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	450	35	30	550	10	20	5	15	1	5	1
Future Vol, veh/h	1	450	35	30	550	10	20	5	15	1	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	320	-	330	290	-	300	-	-	50	-	-	55
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, %	4	4	4	4	4	4	1	1	1	1	1	1
Mvmt Flow	1	469	36	31	573	10	21	5	16	1	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	505	0	0	822	1116	235	874	1142	287
Stage 1	-	-	-	-	-	-	471	471	-	635	635	-
Stage 2	-	-	-	-	-	-	351	645	-	239	507	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	974	-	-	1042	-	-	268	208	770	246	201	713
Stage 1	-	-	-	-	-	-	545	560	-	436	473	-
Stage 2	-	-	-	-	-	-	641	468	-	746	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	974	-	-	1042	-	-	256	202	770	231	195	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	202	-	231	195	-
Stage 1	-	-	-	-	-	-	544	559	-	436	459	-
Stage 2	-	-	-	-	-	-	614	454	-	723	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	17.2	21.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	243	770	974	-	-	1042	-	-	200	713
HCM Lane V/C Ratio	0.107	0.02	0.001	-	-	0.03	-	-	0.031	0.001
HCM Control Delay (s)	21.6	9.8	8.7	-	-	8.6	-	-	23.6	10.1
HCM Lane LOS	C	A	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0.1	0	-	-	0.1	-	-	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	340	60	160	420	115	15	110	140	100	90	150
Future Volume (veh/h)	70	340	60	160	420	115	15	110	140	100	90	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1648	1648	1648	1796	1796	1796	1633	1633	1633
Adj Flow Rate, veh/h	76	370	65	174	457	125	16	120	152	109	98	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	17	17	17	7	7	7	18	18	18
Cap, veh/h	100	1366	666	205	1454	758	254	208	376	253	257	218
Arrive On Green	0.06	0.39	0.39	0.13	0.46	0.46	0.04	0.12	0.12	0.08	0.16	0.16
Sat Flow, veh/h	1753	3497	1560	1570	3131	1397	1711	1796	1522	1555	1633	1384
Grp Volume(v), veh/h	76	370	65	174	457	125	16	120	152	109	98	163
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1570	1566	1397	1711	1796	1522	1555	1633	1384
Q Serve(g_s), s	3.8	6.5	2.2	9.8	8.2	4.0	0.7	5.7	7.5	5.5	4.8	10.1
Cycle Q Clear(g_c), s	3.8	6.5	2.2	9.8	8.2	4.0	0.7	5.7	7.5	5.5	4.8	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	1366	666	205	1454	758	254	208	376	253	257	218
V/C Ratio(X)	0.76	0.27	0.10	0.85	0.31	0.16	0.06	0.58	0.40	0.43	0.38	0.75
Avail Cap(c_a), veh/h	331	1366	666	244	1454	758	454	349	495	300	257	218
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	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	18.7	15.4	38.2	15.1	10.3	32.6	37.7	28.4	31.6	34.0	36.2
Incr Delay (d2), s/veh	18.1	0.5	0.3	21.4	0.5	0.4	0.2	3.5	1.0	1.4	2.0	15.6
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(95%),veh/ln	3.7	4.4	1.4	8.1	4.8	2.1	0.5	4.7	4.8	3.7	3.5	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	19.2	15.7	59.6	15.6	10.8	32.8	41.2	29.4	33.0	36.0	51.8
LnGrp LOS	E	B	B	E	B	B	C	D	C	C	D	D
Approach Vol, veh/h		511			756			288			370	
Approach Delay, s/veh		24.8			24.9			34.5			42.1	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	41.1	9.5	21.7	11.1	47.7	13.2	17.9
Change Period (Y+Rc), s	6.0	* 5.9	* 6.2	7.5	6.0	* 5.9	* 6.2	7.5
Max Green Setting (Gmax), s	14.0	* 23	* 14	13.5	17.0	* 20	* 9.8	17.5
Max Q Clear Time (g_c+I1), s	11.8	8.5	2.7	12.1	5.8	10.2	7.5	9.5
Green Ext Time (p_c), s	0.2	1.6	0.0	0.3	0.2	1.8	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	395	190	80	315	0	0	0	0	35	0	380
Future Volume (veh/h)	0	395	190	80	315	0	0	0	0	35	0	380
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1693	1693	1663	1663	0				1663	0	1663
Adj Flow Rate, veh/h	0	403	194	82	321	0				36	0	388
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	14	14	16	16	0				16	0	16
Cap, veh/h	0	1154	515	100	1551	0				478	0	426
Arrive On Green	0.00	0.36	0.36	0.06	0.49	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	3300	1434	1584	3243	0				1584	0	1409
Grp Volume(v), veh/h	0	403	194	82	321	0				36	0	388
Grp Sat Flow(s),veh/h/ln	0	1608	1434	1584	1580	0				1584	0	1409
Q Serve(g_s), s	0.0	5.3	5.8	3.0	3.3	0.0				0.9	0.0	15.4
Cycle Q Clear(g_c), s	0.0	5.3	5.8	3.0	3.3	0.0				0.9	0.0	15.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1154	515	100	1551	0				478	0	426
V/C Ratio(X)	0.00	0.35	0.38	0.82	0.21	0.00				0.08	0.00	0.91
Avail Cap(c_a), veh/h	0	1154	515	164	1551	0				491	0	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	13.8	26.8	8.4	0.0				14.5	0.0	19.5
Incr Delay (d2), s/veh	0.0	0.8	2.0	6.0	0.3	0.0				0.1	0.0	23.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.9	3.2	2.1	1.5	0.0				0.6	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.4	15.8	32.8	8.7	0.0				14.5	0.0	42.7
LnGrp LOS	A	B	B	C	A	A				B	A	D
Approach Vol, veh/h		597			403						424	
Approach Delay, s/veh		14.9			13.6						40.3	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	7.7	26.8		23.5		34.5
Change Period (Y+Rc), s	4.0	* 6		6.0		* 6
Max Green Setting (Gmax), s	6.0	* 18		18.0		* 18
Max Q Clear Time (g_c+I1), s	5.0	7.8		17.4		5.3
Green Ext Time (p_c), s	0.0	2.2		0.2		1.4

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	150	0	0	220	30	175	0	90	0	0	0
Future Volume (veh/h)	280	150	0	0	220	30	175	0	90	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1550	1550	0	0	1603	1603	1377	0	1377			
Adj Flow Rate, veh/h	292	156	0	0	229	31	182	0	94			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	12	12	0	0	8	8	25	0	25			
Cap, veh/h	401	2036	0	0	1544	689	423	0	194			
Arrive On Green	0.14	0.69	0.00	0.00	0.51	0.51	0.17	0.00	0.17			
Sat Flow, veh/h	2864	3022	0	0	3126	1359	2543	0	1167			
Grp Volume(v), veh/h	292	156	0	0	229	31	182	0	94			
Grp Sat Flow(s),veh/h/ln	1432	1472	0	0	1523	1359	1272	0	1167			
Q Serve(g_s), s	8.8	1.6	0.0	0.0	3.6	1.0	5.8	0.0	6.6			
Cycle Q Clear(g_c), s	8.8	1.6	0.0	0.0	3.6	1.0	5.8	0.0	6.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	401	2036	0	0	1544	689	423	0	194			
V/C Ratio(X)	0.73	0.08	0.00	0.00	0.15	0.05	0.43	0.00	0.48			
Avail Cap(c_a), veh/h	827	2036	0	0	1544	689	658	0	302			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.1	4.5	0.0	0.0	11.8	11.2	33.7	0.0	34.0			
Incr Delay (d2), s/veh	5.2	0.1	0.0	0.0	0.2	0.1	2.5	0.0	6.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	5.7	0.6	0.0	0.0	2.0	0.5	3.4	0.0	8.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	4.6	0.0	0.0	12.0	11.3	36.2	0.0	40.6			
LnGrp LOS	D	A	A	A	B	B	D	A	D			
Approach Vol, veh/h		448			260			276				
Approach Delay, s/veh		29.1			12.0			37.7				
Approach LOS		C			B			D				

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	68.3		21.7	16.6	51.7
Change Period (Y+Rc), s	* 6.1		* 6.7	4.0	* 6.1
Max Green Setting (Gmax), s	* 54		* 23	26.0	* 24
Max Q Clear Time (g_c+I1), s	3.6		8.6	10.8	5.6
Green Ext Time (p_c), s	0.7		2.3	1.8	1.0

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	135	110	50	150	1	100	1	40	1	1	1
Future Vol, veh/h	1	135	110	50	150	1	100	1	40	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	600	-	400	400	-	415	350	-	355	135	-	165
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, %	8	8	8	8	8	8	4	4	4	1	1	1
Mvmt Flow	1	142	116	53	158	1	105	1	42	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	-	142	0	0	330	408	71	338	408	79
Stage 1	-	-	-	-	-	-	144	144	-	264	264	-
Stage 2	-	-	-	-	-	-	186	264	-	74	144	-
Critical Hdwy	4.26	-	-	4.26	-	-	7.58	6.58	6.98	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.52	5.52	-
Follow-up Hdwy	2.28	-	-	2.28	-	-	3.54	4.04	3.34	3.51	4.01	3.31
Pot Cap-1 Maneuver	1376	-	0	1396	-	0	594	527	971	594	534	969
Stage 1	-	-	0	-	-	0	838	772	-	721	691	-
Stage 2	-	-	0	-	-	0	792	684	-	930	779	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1376	-	-	1396	-	-	575	506	971	551	513	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	506	-	551	513	-
Stage 1	-	-	-	-	-	-	837	771	-	720	665	-
Stage 2	-	-	-	-	-	-	760	658	-	888	778	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.9	11.6	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	575	506	971	1376	-	1396	-	551	513	969
HCM Lane V/C Ratio	0.183	0.002	0.043	0.001	-	0.038	-	0.002	0.002	0.001
HCM Control Delay (s)	12.7	12.1	8.9	7.6	-	7.7	-	11.5	12	8.7
HCM Lane LOS	B	B	A	A	-	A	-	B	B	A
HCM 95th %tile Q(veh)	0.7	0	0.1	0	-	0.1	-	0	0	0

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	50	5	45	45	30	1	135	45	15	150	30
Future Vol, veh/h	25	50	5	45	45	30	1	135	45	15	150	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	7	7	7	14	14	14	12	12	12
Mvmt Flow	27	53	5	48	48	32	1	144	48	16	160	32
Number of Lanes	1	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.1	9.2	9.1	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	1%	0%	100%	0%	100%	0%	17%	0%
Vol Thru, %	99%	60%	0%	91%	0%	60%	83%	71%
Vol Right, %	0%	40%	0%	9%	0%	40%	0%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	113	25	55	45	75	90	105
LT Vol	1	0	25	0	45	0	15	0
Through Vol	68	68	0	50	0	45	75	75
RT Vol	0	45	0	5	0	30	0	30
Lane Flow Rate	73	120	27	59	48	80	96	112
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.112	0.175	0.046	0.092	0.083	0.121	0.148	0.164
Departure Headway (Hd)	5.556	5.267	6.223	5.654	6.235	5.449	5.58	5.295
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	642	677	572	630	572	653	640	674
Service Time	3.316	3.027	3.996	3.427	4.003	3.216	3.339	3.054
HCM Lane V/C Ratio	0.114	0.177	0.047	0.094	0.084	0.123	0.15	0.166
HCM Control Delay	9	9.2	9.3	9	9.6	9	9.3	9.1
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.1	0.3	0.3	0.4	0.5	0.6

Appendix C: Year 2047 Traffic Operations Analysis Worksheets

HCM 6th Signalized Intersection Summary
100: IL 2 & IL 75

08/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	165	5	220	5	615	250	290	345	5
Future Volume (veh/h)	5	5	5	165	5	220	5	615	250	290	345	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1707	1707	1707	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	6	6	6	199	6	0	6	741	301	349	416	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	13	13	13	4	4	4	4	4	4
Cap, veh/h	170	167	137	393	9		470	1383	617	475	2166	31
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.00	0.40	0.40	0.40	0.15	0.61	0.61
Sat Flow, veh/h	448	703	576	1263	38	1447	950	3497	1560	1753	3529	51
Grp Volume(v), veh/h	18	0	0	205	0	0	6	741	301	349	206	216
Grp Sat Flow(s),veh/h/ln	1727	0	0	1301	0	1447	950	1749	1560	1753	1749	1832
Q Serve(g_s), s	0.0	0.0	0.0	10.2	0.0	0.0	0.3	12.3	11.0	8.2	3.9	3.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	10.8	0.0	0.0	0.3	12.3	11.0	8.2	3.9	3.9
Prop In Lane	0.33		0.33	0.97		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	473	0	0	402	0		470	1383	617	475	1073	1124
V/C Ratio(X)	0.04	0.00	0.00	0.51	0.00		0.01	0.54	0.49	0.73	0.19	0.19
Avail Cap(c_a), veh/h	1032	0	0	846	0		653	2056	917	785	1719	1801
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	26.1	0.0	0.0	14.0	17.6	17.2	12.5	6.4	6.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.5	0.9	2.2	0.1	0.1
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(95%),veh/ln	0.4	0.0	0.0	6.0	0.0	0.0	0.1	8.3	6.9	5.4	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	0.0	27.5	0.0	0.0	14.0	18.1	18.0	14.7	6.5	6.5
LnGrp LOS	C	A	A	C	A		B	B	B	B	A	A
Approach Vol, veh/h		18			205			1048			771	
Approach Delay, s/veh		22.3			27.5			18.0			10.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.6	35.4		23.9		52.0		23.9				
Change Period (Y+Rc), s	5.5	* 5.4		* 5.9		* 5.4		5.9				
Max Green Setting (Gmax), s	24.5	* 45		* 45		* 75		44.1				
Max Q Clear Time (g_c+I1), s	10.2	14.3		2.6		5.9		12.8				
Green Ext Time (p_c), s	0.9	10.5		0.1		4.1		1.8				

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	440	25	30	350	5	5	20	25	40	25	65
Future Volume (veh/h)	95	440	25	30	350	5	5	20	25	40	25	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1737	1737	1737	1693	1693	1693	1515	1515	1515	1811	1811	1811
Adj Flow Rate, veh/h	103	478	27	33	380	5	5	22	27	43	27	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	11	11	14	14	14	26	26	26	6	6	6
Cap, veh/h	596	1321	74	500	1174	15	104	109	118	270	134	264
Arrive On Green	0.10	0.42	0.42	0.05	0.36	0.36	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1654	3176	179	1612	3250	43	51	633	684	754	780	1535
Grp Volume(v), veh/h	103	248	257	33	188	197	54	0	0	70	0	71
Grp Sat Flow(s),veh/h/ln	1654	1650	1705	1612	1608	1685	1369	0	0	1534	0	1535
Q Serve(g_s), s	1.5	4.3	4.3	0.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	1.5	4.3	4.3	0.5	3.5	3.5	1.4	0.0	0.0	1.4	0.0	1.7
Prop In Lane	1.00		0.10	1.00		0.03	0.09		0.50	0.61		1.00
Lane Grp Cap(c), veh/h	596	686	709	500	581	609	331	0	0	404	0	264
V/C Ratio(X)	0.17	0.36	0.36	0.07	0.32	0.32	0.16	0.00	0.00	0.17	0.00	0.27
Avail Cap(c_a), veh/h	1637	1192	1232	1602	1162	1217	1051	0	0	1195	0	1090
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	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	8.3	8.3	7.5	9.6	9.6	14.8	0.0	0.0	14.8	0.0	14.9
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.1	0.4	0.4	0.2	0.0	0.0	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	2.2	2.2	0.3	1.8	1.9	0.7	0.0	0.0	0.9	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	8.7	8.7	7.6	10.0	10.0	15.0	0.0	0.0	15.0	0.0	15.5
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		608			418			54			141	
Approach Delay, s/veh		8.4			9.8			15.0			15.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.7	6.6	22.3	12.7	8.9	20.0
Change Period (Y+Rc), s	5.5	* 4.7	5.0	5.5	* 4.7	5.0
Max Green Setting (Gmax), s	29.5	* 30	30.0	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	3.4	2.5	6.3	3.7	3.5	5.5
Green Ext Time (p_c), s	0.3	0.1	3.8	0.6	0.3	2.8

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	300	130	145	220	225	130	550	255	120	330	25
Future Volume (veh/h)	30	300	130	145	220	225	130	550	255	120	330	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1781	1722	1722	1722	1841	1841	1841	1781	1781	1781
Adj Flow Rate, veh/h	33	333	144	161	244	250	144	611	283	133	367	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	8	8	12	12	12	4	4	4	8	8	8
Cap, veh/h	324	620	406	364	839	493	460	1039	631	334	991	442
Arrive On Green	0.03	0.18	0.18	0.11	0.26	0.26	0.09	0.30	0.30	0.08	0.29	0.29
Sat Flow, veh/h	1697	3385	1510	1640	3272	1459	1753	3497	1560	1697	3385	1510
Grp Volume(v), veh/h	33	333	144	161	244	250	144	611	283	133	367	28
Grp Sat Flow(s),veh/h/ln	1697	1692	1510	1640	1636	1459	1753	1749	1560	1697	1692	1510
Q Serve(g_s), s	1.0	5.9	5.1	4.9	4.0	9.1	3.7	9.9	8.8	3.5	5.7	0.9
Cycle Q Clear(g_c), s	1.0	5.9	5.1	4.9	4.0	9.1	3.7	9.9	8.8	3.5	5.7	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	620	406	364	839	493	460	1039	631	334	991	442
V/C Ratio(X)	0.10	0.54	0.35	0.44	0.29	0.51	0.31	0.59	0.45	0.40	0.37	0.06
Avail Cap(c_a), veh/h	903	2243	1130	804	2169	1086	968	2308	1197	834	2233	996
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	24.6	19.7	17.7	19.9	17.6	14.3	19.9	14.4	15.0	18.7	16.9
Incr Delay (d2), s/veh	0.2	1.0	0.7	1.2	0.3	1.1	0.5	0.8	0.7	0.9	0.3	0.1
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(95%),veh/ln	0.7	4.2	3.0	3.1	2.5	0.3	2.3	6.5	4.8	2.2	3.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	25.6	20.4	18.9	20.1	18.7	14.8	20.7	15.1	16.0	19.0	17.0
LnGrp LOS	C	C	C	B	C	B	B	C	B	B	B	B
Approach Vol, veh/h		510			655			1038			528	
Approach Delay, s/veh		23.9			19.3			18.3			18.1	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	25.9	12.2	18.1	10.7	25.6	7.3	23.0
Change Period (Y+Rc), s	5.0	* 6.1	5.0	* 5.9	5.0	* 6.1	5.0	* 5.9
Max Green Setting (Gmax), s	25.0	* 44	25.0	* 44	25.0	* 44	25.0	* 44
Max Q Clear Time (g_c+I1), s	5.5	11.9	6.9	7.9	5.7	7.7	3.0	11.1
Green Ext Time (p_c), s	0.4	7.9	0.6	4.3	0.4	3.5	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	5	650	25	20	540	5	40	5	30	5	5	5
Future Vol, veh/h	5	650	25	20	540	5	40	5	30	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	320	-	330	290	-	300	-	-	50	-	-	55
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, %	9	9	9	9	9	9	2	2	2	1	1	1
Mvmt Flow	5	684	26	21	568	5	42	5	32	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	573	0	0	710	0	0	1023	1309	342	965	1330	284
Stage 1	-	-	-	-	-	-	694	694	-	610	610	-
Stage 2	-	-	-	-	-	-	329	615	-	355	720	-
Critical Hdwy	4.28	-	-	4.28	-	-	7.54	6.54	6.94	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.52	5.52	-
Follow-up Hdwy	2.29	-	-	2.29	-	-	3.52	4.02	3.32	3.51	4.01	3.31
Pot Cap-1 Maneuver	949	-	-	840	-	-	190	158	654	211	155	716
Stage 1	-	-	-	-	-	-	399	442	-	451	485	-
Stage 2	-	-	-	-	-	-	658	480	-	638	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	949	-	-	840	-	-	179	153	654	191	150	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	153	-	191	150	-
Stage 1	-	-	-	-	-	-	397	440	-	449	473	-
Stage 2	-	-	-	-	-	-	630	468	-	597	431	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	24	22
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	176	654	949	-	-	840	-	-	168	716
HCM Lane V/C Ratio	0.269	0.048	0.006	-	-	0.025	-	-	0.063	0.007
HCM Control Delay (s)	32.8	10.8	8.8	-	-	9.4	-	-	27.9	10.1
HCM Lane LOS	D	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	1	0.2	0	-	-	0.1	-	-	0.2	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	555	40	125	495	795	40	130	215	620	80	120
Future Volume (veh/h)	190	555	40	125	495	795	40	130	215	620	80	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1767	1767	1767	1604	1604	1604	1767	1767	1767	1352	1352	1366
Adj Flow Rate, veh/h	196	572	41	129	510	820	41	134	222	639	82	124
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	9	9	9	20	20	20	9	9	9	37	37	36
Cap, veh/h	235	955	538	159	758	573	348	210	334	346	293	251
Arrive On Green	0.14	0.28	0.28	0.10	0.25	0.25	0.07	0.12	0.12	0.17	0.22	0.22
Sat Flow, veh/h	1682	3357	1497	1527	3047	1359	1682	1767	1497	1287	1352	1158
Grp Volume(v), veh/h	196	572	41	129	510	820	41	134	222	639	82	124
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1527	1523	1359	1682	1767	1497	1287	1352	1158
Q Serve(g_s), s	9.1	11.8	1.4	6.6	12.1	19.9	1.6	5.8	9.5	13.8	4.0	7.5
Cycle Q Clear(g_c), s	9.1	11.8	1.4	6.6	12.1	19.9	1.6	5.8	9.5	13.8	4.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	955	538	159	758	573	348	210	334	346	293	251
V/C Ratio(X)	0.83	0.60	0.08	0.81	0.67	1.43	0.12	0.64	0.66	1.84	0.28	0.49
Avail Cap(c_a), veh/h	294	955	538	267	758	573	512	210	334	346	293	251
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	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	24.7	16.9	35.0	27.1	23.1	26.7	33.6	28.3	28.0	26.1	27.5
Incr Delay (d2), s/veh	17.9	2.8	0.3	10.9	3.3	201.2	0.3	8.8	6.5	391.0	1.1	3.2
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(95%),veh/ln	8.1	8.0	0.9	5.0	7.1	60.1	1.1	5.1	7.5	61.5	2.3	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	27.5	17.2	45.9	30.4	224.4	27.0	42.4	34.9	419.0	27.2	30.7
LnGrp LOS	D	C	B	D	C	F	C	D	C	F	C	C
Approach Vol, veh/h		809			1459			397			845	
Approach Delay, s/veh		32.7			140.8			36.6			324.0	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	28.7	12.2	24.8	17.2	25.8	20.0	17.0
Change Period (Y+Rc), s	6.0	* 5.9	* 6.2	7.5	6.0	* 5.9	* 6.2	7.5
Max Green Setting (Gmax), s	14.0	* 17	* 14	9.5	14.0	* 17	* 14	9.5
Max Q Clear Time (g_c+I1), s	8.6	13.8	3.6	9.5	11.1	21.9	15.8	11.5
Green Ext Time (p_c), s	0.2	1.0	0.1	0.0	0.3	0.0	0.0	0.0

Intersection Summary			
HCM 6th Ctrl Delay		148.2	
HCM 6th LOS		F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	670	720	205	1100	0	0	0	0	60	0	315
Future Volume (veh/h)	0	670	720	205	1100	0	0	0	0	60	0	315
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1589	1589	1618	1618	0				1559	0	1559
Adj Flow Rate, veh/h	0	698	750	214	1146	0				62	0	328
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	21	21	19	19	0				23	0	23
Cap, veh/h	0	1168	521	243	1812	0				412	0	367
Arrive On Green	0.00	0.39	0.39	0.16	0.59	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	3098	1346	1541	3156	0				1485	0	1321
Grp Volume(v), veh/h	0	698	750	214	1146	0				62	0	328
Grp Sat Flow(s),veh/h/ln	0	1509	1346	1541	1537	0				1485	0	1321
Q Serve(g_s), s	0.0	16.6	34.8	12.2	22.0	0.0				2.8	0.0	21.5
Cycle Q Clear(g_c), s	0.0	16.6	34.8	12.2	22.0	0.0				2.8	0.0	21.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1168	521	243	1812	0				412	0	367
V/C Ratio(X)	0.00	0.60	1.44	0.88	0.63	0.00				0.15	0.00	0.89
Avail Cap(c_a), veh/h	0	1168	521	274	1812	0				544	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	27.6	37.1	12.1	0.0				24.5	0.0	31.2
Incr Delay (d2), s/veh	0.0	0.2	198.9	2.8	0.2	0.0				0.2	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.4	52.8	5.5	7.2	0.0				1.8	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.2	226.5	39.8	12.3	0.0				24.8	0.0	48.2
LnGrp LOS	A	C	F	D	B	A				C	A	D
Approach Vol, veh/h		1448			1360						390	
Approach Delay, s/veh		128.0			16.6						44.5	
Approach LOS		F			B						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	18.2	40.8				59.0		31.0				
Change Period (Y+Rc), s	4.0	* 6				* 6		6.0				
Max Green Setting (Gmax), s	16.0	* 25				* 45		33.0				
Max Q Clear Time (g_c+I1), s	14.2	36.8				24.0		23.5				
Green Ext Time (p_c), s	0.1	0.0				7.8		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	400	0	0	440	205	865	0	295	0	0	0
Future Volume (veh/h)	330	400	0	0	440	205	865	0	295	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1457	1457	0	0	1563	1563	1377	0	1377			
Adj Flow Rate, veh/h	367	444	0	0	489	228	961	0	328			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	19	19	0	0	11	11	25	0	25			
Cap, veh/h	478	1657	0	0	1102	491	614	0	281			
Arrive On Green	0.18	0.60	0.00	0.00	0.37	0.37	0.24	0.00	0.24			
Sat Flow, veh/h	2691	2840	0	0	3048	1325	2543	0	1167			
Grp Volume(v), veh/h	367	444	0	0	489	228	961	0	328			
Grp Sat Flow(s),veh/h/ln	1346	1384	0	0	1485	1325	1272	0	1167			
Q Serve(g_s), s	10.4	6.1	0.0	0.0	9.9	10.5	19.3	0.0	19.3			
Cycle Q Clear(g_c), s	10.4	6.1	0.0	0.0	9.9	10.5	19.3	0.0	19.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	478	1657	0	0	1102	491	614	0	281			
V/C Ratio(X)	0.77	0.27	0.00	0.00	0.44	0.46	1.57	0.00	1.17			
Avail Cap(c_a), veh/h	740	1657	0	0	1102	491	614	0	281			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.3	7.7	0.0	0.0	18.9	19.1	30.4	0.0	30.3			
Incr Delay (d2), s/veh	4.3	0.3	0.0	0.0	1.3	3.1	262.7	0.0	106.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	6.0	2.6	0.0	0.0	5.7	5.8	44.7	0.0	28.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	8.0	0.0	0.0	20.2	22.2	293.0	0.0	136.4			
LnGrp LOS	D	A	A	A	C	C	F	A	F			
Approach Vol, veh/h		811			717			1289				
Approach Delay, s/veh		20.5			20.9			253.2				
Approach LOS		C			C			F				

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	54.0		26.0	18.2	35.8
Change Period (Y+Rc), s	* 6.1		* 6.7	4.0	* 6.1
Max Green Setting (Gmax), s	* 48		* 19	22.0	* 22
Max Q Clear Time (g_c+I1), s	8.1		21.3	12.4	12.5
Green Ext Time (p_c), s	2.2		0.0	1.8	2.1

Intersection Summary	
HCM 6th Ctrl Delay	127.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	131.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	215	370	115	50	225	95	125	85	70	65	35	295
Future Vol, veh/h	215	370	115	50	225	95	125	85	70	65	35	295
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	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	600	-	400	400	-	415	350	-	355	135	-	165
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	9	9	9	14	14	14	7	7	7	1	1	1
Mvmt Flow	250	430	134	58	262	110	145	99	81	76	41	343

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	262	0	-	430	0	0	1198	1308	215	1143	1308	131
Stage 1	-	-	-	-	-	-	930	930	-	378	378	-
Stage 2	-	-	-	-	-	-	268	378	-	765	930	-
Critical Hdwy	4.28	-	-	4.38	-	-	7.64	6.64	7.04	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	5.64	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.64	-	6.52	5.52	-
Follow-up Hdwy	2.29	-	-	2.34	-	-	3.57	4.07	3.37	3.51	4.01	3.31
Pot Cap-1 Maneuver	1250	-	0	1045	-	0	~ 136	152	775	156	160	897
Stage 1	-	-	0	-	-	0	278	333	-	618	616	-
Stage 2	-	-	0	-	-	0	700	601	-	364	346	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1250	-	-	1045	-	-	~ 51	115	775	~ 32	121	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 51	115	-	~ 32	121	-
Stage 1	-	-	-	-	-	-	222	266	-	494	582	-
Stage 2	-	-	-	-	-	-	380	567	-	164	277	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	1.6	$ 487.6	158.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	51	115	775	1250	-	1045	-	32	121	897
HCM Lane V/C Ratio	2.85	0.859	0.105	0.2	-	0.056	-	2.362	0.336	0.382
HCM Control Delay (s)	$ 1005.4	119.2	10.2	8.6	-	8.6	-	$ 886	49.1	11.5
HCM Lane LOS	F	F	B	A	-	A	-	F	E	B
HCM 95th %tile Q(veh)	15.3	5.2	0.4	0.7	-	0.2	-	8.7	1.3	1.8

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

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	40	10	165	80	30	10	395	95	25	195	40
Future Vol, veh/h	50	40	10	165	80	30	10	395	95	25	195	40
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	10	10	10	12	12	12	13	13	13	21	21	21
Mvmt Flow	60	48	12	196	95	36	12	470	113	30	232	48
Number of Lanes	1	1	0	1	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.4	15.5	19.3	13.8
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	5%	0%	100%	0%	100%	0%	20%	0%
Vol Thru, %	95%	68%	0%	80%	0%	73%	80%	71%
Vol Right, %	0%	32%	0%	20%	0%	27%	0%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	208	293	50	50	165	110	123	138
LT Vol	10	0	50	0	165	0	25	0
Through Vol	198	198	0	40	0	80	98	98
RT Vol	0	95	0	10	0	30	0	40
Lane Flow Rate	247	348	60	60	196	131	146	164
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.482	0.655	0.143	0.132	0.444	0.27	0.311	0.335
Departure Headway (Hd)	7.024	6.768	8.638	7.978	8.133	7.425	7.68	7.366
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	514	536	415	449	444	485	468	489
Service Time	4.756	4.5	6.382	5.722	5.868	5.16	5.417	5.104
HCM Lane V/C Ratio	0.481	0.649	0.145	0.134	0.441	0.27	0.312	0.335
HCM Control Delay	16.1	21.5	12.8	11.9	17.2	12.9	13.9	13.8
HCM Lane LOS	C	C	B	B	C	B	B	B
HCM 95th-tile Q	2.6	4.7	0.5	0.5	2.2	1.1	1.3	1.5

HCM 6th Signalized Intersection Summary
100: IL 2 & IL 75

08/07/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	245	5	330	5	520	165	245	550	5
Future Volume (veh/h)	5	5	5	245	5	330	5	520	165	245	550	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1663	1870
Adj Flow Rate, veh/h	5	5	5	263	5	0	5	559	177	263	591	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	16	2
Cap, veh/h	175	172	140	430	6		445	1491	665	524	1945	16
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.00	0.42	0.42	0.42	0.11	0.61	0.61
Sat Flow, veh/h	458	726	592	1395	27	1585	828	3582	1598	1781	3211	27
Grp Volume(v), veh/h	15	0	0	268	0	0	5	559	177	263	291	305
Grp Sat Flow(s),veh/h/ln	1776	0	0	1422	0	1585	828	1791	1598	1781	1580	1658
Q Serve(g_s), s	0.0	0.0	0.0	12.3	0.0	0.0	0.3	7.8	5.2	5.5	6.4	6.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	12.7	0.0	0.0	0.3	7.8	5.2	5.5	6.4	6.4
Prop In Lane	0.33		0.33	0.98		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	488	0	0	436	0		445	1491	665	524	957	1005
V/C Ratio(X)	0.03	0.00	0.00	0.61	0.00		0.01	0.37	0.27	0.50	0.30	0.30
Avail Cap(c_a), veh/h	1101	0	0	965	0		612	2216	989	928	1635	1716
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	25.8	0.0	0.0	12.4	14.6	13.8	9.3	6.9	6.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.2	0.3	0.7	0.3	0.2
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(95%),veh/ln	0.3	0.0	0.0	7.7	0.0	0.0	0.1	5.3	3.3	3.5	3.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	0.0	27.8	0.0	0.0	12.4	14.8	14.1	10.1	7.1	7.1
LnGrp LOS	C	A	A	C	A		B	B	B	B	A	A
Approach Vol, veh/h		15			268			741			859	
Approach Delay, s/veh		21.2			27.8			14.6			8.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.7	35.4		23.0		49.1		23.0				
Change Period (Y+Rc), s	5.5	* 5.4		* 5.9		* 5.4		5.9				
Max Green Setting (Gmax), s	24.5	* 45		* 45		* 75		44.1				
Max Q Clear Time (g_c+I1), s	7.5	9.8		2.5		8.4		14.7				
Green Ext Time (p_c), s	0.7	7.3		0.0		6.4		2.4				

Intersection Summary		
HCM 6th Ctrl Delay	13.5	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	350	5	30	420	25	5	20	30	55	15	120
Future Volume (veh/h)	100	350	5	30	420	25	5	20	30	55	15	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1870	1870	1870	1841	1841	1841	1737	1737	1737	1856	1856	1856
Adj Flow Rate, veh/h	103	361	5	31	433	26	5	21	31	57	15	124
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	4	4	4	11	11	11	3	3	3
Cap, veh/h	594	1485	21	596	1198	72	103	119	153	348	74	284
Arrive On Green	0.10	0.41	0.41	0.04	0.36	0.36	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3589	50	1753	3353	201	53	658	847	1078	412	1572
Grp Volume(v), veh/h	103	179	187	31	225	234	57	0	0	72	0	124
Grp Sat Flow(s),veh/h/ln	1781	1777	1861	1753	1749	1805	1558	0	0	1490	0	1572
Q Serve(g_s), s	1.4	2.7	2.8	0.5	4.0	4.0	0.0	0.0	0.0	0.2	0.0	2.9
Cycle Q Clear(g_c), s	1.4	2.7	2.8	0.5	4.0	4.0	1.3	0.0	0.0	1.5	0.0	2.9
Prop In Lane	1.00		0.03	1.00		0.11	0.09		0.54	0.79		1.00
Lane Grp Cap(c), veh/h	594	735	770	596	625	645	375	0	0	423	0	284
V/C Ratio(X)	0.17	0.24	0.24	0.05	0.36	0.36	0.15	0.00	0.00	0.17	0.00	0.44
Avail Cap(c_a), veh/h	1701	1270	1330	1785	1250	1290	1169	0	0	1166	0	1105
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	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	8.0	8.0	7.7	9.9	10.0	14.6	0.0	0.0	14.7	0.0	15.3
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.4	0.4	0.2	0.0	0.0	0.2	0.0	1.1
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(95%),veh/ln	0.7	1.5	1.6	0.2	2.3	2.4	0.8	0.0	0.0	1.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	8.2	8.2	7.7	10.4	10.4	14.8	0.0	0.0	14.9	0.0	16.4
LnGrp LOS	A	A	A	A	B	B	B	A	A	B	A	B
Approach Vol, veh/h		469			490			57			196	
Approach Delay, s/veh		7.9			10.2			14.8			15.8	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.1	6.5	22.4	13.1	8.9	20.0
Change Period (Y+Rc), s	5.5	* 4.7	5.0	5.5	* 4.7	5.0
Max Green Setting (Gmax), s	29.5	* 30	30.0	29.5	* 30	30.0
Max Q Clear Time (g_c+I1), s	3.3	2.5	4.8	4.9	3.4	6.0
Green Ext Time (p_c), s	0.3	0.1	2.6	0.8	0.3	3.4

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	225	205	230	325	165	150	455	150	230	515	20
Future Volume (veh/h)	30	225	205	230	325	165	150	455	150	230	515	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	256	233	261	369	188	170	517	170	261	585	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	317	694	466	471	1093	709	376	822	601	421	972	434
Arrive On Green	0.03	0.20	0.20	0.15	0.31	0.31	0.10	0.23	0.23	0.14	0.27	0.27
Sat Flow, veh/h	1753	3497	1560	1753	3497	1560	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	34	256	233	261	369	188	170	517	170	261	585	23
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1560	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.2	5.0	9.7	8.6	6.4	5.9	5.5	10.3	5.9	8.4	11.2	0.8
Cycle Q Clear(g_c), s	1.2	5.0	9.7	8.6	6.4	5.9	5.5	10.3	5.9	8.4	11.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	694	466	471	1093	709	376	822	601	421	972	434
V/C Ratio(X)	0.11	0.37	0.50	0.55	0.34	0.27	0.45	0.63	0.28	0.62	0.60	0.05
Avail Cap(c_a), veh/h	817	1966	1033	771	1966	1099	766	1989	1121	736	1989	887
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	27.2	22.7	18.6	20.7	13.3	19.9	27.1	16.9	18.9	24.8	21.0
Incr Delay (d2), s/veh	0.2	0.5	1.2	1.5	0.3	0.3	1.0	1.1	0.4	1.8	0.9	0.1
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(95%),veh/ln	0.9	3.7	5.9	5.8	4.2	3.2	3.9	7.4	3.4	5.9	7.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	27.6	23.9	20.1	21.0	13.5	20.9	28.2	17.3	20.7	25.6	21.1
LnGrp LOS	C	C	C	C	C	B	C	C	B	C	C	C
Approach Vol, veh/h		523			818			857			869	
Approach Delay, s/veh		25.7			19.0			24.6			24.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	24.2	16.6	21.5	12.8	27.6	7.6	30.4
Change Period (Y+Rc), s	5.0	* 6.1	5.0	* 5.9	5.0	* 6.1	5.0	* 5.9
Max Green Setting (Gmax), s	25.0	* 44	25.0	* 44	25.0	* 44	25.0	* 44
Max Q Clear Time (g_c+I1), s	10.4	12.3	10.6	11.7	7.5	13.2	3.2	8.4
Green Ext Time (p_c), s	0.8	5.9	1.0	3.9	0.5	5.7	0.1	4.4

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	5	565	45	40	690	15	25	5	20	5	5	5
Future Vol, veh/h	5	565	45	40	690	15	25	5	20	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	320	-	330	290	-	300	-	-	50	-	-	55
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, %	4	4	4	4	4	4	1	1	1	1	1	1
Mvmt Flow	5	589	47	42	719	16	26	5	21	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	735	0	0	636	0	0	1045	1418	295	1110	1449	360
Stage 1	-	-	-	-	-	-	599	599	-	803	803	-
Stage 2	-	-	-	-	-	-	446	819	-	307	646	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	853	-	-	930	-	-	184	137	704	165	131	639
Stage 1	-	-	-	-	-	-	458	491	-	345	397	-
Stage 2	-	-	-	-	-	-	564	390	-	681	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	853	-	-	930	-	-	170	130	704	149	124	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	130	-	149	124	-
Stage 1	-	-	-	-	-	-	455	488	-	343	379	-
Stage 2	-	-	-	-	-	-	527	372	-	650	465	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	23.6	26.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	162	704	853	-	-	930	-	-	135	639
HCM Lane V/C Ratio	0.193	0.03	0.006	-	-	0.045	-	-	0.077	0.008
HCM Control Delay (s)	32.5	10.3	9.2	-	-	9.1	-	-	33.9	10.7
HCM Lane LOS	D	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.7	0.1	0	-	-	0.1	-	-	0.2	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	505	75	200	585	655	20	140	175	550	115	225
Future Volume (veh/h)	120	505	75	200	585	655	20	140	175	550	115	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1648	1648	1648	1796	1796	1796	1633	1633	1633
Adj Flow Rate, veh/h	130	549	82	217	636	712	22	152	190	598	125	245
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	17	17	17	7	7	7	18	18	18
Cap, veh/h	166	1105	566	244	1180	678	287	243	442	299	322	273
Arrive On Green	0.09	0.32	0.32	0.16	0.38	0.38	0.05	0.14	0.14	0.11	0.20	0.20
Sat Flow, veh/h	1753	3497	1560	1570	3131	1397	1711	1796	1522	1555	1633	1384
Grp Volume(v), veh/h	130	549	82	217	636	712	22	152	190	598	125	245
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1570	1566	1397	1711	1796	1522	1555	1633	1384
Q Serve(g_s), s	6.5	11.5	3.2	12.2	14.3	33.9	1.0	7.2	9.1	9.8	6.0	15.5
Cycle Q Clear(g_c), s	6.5	11.5	3.2	12.2	14.3	33.9	1.0	7.2	9.1	9.8	6.0	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	1105	566	244	1180	678	287	243	442	299	322	273
V/C Ratio(X)	0.78	0.50	0.14	0.89	0.54	1.05	0.08	0.63	0.43	2.00	0.39	0.90
Avail Cap(c_a), veh/h	331	1105	566	244	1180	678	469	349	533	299	322	273
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	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	25.0	19.3	37.2	21.9	23.1	30.5	36.8	25.9	34.2	31.4	35.3
Incr Delay (d2), s/veh	12.8	1.6	0.5	19.9	1.0	39.6	0.2	3.7	0.9	460.6	1.6	31.1
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(95%),veh/ln	5.8	8.1	2.1	8.6	7.6	26.0	0.7	5.9	5.7	62.3	4.3	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	26.6	19.8	57.2	22.9	62.8	30.7	40.5	26.8	494.8	33.1	66.3
LnGrp LOS	D	C	B	E	C	F	C	D	C	F	C	E
Approach Vol, veh/h		761			1565			364			968	
Approach Delay, s/veh		30.3			45.8			32.8			326.7	
Approach LOS		C			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	34.3	10.4	25.2	14.5	39.8	16.0	19.7
Change Period (Y+Rc), s	6.0	* 5.9	* 6.2	7.5	6.0	* 5.9	* 6.2	7.5
Max Green Setting (Gmax), s	14.0	* 23	* 14	13.5	17.0	* 20	* 9.8	17.5
Max Q Clear Time (g_c+I1), s	14.2	13.5	3.0	17.5	8.5	35.9	11.8	11.1
Green Ext Time (p_c), s	0.0	2.0	0.0	0.0	0.3	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	115.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	565	665	175	915	0	0	0	0	100	0	525
Future Volume (veh/h)	0	565	665	175	915	0	0	0	0	100	0	525
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1693	1693	1663	1663	0				1663	0	1663
Adj Flow Rate, veh/h	0	577	679	179	934	0				102	0	536
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	14	14	16	16	0				16	0	16
Cap, veh/h	0	998	445	164	1525	0				491	0	437
Arrive On Green	0.00	0.31	0.31	0.10	0.48	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	3300	1434	1584	3243	0				1584	0	1409
Grp Volume(v), veh/h	0	577	679	179	934	0				102	0	536
Grp Sat Flow(s),veh/h/ln	0	1608	1434	1584	1580	0				1584	0	1409
Q Serve(g_s), s	0.0	8.7	18.0	6.0	12.6	0.0				2.8	0.0	18.0
Cycle Q Clear(g_c), s	0.0	8.7	18.0	6.0	12.6	0.0				2.8	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	998	445	164	1525	0				491	0	437
V/C Ratio(X)	0.00	0.58	1.53	1.09	0.61	0.00				0.21	0.00	1.23
Avail Cap(c_a), veh/h	0	998	445	164	1525	0				491	0	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.61	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	20.0	26.0	11.0	0.0				14.7	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.2	237.5	81.9	1.1	0.0				0.3	0.0	120.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.4	47.1	9.0	5.6	0.0				1.7	0.0	30.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.0	257.5	107.9	12.1	0.0				15.0	0.0	140.4
LnGrp LOS	A	B	F	F	B	A				B	A	F
Approach Vol, veh/h		1256			1113						638	
Approach Delay, s/veh		147.0			27.5						120.3	
Approach LOS		F			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	24.0		24.0		34.0
Change Period (Y+Rc), s	4.0	* 6		6.0		* 6
Max Green Setting (Gmax), s	6.0	* 18		18.0		* 18
Max Q Clear Time (g_c+I1), s	8.0	20.0		20.0		14.6
Green Ext Time (p_c), s	0.0	0.0		0.0		1.8

Intersection Summary	
HCM 6th Ctrl Delay	97.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	315	0	0	410	170	680	0	205	0	0	0
Future Volume (veh/h)	350	315	0	0	410	170	680	0	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1550	1550	0	0	1603	1603	1377	0	1377			
Adj Flow Rate, veh/h	365	328	0	0	427	177	708	0	214			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	12	12	0	0	8	8	25	0	25			
Cap, veh/h	481	1764	0	0	1177	525	658	0	302			
Arrive On Green	0.17	0.60	0.00	0.00	0.39	0.39	0.26	0.00	0.26			
Sat Flow, veh/h	2864	3022	0	0	3126	1359	2543	0	1167			
Grp Volume(v), veh/h	365	328	0	0	427	177	708	0	214			
Grp Sat Flow(s),veh/h/ln	1432	1472	0	0	1523	1359	1272	0	1167			
Q Serve(g_s), s	10.9	4.5	0.0	0.0	9.0	8.3	23.3	0.0	15.0			
Cycle Q Clear(g_c), s	10.9	4.5	0.0	0.0	9.0	8.3	23.3	0.0	15.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	481	1764	0	0	1177	525	658	0	302			
V/C Ratio(X)	0.76	0.19	0.00	0.00	0.36	0.34	1.08	0.00	0.71			
Avail Cap(c_a), veh/h	827	1764	0	0	1177	525	658	0	302			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.7	8.1	0.0	0.0	19.7	19.5	33.3	0.0	30.3			
Incr Delay (d2), s/veh	4.2	0.2	0.0	0.0	0.9	1.7	57.1	0.0	11.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	6.7	2.1	0.0	0.0	5.4	4.7	18.6	0.0	15.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	8.3	0.0	0.0	20.6	21.2	90.4	0.0	41.9			
LnGrp LOS	D	A	A	A	C	C	F	A	D			
Approach Vol, veh/h		693			604			922				
Approach Delay, s/veh		25.0			20.8			79.2				
Approach LOS		C			C			E				

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	60.0		30.0	19.1	40.9
Change Period (Y+Rc), s	* 6.1		* 6.7	4.0	* 6.1
Max Green Setting (Gmax), s	* 54		* 23	26.0	* 24
Max Q Clear Time (g_c+I1), s	6.5		25.3	12.9	11.0
Green Ext Time (p_c), s	1.6		0.0	2.2	2.0

Intersection Summary	
HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	17.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	210	170	140	65	215	90	95	55	50	60	25	270
Future Vol, veh/h	210	170	140	65	215	90	95	55	50	60	25	270
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	-	-	Free	-	-	Free	-	-	Stop	-	-	Stop
Storage Length	600	-	400	400	-	415	350	-	355	135	-	165
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, %	8	8	8	8	8	8	4	4	4	1	1	1
Mvmt Flow	221	179	147	68	226	95	100	58	53	63	26	284

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	-	179	0	0	883	983	90	923	983	113
Stage 1	-	-	-	-	-	-	621	621	-	362	362	-
Stage 2	-	-	-	-	-	-	262	362	-	561	621	-
Critical Hdwy	4.26	-	-	4.26	-	-	7.58	6.58	6.98	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.52	5.52	-
Follow-up Hdwy	2.28	-	-	2.28	-	-	3.54	4.04	3.34	3.51	4.01	3.31
Pot Cap-1 Maneuver	1297	-	0	1351	-	0	237	244	944	226	249	922
Stage 1	-	-	0	-	-	0	437	473	-	632	626	-
Stage 2	-	-	0	-	-	0	715	619	-	482	480	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1297	-	-	1351	-	-	123	193	944	139	196	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	193	-	139	196	-
Stage 1	-	-	-	-	-	-	363	393	-	525	595	-
Stage 2	-	-	-	-	-	-	449	588	-	322	398	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.6	1.8	60.3	18.5
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	WBL	WBT	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	123	193	944	1297	-	1351	-	139	196	922
HCM Lane V/C Ratio	0.813	0.3	0.056	0.17	-	0.051	-	0.454	0.134	0.308
HCM Control Delay (s)	103.9	31.5	9	8.3	-	7.8	-	50.8	26.2	10.6
HCM Lane LOS	F	D	A	A	-	A	-	F	D	B
HCM 95th %tile Q(veh)	4.9	1.2	0.2	0.6	-	0.2	-	2.1	0.5	1.3

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	65	10	125	55	40	10	195	80	20	235	40
Future Vol, veh/h	30	65	10	125	55	40	10	195	80	20	235	40
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	3	3	3	7	7	7	14	14	14	12	12	12
Mvmt Flow	32	69	11	133	59	43	11	207	85	21	250	43
Number of Lanes	1	1	0	1	1	0	0	2	0	0	2	0

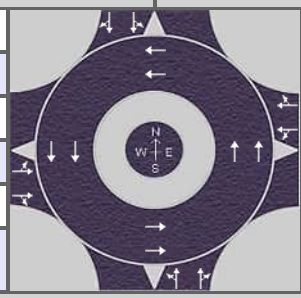
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.5	11.4	11.2	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	0%	100%	0%	100%	0%	15%	0%
Vol Thru, %	91%	55%	0%	87%	0%	58%	85%	75%
Vol Right, %	0%	45%	0%	13%	0%	42%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	178	30	75	125	95	138	158
LT Vol	10	0	30	0	125	0	20	0
Through Vol	98	98	0	65	0	55	118	118
RT Vol	0	80	0	10	0	40	0	40
Lane Flow Rate	114	189	32	80	133	101	146	168
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.202	0.315	0.064	0.147	0.26	0.175	0.258	0.283
Departure Headway (Hd)	6.37	6.003	7.217	6.613	7.045	6.238	6.342	6.088
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	563	599	495	541	509	574	566	590
Service Time	4.118	3.751	4.974	4.37	4.795	3.988	4.089	3.835
HCM Lane V/C Ratio	0.202	0.316	0.065	0.148	0.261	0.176	0.258	0.285
HCM Control Delay	10.7	11.5	10.5	10.5	12.3	10.3	11.3	11.2
HCM Lane LOS	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.7	1.3	0.2	0.5	1	0.6	1	1.2

HCS7 Roundabouts Report

General Information

Analyst	
Agency or Co.	CBS Squared, Inc.
Date Performed	1/10/2023
Analysis Year	2047
Time Analyzed	AM Peak Hour
Project Description	Build Condition



Site Information

Intersection	IL 75 and US 51 / IL 251
E/W Street Name	IL 75
N/S Street Name	US 51 / IL 251
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	South Beloit

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	30	300	130	0	145	220	225	0	130	550	255	0	120	330	25
Percent Heavy Vehicles, %	8	8	8	8	12	12	12	12	4	4	4	4	8	8	8	8
Flow Rate (v_{PCE}), pc/h	0	36	360	156	0	180	274	280	0	150	636	295	0	144	396	30
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway (s)	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	259	293		345	389		508	573		268	302	
Entry Volume, veh/h	240	271		308	347		489	551		248	280	
Circulating Flow (v_c), pc/h	720			822			540			604		
Exiting Flow (v_{ex}), pc/h	799			454			952			732		
Capacity (c_{pce}), pc/h	696	770		634	706		821	897		774	850	
Capacity (c), veh/h	645	713		566	630		790	863		717	787	
v/c Ratio (x)	0.37	0.38		0.54	0.55		0.62	0.64		0.35	0.36	

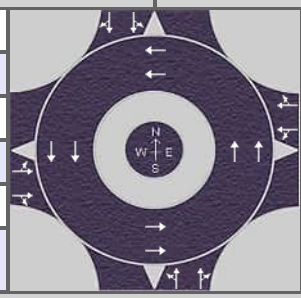
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	10.7	10.0		16.4	15.2		14.7	14.4		9.4	8.9	
Lane LOS	B	B		C	C		B	B		A	A	
95% Queue, veh	1.7	1.8		3.3	3.4		4.4	4.7		1.5	1.6	
Approach Delay, s/veh	10.3			15.8			14.6			9.1		
Approach LOS	B			C			B			A		
Intersection Delay, s/veh | LOS	13.0						B					

HCS7 Roundabouts Report

General Information

Analyst	
Agency or Co.	CBS Squared, Inc.
Date Performed	1/10/2023
Analysis Year	2047
Time Analyzed	PM Peak Hour
Project Description	Build Condition



Site Information

Intersection	IL 75 and US 51 / IL 251
E/W Street Name	IL 75
N/S Street Name	US 51 / IL 251
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.88
Jurisdiction	South Beloit

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	30	225	205	0	230	325	165	0	150	455	150	0	230	515	20
Percent Heavy Vehicles, %	4	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	35	266	242	0	272	384	195	0	174	527	174	0	267	597	23
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway (s)	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	255	288		400	451		411	464		417	470	
Entry Volume, veh/h	245	277		385	434		403	455		409	461	
Circulating Flow (v_c), pc/h	1136			736			568			830		
Exiting Flow (v_{ex}), pc/h	707			581			757			1111		
Capacity (c_{pce}), pc/h	475	541		686	760		801	876		629	701	
Capacity (c), veh/h	456	520		660	730		785	859		617	688	
v/c Ratio (x)	0.54	0.53		0.58	0.59		0.51	0.53		0.66	0.67	

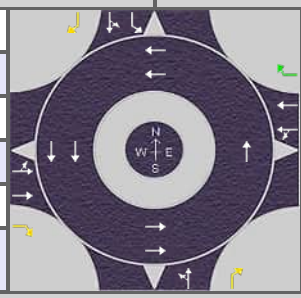
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	19.4	17.2		15.7	14.8		11.9	11.4		19.9	18.6	
Lane LOS	C	C		C	B		B	B		C	C	
95% Queue, veh	3.1	3.1		3.8	4.0		3.0	3.2		5.0	5.2	
Approach Delay, s/veh	18.2			15.3			11.7			19.2		
Approach LOS	C			C			B			C		
Intersection Delay, s/veh | LOS	15.9						C					

HCS7 Roundabouts Report

General Information

Analyst	
Agency or Co.	CBS Squared, Inc.
Date Performed	1/10/2023
Analysis Year	2047
Time Analyzed	AM Peak Hour
Project Description	Build Condition



Site Information

Intersection	IL 75 and Willowbrook Rd
E/W Street Name	IL 75
N/S Street Name	Willowbrook Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.97
Jurisdiction	South Beloit

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	1	1	0
Lane Assignment	LT		T		LT		T				LT		L		LT	
Volume (V), veh/h	0	190	555	40	0	125	495	795	0	40	130	215	0	620	80	120
Percent Heavy Vehicles, %	9	9	9	9	20	20	20	20	9	9	9	9	37	37	37	37
Flow Rate (v_{PCE}), pc/h	0	214	624	45	0	155	612	984	0	45	146	242	0	876	113	169
Right-Turn Bypass	Yielding				Non-Yielding				Yielding				Yielding			
Conflicting Lanes	2				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.6000	4.3000	4.8000	4.7000	4.4000			4.8000	4.8000	4.6000	4.3000	4.8000
Follow-Up Headway (s)	2.6000	2.6000	2.8000	2.5000	2.5000			2.6000	2.8000	2.6000	2.6000	2.8000

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	394	444	45	360	407	984		191	242	524	465	169
Entry Volume, veh/h	361	407	41	300	339	820		175	222	383	339	123
Circulating Flow (v_c), pc/h	1144			405			1714			812		
Exiting Flow (v_{ex}), pc/h	1500			657			360			268		
Capacity (c_{pce}), pc/h	485	534	998	977	1010			262	312	658	704	691
Capacity (c), veh/h	445	490	916	814	842			240	286	480	514	505
v/c Ratio (x)	0.81	0.83	0.05	0.37	0.40			0.73	0.78	0.80	0.66	0.24

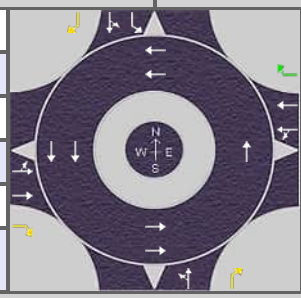
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	38.7	38.4	4.3	8.8	9.1			50.8	49.4	34.9	22.9	10.6
Lane LOS	E	E	A	A	A	A		F	E	D	C	B
95% Queue, veh	7.5	8.2	0.1	1.7	2.0			5.0	6.0	7.3	4.8	1.0
Approach Delay, s/veh	36.8			3.9			50.0			26.5		
Approach LOS	E			A			E			D		
Intersection Delay, s/veh | LOS	22.2						C					

HCS7 Roundabouts Report

General Information

Analyst	
Agency or Co.	CBS Squared, Inc.
Date Performed	1/10/2023
Analysis Year	2047
Time Analyzed	PM Peak Hour
Project Description	Build Condition



Site Information

Intersection	IL 75 and Willowbrook Rd
E/W Street Name	IL 75
N/S Street Name	Willowbrook Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	South Beloit

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	1	1	0
Lane Assignment	LT		T		LT		T				LT		L		LT	
Volume (V), veh/h	0	120	505	75	0	200	585	655	0	20	140	175	0	550	115	225
Percent Heavy Vehicles, %	4	4	4	4	17	17	17	17	7	7	7	7	18	18	18	18
Flow Rate (v_{PCE}), pc/h	0	136	571	85	0	254	744	833	0	23	163	204	0	705	148	289
Right-Turn Bypass	Yielding				Non-Yielding				Yielding				Yielding			
Conflicting Lanes	2				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)	4.6000	4.3000	4.8000	4.7000	4.4000			4.8000	4.8000	4.6000	4.3000	4.8000
Follow-Up Headway (s)	2.6000	2.6000	2.8000	2.5000	2.5000			2.6000	2.8000	2.6000	2.6000	2.8000

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	332	375	85	469	529	833		186	204	452	401	289
Entry Volume, veh/h	320	360	82	401	452	712		174	191	383	340	245
Circulating Flow (v_c), pc/h	1107			322			1412			1021		
Exiting Flow (v_{ex}), pc/h	1276			767			299			402		
Capacity (c_{pce}), pc/h	502	550	880	1058	1086			351	385	543	591	623
Capacity (c), veh/h	483	529	846	904	929			328	360	460	501	528
v/c Ratio (x)	0.66	0.68	0.10	0.44	0.49			0.53	0.53	0.83	0.68	0.46

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	24.2	23.5	5.2	9.3	9.9			25.4	23.4	40.3	24.4	14.9
Lane LOS	C	C	A	A	A	A		D	C	E	C	B
95% Queue, veh	4.8	5.1	0.3	2.3	2.7			2.9	3.0	8.1	5.1	2.4
Approach Delay, s/veh	21.8			5.3			24.3			28.3		
Approach LOS	C			A			C			D		
Intersection Delay, s/veh | LOS	16.7						C					

HCM 6th Signalized Intersection Summary
150: Willowbrook Rd & IL 75

08/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	555	40	125	495	795	40	130	215	620	80	120
Future Volume (veh/h)	190	555	40	125	495	795	40	130	215	620	80	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1767	1767	1767	1604	1604	1604	1767	1767	1767	1352	1352	1366
Adj Flow Rate, veh/h	196	572	41	129	510	0	41	134	222	639	82	124
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	9	9	9	20	20	20	9	9	9	37	37	36
Cap, veh/h	363	1165	794	185	594		439	186	251	738	188	161
Arrive On Green	0.22	0.35	0.35	0.02	0.06	0.00	0.18	0.11	0.11	0.22	0.14	0.14
Sat Flow, veh/h	1682	3357	1497	2963	3047	1359	1682	1767	1497	2497	1352	1158
Grp Volume(v), veh/h	196	572	41	129	510	0	41	134	222	639	82	124
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1481	1523	1359	1682	1767	1497	1249	1352	1158
Q Serve(g_s), s	9.9	12.9	0.3	4.2	15.9	0.0	0.0	7.0	6.8	15.7	5.3	9.9
Cycle Q Clear(g_c), s	9.9	12.9	0.3	4.2	15.9	0.0	0.0	7.0	6.8	15.7	5.3	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	1165	794	185	594		439	186	251	738	188	161
V/C Ratio(X)	0.54	0.49	0.05	0.70	0.86		0.09	0.72	0.88	0.87	0.44	0.77
Avail Cap(c_a), veh/h	363	1165	794	216	670		439	248	304	872	415	356
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	24.7	3.1	46.1	43.6	0.0	29.3	41.6	13.9	33.0	37.9	39.8
Incr Delay (d2), s/veh	2.4	1.5	0.1	7.4	11.1	0.0	0.2	11.5	25.8	9.6	3.4	15.0
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(95%),veh/ln	7.3	8.6	0.3	3.0	11.1	0.0	1.3	6.4	8.0	12.0	3.4	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	26.1	3.2	53.5	54.7	0.0	29.5	53.1	39.7	42.7	41.2	54.9
LnGrp LOS	D	C	A	D	D		C	D	D	D	D	D
Approach Vol, veh/h		809			639			397			845	
Approach Delay, s/veh		27.3			54.5			43.2			44.3	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	39.3	23.8	20.9	26.7	24.6	27.1	17.6
Change Period (Y+Rc), s	6.0	* 6	6.2	* 7.5	* 6	5.9	6.2	* 7.5
Max Green Setting (Gmax), s	7.0	* 24	10.0	* 30	* 9.8	21.1	26.0	* 14
Max Q Clear Time (g_c+I1), s	6.2	14.9	2.0	11.9	11.9	17.9	17.7	9.0
Green Ext Time (p_c), s	0.0	2.0	0.1	1.5	0.0	0.8	3.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	670	720	205	1100	0	0	0	0	60	0	315
Future Volume (veh/h)	0	670	720	205	1100	0	0	0	0	60	0	315
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1589	1589	1618	1618	0				1559	0	1559
Adj Flow Rate, veh/h	0	698	0	214	1146	0				62	0	328
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	21	21	19	19	0				23	0	23
Cap, veh/h	0	855		393	1847	0				407	0	363
Arrive On Green	0.00	0.09	0.00	0.51	1.00	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	3098	1346	1541	3156	0				1485	0	1321
Grp Volume(v), veh/h	0	698	0	214	1146	0				62	0	328
Grp Sat Flow(s),veh/h/ln	0	1509	1346	1541	1537	0				1485	0	1321
Q Serve(g_s), s	0.0	21.8	0.0	9.0	0.0	0.0				3.0	0.0	23.0
Cycle Q Clear(g_c), s	0.0	21.8	0.0	9.0	0.0	0.0				3.0	0.0	23.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	855		393	1847	0				407	0	363
V/C Ratio(X)	0.00	0.82		0.54	0.62	0.00				0.15	0.00	0.90
Avail Cap(c_a), veh/h	0	1132		393	1847	0				510	0	454
HCM Platoon Ratio	1.00	0.33	0.33	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.74	0.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	41.1	0.0	19.7	0.0	0.0				26.4	0.0	33.6
Incr Delay (d2), s/veh	0.0	6.4	0.0	0.4	0.7	0.0				0.2	0.0	19.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	13.8	0.0	4.2	0.3	0.0				2.0	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.5	0.0	20.1	0.7	0.0				26.6	0.0	53.4
LnGrp LOS	A	D		C	A	A				C	A	D
Approach Vol, veh/h		698			1360						390	
Approach Delay, s/veh		47.5			3.7						49.2	
Approach LOS		D			A						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	30.5	33.2				63.7		32.3				
Change Period (Y+Rc), s	* 6	* 6				* 6		6.0				
Max Green Setting (Gmax), s	* 11	* 36				* 51		33.0				
Max Q Clear Time (g_c+I1), s	11.0	23.8				2.0		25.0				
Green Ext Time (p_c), s	0.0	3.4				9.7		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	400	0	0	440	205	865	0	295	0	0	0
Future Volume (veh/h)	330	400	0	0	440	205	865	0	295	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1457	1457	0	0	1563	1563	1377	0	1377			
Adj Flow Rate, veh/h	367	444	0	0	489	228	961	0	328			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	19	19	0	0	11	11	25	0	25			
Cap, veh/h	494	1218	0	0	573	256	1084	0	497			
Arrive On Green	0.18	0.44	0.00	0.00	0.39	0.39	0.43	0.00	0.43			
Sat Flow, veh/h	2691	2840	0	0	3048	1325	2543	0	1167			
Grp Volume(v), veh/h	367	444	0	0	489	228	961	0	328			
Grp Sat Flow(s),veh/h/ln	1346	1384	0	0	1485	1325	1272	0	1167			
Q Serve(g_s), s	12.4	10.3	0.0	0.0	14.5	15.5	33.4	0.0	21.5			
Cycle Q Clear(g_c), s	12.4	10.3	0.0	0.0	14.5	15.5	33.4	0.0	21.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	494	1218	0	0	573	256	1084	0	497			
V/C Ratio(X)	0.74	0.36	0.00	0.00	0.85	0.89	0.89	0.00	0.66			
Avail Cap(c_a), veh/h	494	1218	0	0	647	288	1121	0	514			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	0.95	0.95	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.0	17.9	0.0	0.0	28.2	28.5	25.4	0.0	22.0			
Incr Delay (d2), s/veh	5.8	0.7	0.0	0.0	14.2	32.8	10.1	0.0	5.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	7.3	5.5	0.0	0.0	8.4	9.7	16.6	0.0	20.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	18.6	0.0	0.0	42.4	61.4	35.5	0.0	27.7			
LnGrp LOS	D	B	A	A	D	E	D	A	C			
Approach Vol, veh/h		811			717			1289				
Approach Delay, s/veh		29.6			48.5			33.5				
Approach LOS		C			D			C				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		48.4		47.6	23.7	24.6						
Change Period (Y+Rc), s		* 6.1		* 6.7	* 6.1	* 6.1						
Max Green Setting (Gmax), s		* 41		* 42	* 16	* 21						
Max Q Clear Time (g_c+I1), s		12.3		35.4	14.4	17.5						
Green Ext Time (p_c), s		2.2		5.5	0.4	1.1						

Intersection Summary		
HCM 6th Ctrl Delay	36.2	
HCM 6th LOS	D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	370	115	50	225	95	125	85	70	65	35	295
Future Volume (veh/h)	215	370	115	50	225	95	125	85	70	65	35	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1767	1767	1767	1693	1693	1693	1796	1796	1796	1885	1885	1885
Adj Flow Rate, veh/h	250	430	0	58	262	0	145	99	0	76	41	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	9	9	9	14	14	14	7	7	7	1	1	1
Cap, veh/h	516	1226		382	895		483	627		443	619	
Arrive On Green	0.26	0.73	0.00	0.04	0.28	0.00	0.08	0.35	0.00	0.06	0.33	0.00
Sat Flow, veh/h	1682	3357	1497	1612	3216	1434	1711	1796	1522	1795	1885	1598
Grp Volume(v), veh/h	250	430	0	58	262	0	145	99	0	76	41	0
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1612	1608	1434	1711	1796	1522	1795	1885	1598
Q Serve(g_s), s	9.9	4.5	0.0	2.4	6.1	0.0	6.0	3.6	0.0	0.0	1.4	0.0
Cycle Q Clear(g_c), s	9.9	4.5	0.0	2.4	6.1	0.0	6.0	3.6	0.0	0.0	1.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	516	1226		382	895		483	627		443	619	
V/C Ratio(X)	0.48	0.35		0.15	0.29		0.30	0.16		0.17	0.07	
Avail Cap(c_a), veh/h	625	1226		442	895		483	627		443	619	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.2	8.8	0.0	23.1	27.2	0.0	24.1	21.5	0.0	27.9	22.1	0.0
Incr Delay (d2), s/veh	0.6	0.7	0.0	0.2	0.8	0.0	0.3	0.5	0.0	0.2	0.2	0.0
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(95%),veh/ln	5.2	2.5	0.0	1.6	4.2	0.0	4.3	2.8	0.0	2.4	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	9.5	0.0	23.3	28.0	0.0	24.5	22.1	0.0	28.1	22.4	0.0
LnGrp LOS	B	A		C	C		C	C		C	C	
Approach Vol, veh/h		680			320			244			117	
Approach Delay, s/veh		12.2			27.2			23.5			26.1	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	39.6	12.0	36.0	16.8	31.2	10.0	38.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	31.5	7.5	31.5	18.5	20.5	5.5	33.5
Max Q Clear Time (g_c+I1), s	4.4	6.5	8.0	3.4	11.9	8.1	2.0	5.6
Green Ext Time (p_c), s	0.0	2.5	0.0	0.1	0.4	1.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
150: Willowbrook Rd & IL 75

08/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	505	75	200	585	655	20	140	175	550	115	225
Future Volume (veh/h)	120	505	75	200	585	655	20	140	175	550	115	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1841	1841	1841	1648	1648	1648	1796	1796	1796	1633	1633	1633
Adj Flow Rate, veh/h	130	549	82	217	636	0	22	152	190	598	125	245
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	17	17	17	7	7	7	18	18	18
Cap, veh/h	250	974	506	279	716		79	189	299	679	487	610
Arrive On Green	0.14	0.28	0.28	0.15	0.38	0.00	0.05	0.11	0.11	0.23	0.30	0.30
Sat Flow, veh/h	1753	3497	1560	3045	3131	1397	1711	1796	1522	3018	1633	1384
Grp Volume(v), veh/h	130	549	82	217	636	0	22	152	190	598	125	245
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1522	1566	1397	1711	1796	1522	1509	1633	1384
Q Serve(g_s), s	6.2	12.1	3.4	6.2	17.1	0.0	1.1	7.4	4.4	17.2	5.2	2.2
Cycle Q Clear(g_c), s	6.2	12.1	3.4	6.2	17.1	0.0	1.1	7.4	4.4	17.2	5.2	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	974	506	279	716		79	189	299	679	487	610
V/C Ratio(X)	0.52	0.56	0.16	0.78	0.89		0.28	0.81	0.64	0.88	0.26	0.40
Avail Cap(c_a), veh/h	250	974	506	304	838		190	190	300	764	487	610
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	27.8	21.7	37.3	26.8	0.0	41.5	39.4	11.0	33.7	24.0	5.5
Incr Delay (d2), s/veh	3.1	2.4	0.7	8.2	10.2	0.0	4.0	22.7	5.0	11.0	0.6	0.9
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(95%),veh/ln	4.8	8.6	2.2	4.3	8.8	0.0	1.0	7.7	4.0	11.2	3.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	30.2	22.4	45.5	36.9	0.0	45.5	62.1	16.0	44.7	24.6	6.4
LnGrp LOS	D	C	C	D	D		D	E	B	D	C	A
Approach Vol, veh/h		761			853			364			968	
Approach Delay, s/veh		30.8			39.1			37.0			32.4	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	31.1	10.3	34.4	18.8	26.5	27.8	17.0
Change Period (Y+Rc), s	6.0	* 6	* 6.2	7.5	* 6	5.9	7.5	* 7.5
Max Green Setting (Gmax), s	9.0	* 23	* 10	22.5	* 8	24.1	22.8	* 9.5
Max Q Clear Time (g_c+I1), s	8.2	14.1	3.1	7.2	8.2	19.1	19.2	9.4
Green Ext Time (p_c), s	0.1	2.0	0.0	2.6	0.0	1.5	1.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	565	665	175	915	0	0	0	0	100	0	525
Future Volume (veh/h)	0	565	665	175	915	0	0	0	0	100	0	525
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1693	1693	1663	1663	0				1663	0	1663
Adj Flow Rate, veh/h	0	577	0	179	934	0				102	0	536
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	14	14	16	16	0				16	0	16
Cap, veh/h	0	936		209	1477	0				632	0	562
Arrive On Green	0.00	0.10	0.00	0.13	0.47	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	3300	1434	1584	3243	0				1584	0	1409
Grp Volume(v), veh/h	0	577	0	179	934	0				102	0	536
Grp Sat Flow(s),veh/h/ln	0	1608	1434	1584	1580	0				1584	0	1409
Q Serve(g_s), s	0.0	15.5	0.0	10.0	20.1	0.0				3.7	0.0	33.2
Cycle Q Clear(g_c), s	0.0	15.5	0.0	10.0	20.1	0.0				3.7	0.0	33.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	936		209	1477	0				632	0	562
V/C Ratio(X)	0.00	0.62		0.86	0.63	0.00				0.16	0.00	0.95
Avail Cap(c_a), veh/h	0	936		264	1477	0				651	0	579
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.69	0.00	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.8	0.0	38.2	18.1	0.0				17.4	0.0	26.2
Incr Delay (d2), s/veh	0.0	2.1	0.0	11.2	1.3	0.0				0.2	0.0	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.4	0.0	7.0	9.9	0.0				2.4	0.0	20.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.0	0.0	49.4	19.4	0.0				17.5	0.0	52.3
LnGrp LOS	A	D		D	B	A				B	A	D
Approach Vol, veh/h		577			1113						638	
Approach Delay, s/veh		38.0			24.2						46.8	
Approach LOS		D			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.9	32.2		41.9		48.1
Change Period (Y+Rc), s	4.0	* 6		6.0		* 6
Max Green Setting (Gmax), s	15.0	* 22		37.0		* 41
Max Q Clear Time (g_c+I1), s	12.0	17.5		35.2		22.1
Green Ext Time (p_c), s	0.1	1.4		0.7		5.8

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	315	0	0	410	170	680	0	205	0	0	0
Future Volume (veh/h)	350	315	0	0	410	170	680	0	205	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1550	1550	0	0	1603	1603	1377	0	1377			
Adj Flow Rate, veh/h	365	328	0	0	427	177	708	0	214			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	12	12	0	0	8	8	25	0	25			
Cap, veh/h	802	1567	0	0	562	251	828	0	380			
Arrive On Green	0.19	0.36	0.00	0.00	0.06	0.06	0.33	0.00	0.33			
Sat Flow, veh/h	2864	3022	0	0	3126	1359	2543	0	1167			
Grp Volume(v), veh/h	365	328	0	0	427	177	708	0	214			
Grp Sat Flow(s),veh/h/ln	1432	1472	0	0	1523	1359	1272	0	1167			
Q Serve(g_s), s	10.2	7.0	0.0	0.0	12.4	11.5	23.4	0.0	13.6			
Cycle Q Clear(g_c), s	10.2	7.0	0.0	0.0	12.4	11.5	23.4	0.0	13.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	802	1567	0	0	562	251	828	0	380			
V/C Ratio(X)	0.46	0.21	0.00	0.00	0.76	0.71	0.85	0.00	0.56			
Avail Cap(c_a), veh/h	802	1567	0	0	1012	451	885	0	406			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.5	15.8	0.0	0.0	40.3	39.9	28.4	0.0	25.1			
Incr Delay (d2), s/veh	0.7	0.2	0.0	0.0	9.0	14.9	10.1	0.0	4.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	6.3	3.9	0.0	0.0	9.4	8.6	12.7	0.0	14.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	16.0	0.0	0.0	49.3	54.8	38.5	0.0	29.8			
LnGrp LOS	C	B	A	A	D	D	D	A	C			
Approach Vol, veh/h		693			604			922				
Approach Delay, s/veh		24.0			50.9			36.5				
Approach LOS		C			D			D				

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		54.0		36.0	31.3	22.7						
Change Period (Y+Rc), s		* 6.1		* 6.7	* 6.1	* 6.1						
Max Green Setting (Gmax), s		* 46		* 31	* 12	* 30						
Max Q Clear Time (g_c+I1), s		9.0		25.4	12.2	14.4						
Green Ext Time (p_c), s		1.6		3.9	0.0	2.2						

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	170	140	65	215	90	95	55	50	60	25	270
Future Volume (veh/h)	210	170	140	65	215	90	95	55	50	60	25	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1781	1781	1781	1781	1781	1841	1841	1841	1885	1885	1885
Adj Flow Rate, veh/h	221	179	0	68	226	0	100	58	0	63	26	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	8	8	8	8	4	4	4	1	1	1
Cap, veh/h	604	1109		476	771		580	583		558	574	
Arrive On Green	0.07	0.11	0.00	0.11	0.23	0.00	0.06	0.32	0.00	0.04	0.30	0.00
Sat Flow, veh/h	1697	3385	1510	1697	3385	1510	1753	1841	1560	1795	1885	1598
Grp Volume(v), veh/h	221	179	0	68	226	0	100	58	0	63	26	0
Grp Sat Flow(s),veh/h/ln	1697	1692	1510	1697	1692	1510	1753	1841	1560	1795	1885	1598
Q Serve(g_s), s	0.0	4.3	0.0	0.0	5.0	0.0	3.5	2.0	0.0	2.1	0.9	0.0
Cycle Q Clear(g_c), s	0.0	4.3	0.0	0.0	5.0	0.0	3.5	2.0	0.0	2.1	0.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	604	1109		476	771		580	583		558	574	
V/C Ratio(X)	0.37	0.16		0.14	0.29		0.17	0.10		0.11	0.05	
Avail Cap(c_a), veh/h	604	1109		476	771		647	583		609	574	
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	28.9	0.0	24.0	28.8	0.0	19.5	21.7	0.0	19.8	22.1	0.0
Incr Delay (d2), s/veh	0.4	0.3	0.0	0.1	1.0	0.0	0.1	0.3	0.0	0.1	0.1	0.0
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(95%),veh/ln	7.5	3.1	0.0	1.8	3.6	0.0	2.5	1.6	0.0	1.5	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	29.2	0.0	24.2	29.7	0.0	19.6	22.0	0.0	19.9	22.2	0.0
LnGrp LOS	C	C		C	C		B	C		B	C	
Approach Vol, veh/h		400			294			158			89	
Approach Delay, s/veh		28.7			28.4			20.5			20.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	34.0	9.6	31.9	23.5	25.0	8.5	33.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	29.5	8.5	26.5	16.5	20.5	6.5	28.5
Max Q Clear Time (g_c+I1), s	2.0	6.3	5.5	2.9	2.0	7.0	4.1	4.0
Green Ext Time (p_c), s	0.0	0.9	0.1	0.1	0.5	0.9	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.