

# Traffic Impact Study Proposed Naperville Ridge Residential Development

Naperville, Illinois



Prepared For:



April 14, 2026

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Naperville Ridge residential development to be located in Naperville, Illinois. The site, which is vacant, is located on the south side of 75<sup>th</sup> Street approximately 0.7 miles east of Ranchview Drive. As proposed, the site will be developed with 94 duplex units. Access to the site will be provided via a full access road off 75<sup>th</sup> Street and a full access road off Yackley Avenue/77<sup>th</sup> Street. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

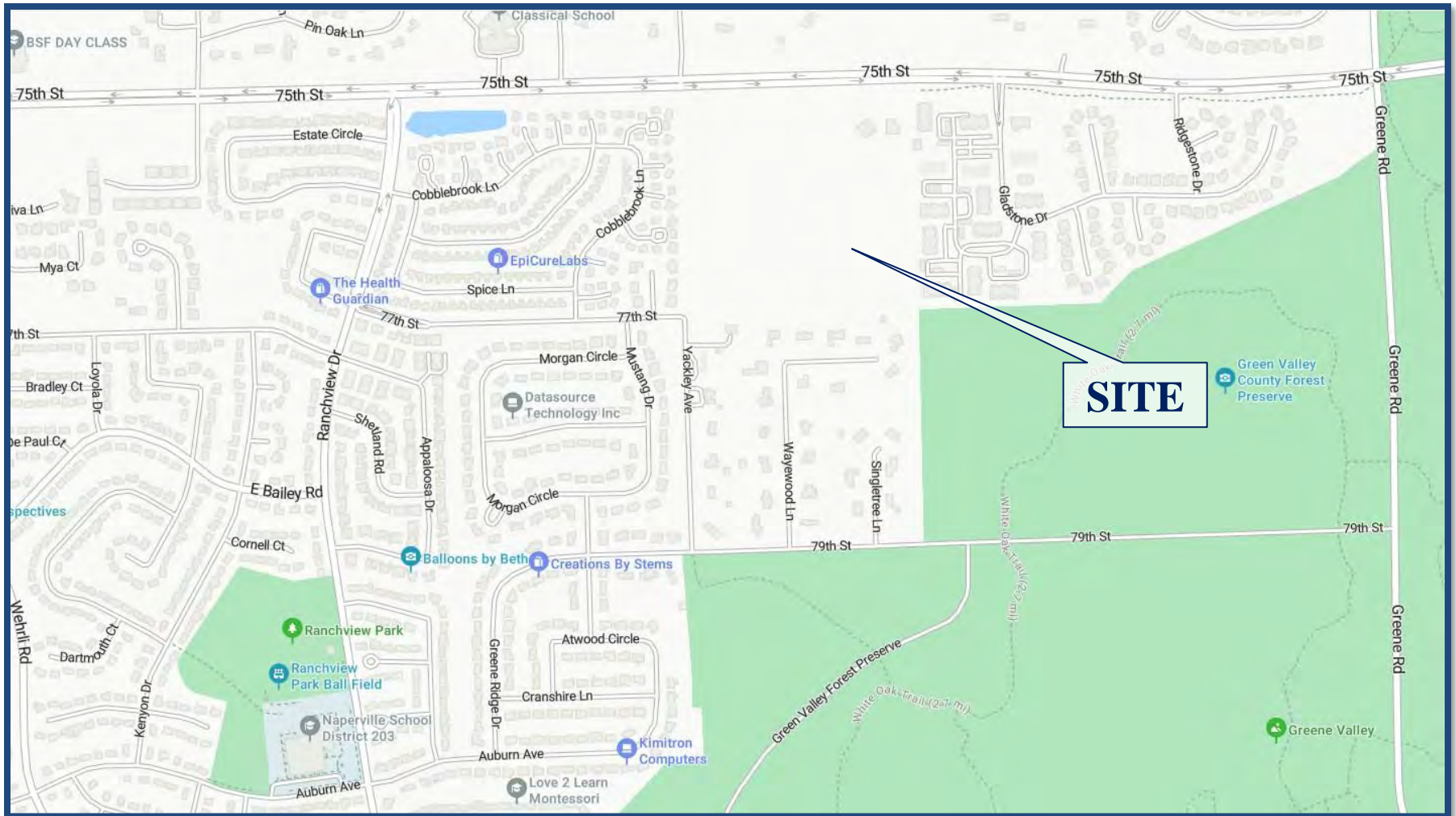
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, afternoon and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning, afternoon and evening peak hours for the following conditions:

1. Year 2025 Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2025.
2. Year 2031 No-Build Conditions – Analyzes the capacity of the future roadway system using existing traffic volumes increased by an ambient area growth factor.
3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using Year 2031 no-build traffic volumes increased by the traffic estimated to be generated by the proposed development.



Site Location

Figure 1



Aerial View of Site

Figure 2

## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

The development site is located on the south side of 75<sup>th</sup> Street approximately 0.7 miles east of Ranchview Drive and is currently vacant land. Land uses in the vicinity of the site are single-family homes to the west (Cinnamon Creek subdivision) and to the south and the Thornberry Woods apartment complex to the east. The Ranchview Elementary School is located approximately 0.5 miles southeast of the site.

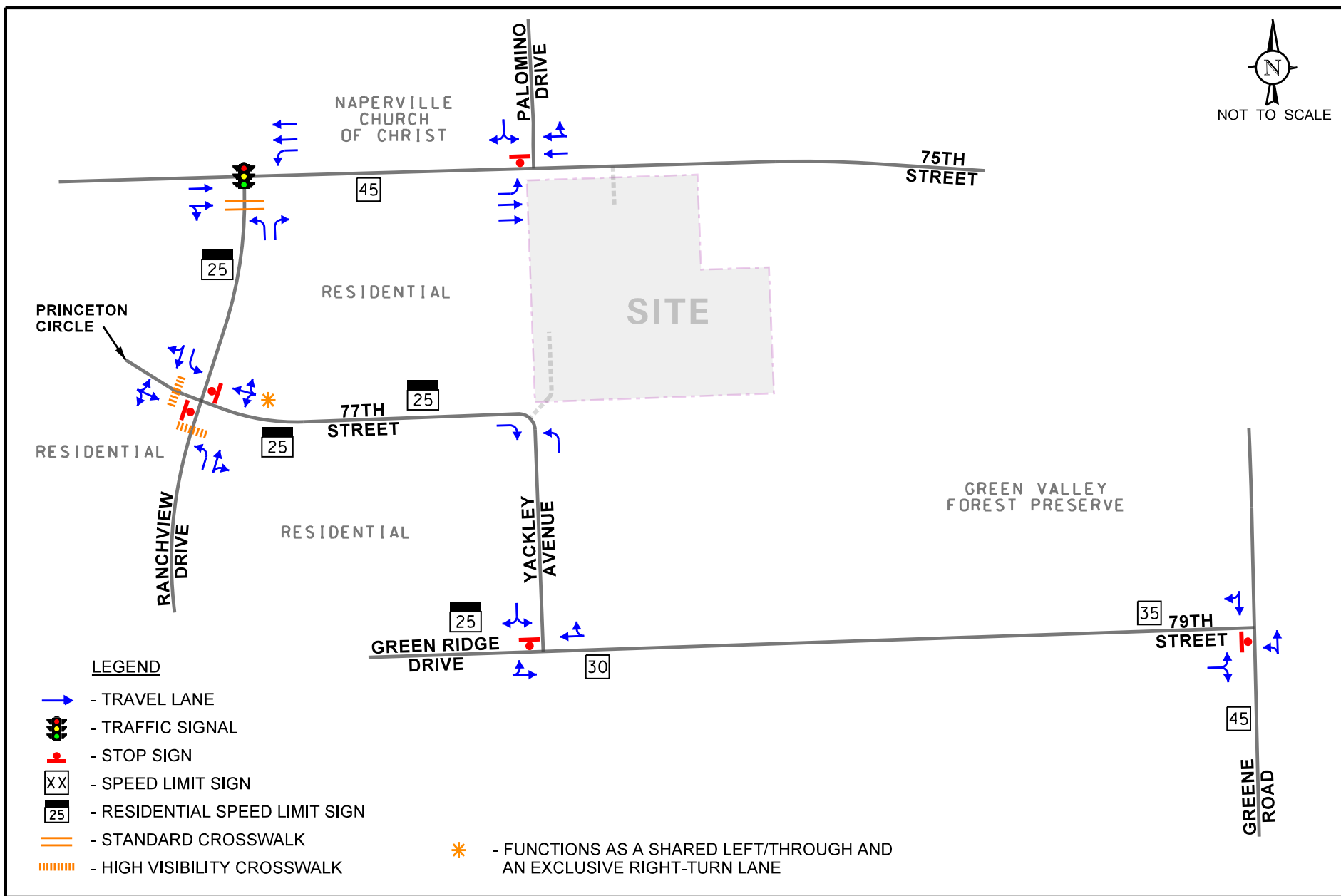
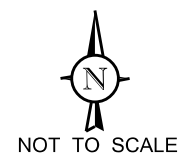
### Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**. All of the studied roadways are under the jurisdiction of the City of Naperville unless otherwise noted.

*75<sup>th</sup> Street (County Road 33)* is an east-west other principal arterial roadway that in the vicinity of the site provides two travel lanes in each direction divided by a landscaped median. Approximately 2.5 miles east of the site, the roadway provides a full diamond interchange with I-355. At its signalized intersection with Ranchview Drive, 75<sup>th</sup> Street provides a through lane and a shared through/right turn lane in the eastbound approach. The westbound approach provides an exclusive left-turn lane and two through lanes. At its unsignalized intersection with Palomino Drive, 75<sup>th</sup> Street provides an exclusive left-turn lane and two through lanes in the eastbound approach. The westbound approach provides a through lane and a shared through/right-turn lane. 75<sup>th</sup> Street is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an annual average daily traffic (AADT) volume of 28,400 vehicles (IDOT 2024), and has a posted speed limit of 45 miles per hour.

*Ranchview Drive* is a north-south two-lane local road in the vicinity of the site. At its signalized intersection with 75<sup>th</sup> Street, the road is widened to provide an exclusive left-turn lane and an exclusive right-turn lane. At its unsignalized intersection with 77<sup>th</sup> Street the roadway is wide enough that it operates as an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Ranchview Drive has a posted speed limit of 25 mph.

*77<sup>th</sup> Street* is an east-west two-lane local road that extends from Yackley Avenue east to Ranchview Drive where it becomes Princeton Circle. At its unsignalized intersection with Ranchview Drive, 77<sup>th</sup> Street/Princeton Circle is under stop sign control and the westbound approach is wide enough that it operates as a shared left/through lane and an exclusive right-turn lane. 77<sup>th</sup> Street/Princeton Circle has a posted speed limit of 25 mph.



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Existing Roadway Characteristics

*Yackley Avenue* is a north-south local road that generally provides one lane in each direction and extends from 79<sup>th</sup> Street north for approximately 1,290 feet where it curves to the west and becomes 77<sup>th</sup> Street. At its unsignalized intersection with 79<sup>th</sup> Street, Yackley Avenue is under stop sign control and provides a shared left/right-turn lane.

*79<sup>th</sup> Street* is an east-west two-lane local road that extends from Greene Road east to Yackley Avenue where it then becomes Greene Ridge Drive. No exclusive turn lanes are provided at its unsignalized intersection with Yackley Avenue. At its unsignalized intersection with Green Road, 79<sup>th</sup> Street is under stop sign control and provides a shared left/right-turn lane. 79<sup>th</sup> Street has a posted speed limit of 35 mph that is reduced to 30 mph and then 25 mph as it approaches Yackley Avenue. 79<sup>th</sup> Street is under the jurisdiction of Lisle Township.

*Greene Road* is a north-south major collector that generally provides one lane in each direction. No exclusive turn lanes are provided at its unsignalized intersection with 79<sup>th</sup> Street. Green Road has a posted speed limit of 45 mph, carries an AADT of 3,800 vehicles (IDOT 2024) and is under the jurisdiction of the Lisle Township.

*Palomino Drive* is a north-south local road the provides one lane in each direction. At its unsignalized intersection with 75<sup>th</sup> Street, Palomino Drive provides one outbound lane under stop sign control. Palomino Drive is under the Lisle Township jurisdiction.

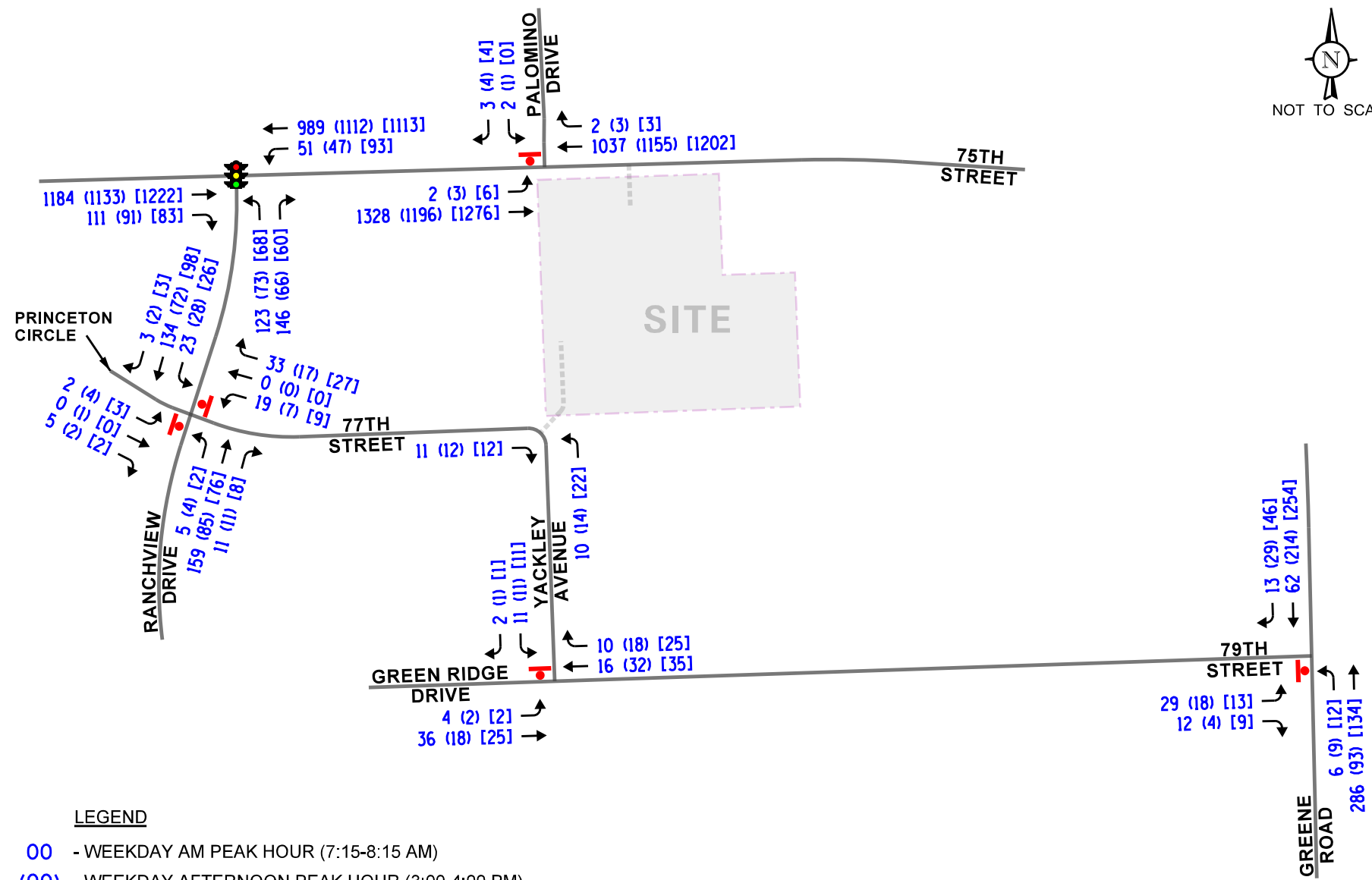
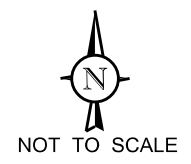
## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units at the following intersections:

- Ranchview Drive with
  - 75<sup>th</sup> Street
  - 77<sup>th</sup> Street/Princeton Circle
- 79<sup>th</sup> Street with:
  - Yackley Avenue/Greene Ridge Drive
  - Greene Road
- 77<sup>th</sup> Street with Yackley Avenue
- 75<sup>th</sup> Street with Palomino Drive

The traffic counts were conducted on Wednesday December 17, 2025 and on March 4, 2026 (75<sup>th</sup> Street with Palomino Drive) during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday afternoon/evening (2:00 P.M. to 6:00 P.M.) peak periods in order to coincide with the entrance and dismissal times of Ranchview Elementary School. Furthermore, Ranchview Elementary School was in session when the counts were conducted.

The results of the traffic counts showed that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the weekday morning peak period, between 3:00 P.M. and 4:00 P.M. during the afternoon peak hour and between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period. Based on a review of the traffic counts, the afternoon peak hour is approximately five to eight percent lower than the weekday evening peak hour. The Year 2025 existing peak hour traffic volumes are illustrated in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.



**LEGEND**

- 00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)
- (00) - WEEKDAY AFTERNOON PEAK HOUR (3:00-4:00 PM)
- [00] - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

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Existing Traffic Volumes



Job No: 25-361

Figure: 4

## Crash Summary

KLOA, Inc. obtained crash data for the most recent available past five years (2020 to 2024) at all of the studied intersections. No accidents were reported at the intersection of Ranchview Drive with 77<sup>th</sup> Street and 79<sup>th</sup> Street with Yackley Avenue. A review of the crash data revealed no fatalities were reported at any of the study area intersections during the review period. A summary of the crash data for the intersections is shown in **Tables 1** through **4**.<sup>1</sup>

Table 1  
75<sup>TH</sup> STREET WITH RANCHVIEW DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Ped	Total
2020	0	0	0	0	0	0	0
2021	0	0	1	0	1	0	2
2022	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>Average/Year</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>&lt;1.0</b>

Table 2  
77<sup>TH</sup> STREET WITH YACKLEY AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Cyclist	Total
2020	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0
2022	0	1	0	0	0	0	1
2023	0	0	0	0	0	0	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Average/Year</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>

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

Table 3  
79<sup>TH</sup> STREET WITH GREENE ROAD – CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2020	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0
2023	0	0	1	0	0	0	1
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Average/Year</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>

Table 4  
75<sup>TH</sup> STREET WITH PALOMINO DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Ped	Total
2020	0	0	0	0	0	0	0
2021	0	0	0	0	1	0	1
2022	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0
2024	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>
<b>Average/Year</b>	<b>0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>&lt;1.0</b>	<b>0</b>	<b>&lt;1.0</b>

### 3. Traffic Characteristics of the Proposed Development

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

#### Proposed Site and Development Plan

As proposed, the site will be developed with 94 duplex units. Access to the site will be provided via one full access road off 75<sup>th</sup> Street and one full access drive at the vertex of 77<sup>th</sup> Street and Yackley Avenue. Below is a description of this access roads:

- Road C will extend in a north-south fashion and intersect with 75<sup>th</sup> Street approximately 445 feet east of Palomino Drive. The road will provide one inbound lane and one outbound lane with outbound movements under stop sign control. As part of the development, an exclusive westbound to southbound left-turn lane will be provided on 75<sup>th</sup> Street. This exclusive left-turn lane should provide 215 feet of storage and 220 feet of taper.
- Road A will extend in a north-south fashion and will intersect at the vertex of the 77<sup>th</sup> Street and Yackley Avenue intersection. The road will provide one inbound lane and one outbound lane. Given the alignment of this new intersection, it is recommended that all approaches be under stop sign control.

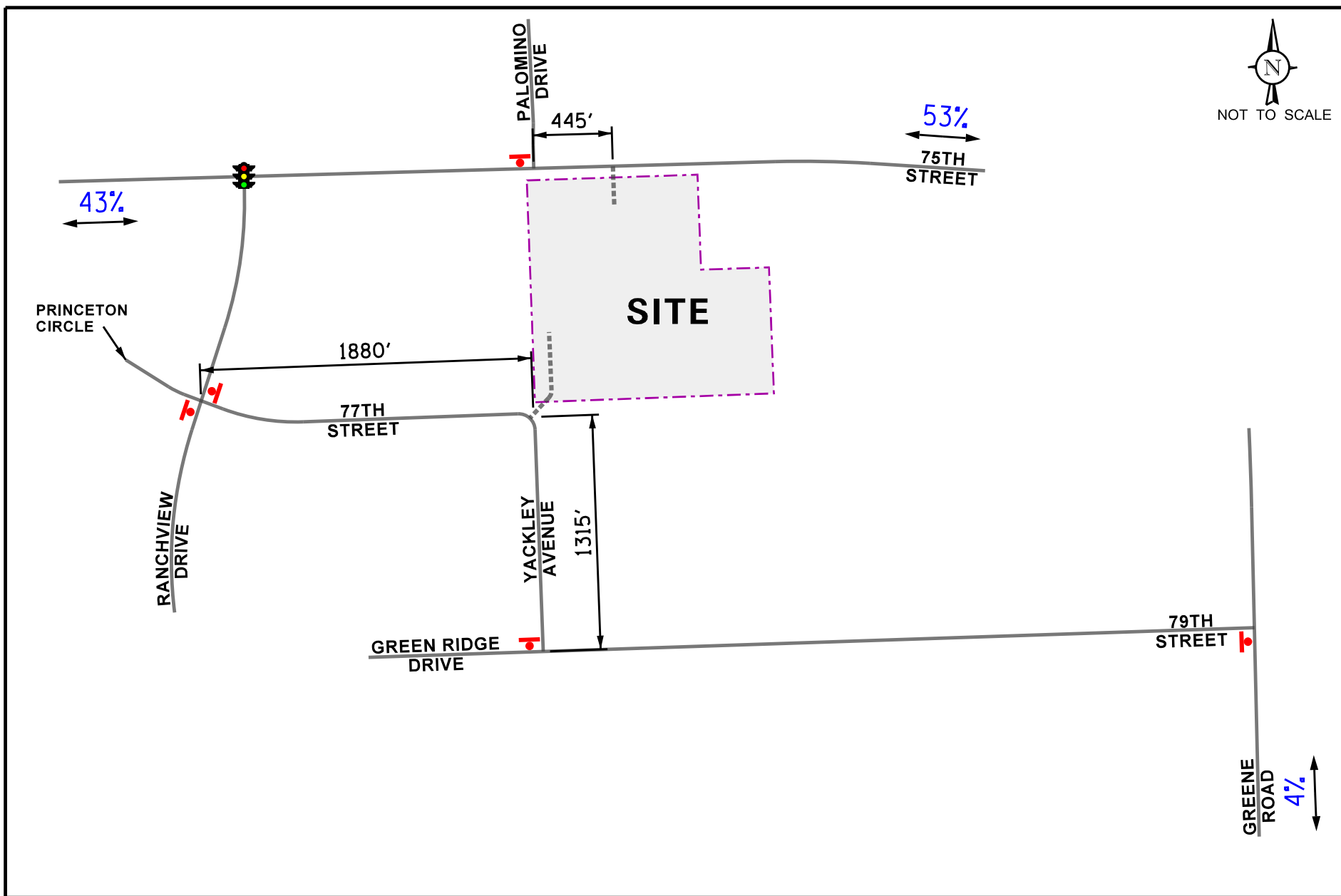
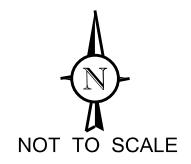
It should be noted that a sight distance study was conducted to determine the available sight distance at the proposed access road C (Exhibit A in the Appendix) and based on the study, there is adequate sight distance to meet the required intersection sight distance for a 45 mph posted speed limit. A copy of the site plan is included in the Appendix.

#### Directional Distribution

The directions from which residents will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

#### Estimated Site Traffic Generation

The estimates of traffic to be generated by the development was based upon the proposed land use type and size using data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 12<sup>th</sup> Edition. Land Use Code 215 (Single Family Attached Housing). Copies of the ITE trip generation sheets are included in the Appendix. The projected peak hour estimated to be generated by the development are shown in **Table 5**.



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### Directional Distribution



Table 5

ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
215	Attached Single Family Homes (94 duplex units)	10	30	40	25	14	39	26	20	46

## 4. Projected Traffic Conditions

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

### Development Traffic Assignment

The estimated weekday morning, afternoon and evening traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the site traffic assignment.

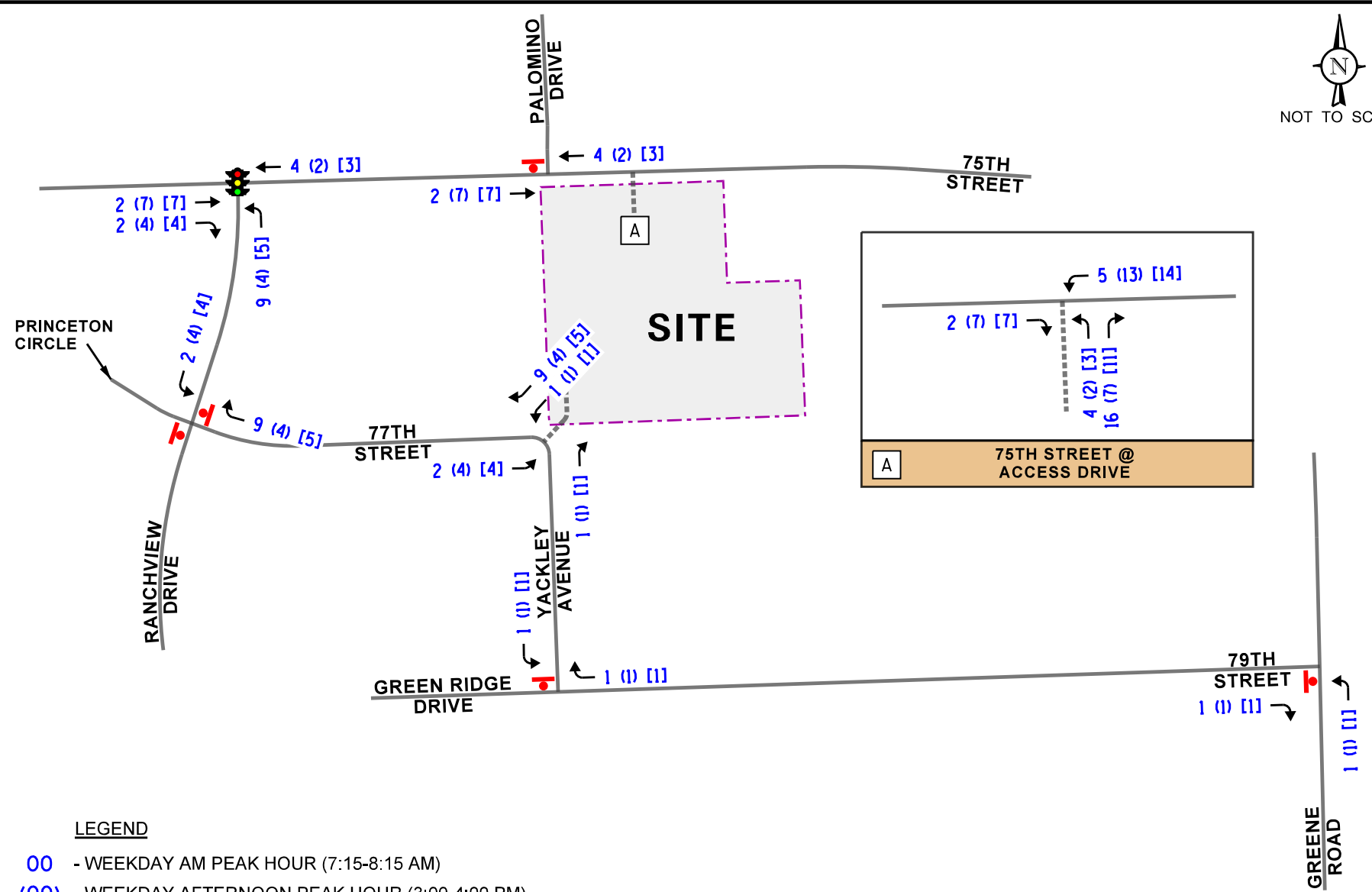
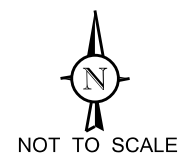
### Year 2031 No-Build Traffic Volumes

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.36 percent per year for six years for a total of 1.8 percent. A copy of the CMAP letter is included in the Appendix.

The Year 2031 no-build traffic volumes are illustrated in **Figure 7**.

### Year 2031 Total Projected Conditions

The Year 2031 total projected traffic volumes include the no-build traffic volumes plus the traffic estimated to be generated by the proposed development, which are illustrated in **Figure 8**.



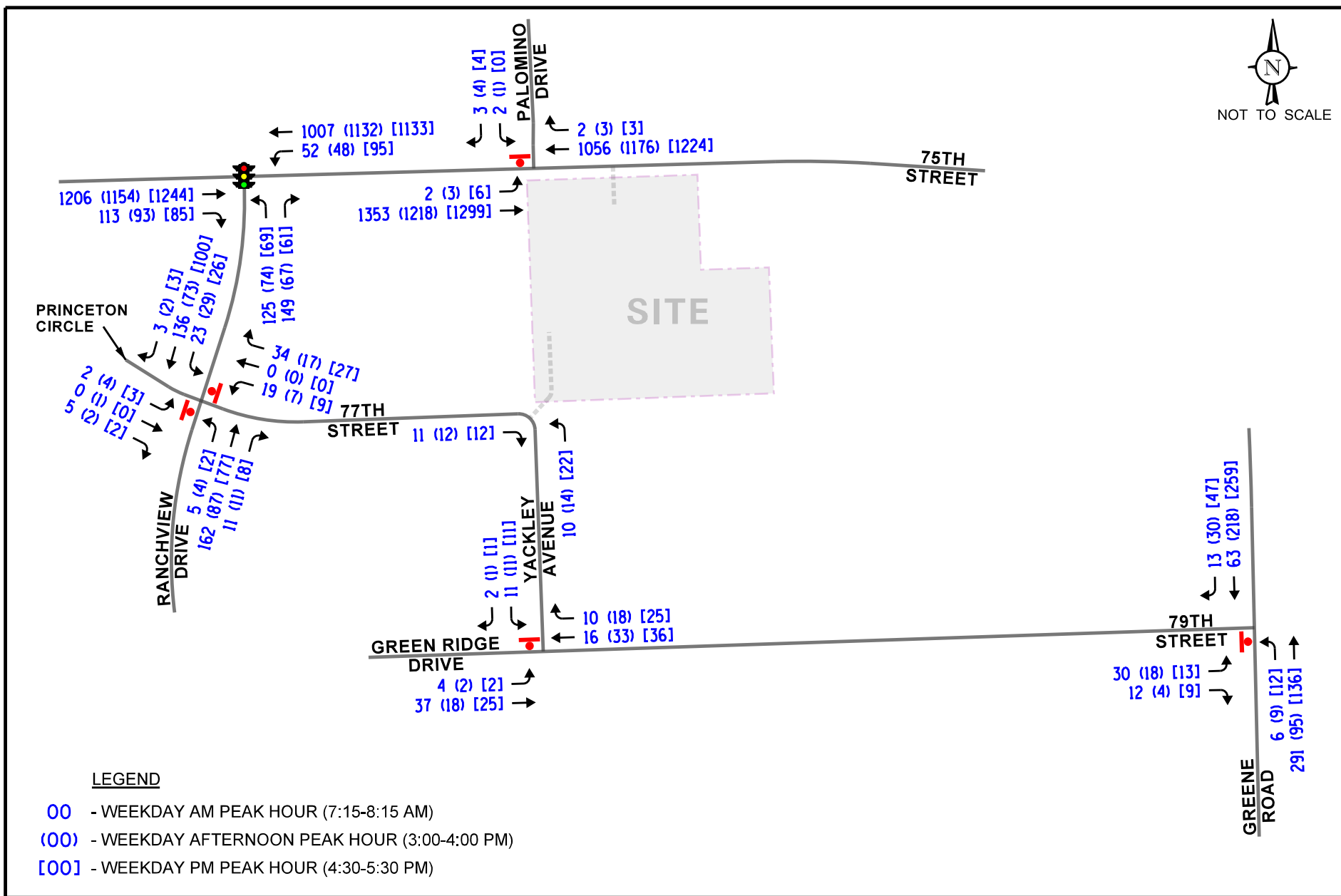
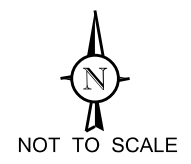
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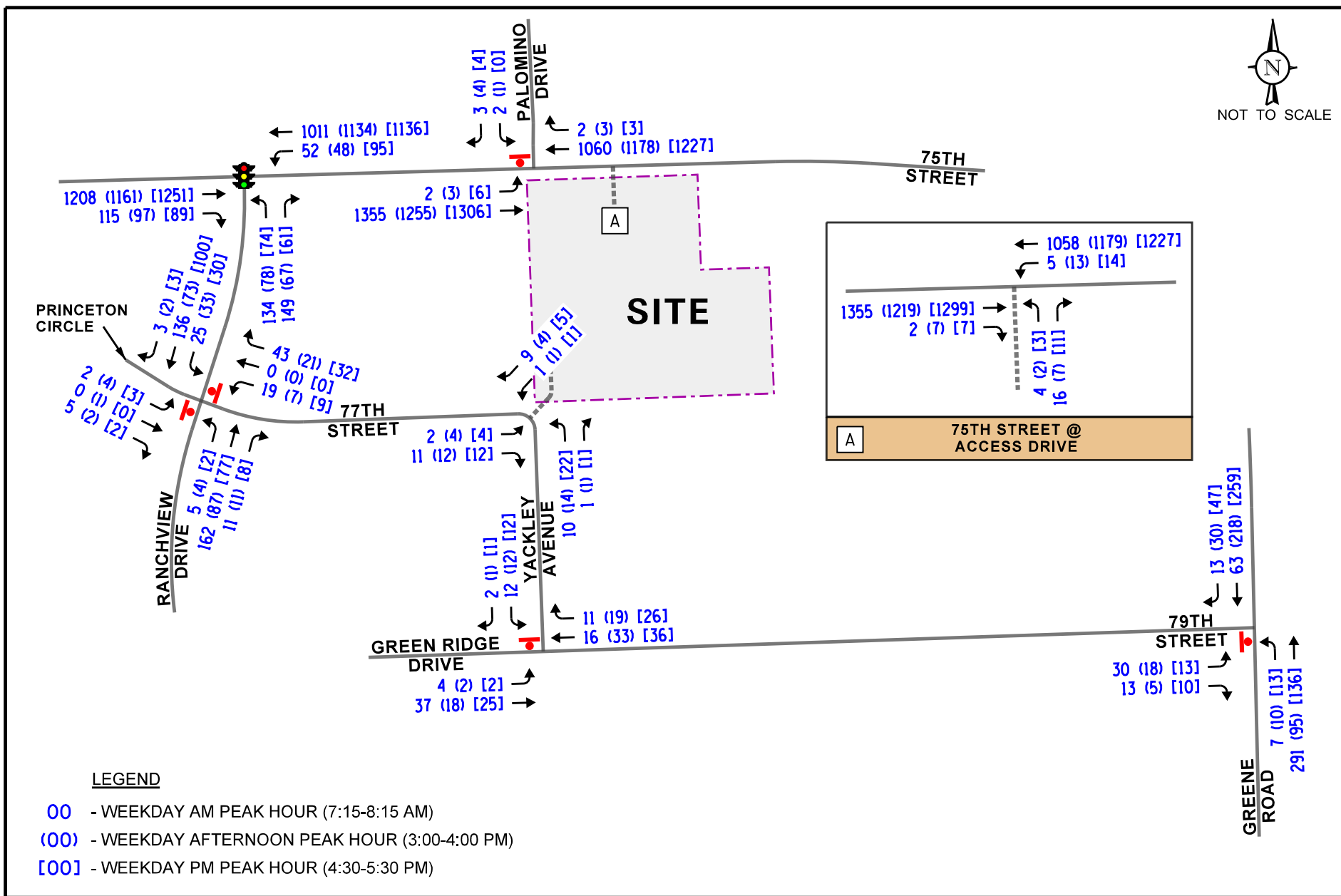
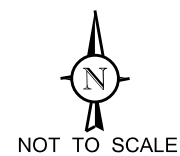
Site-Generated Traffic Volumes





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Year 2031 No-Build Traffic Volumes



Naperville Ridge  
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Year 2031 Total Traffic Volumes



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Figure: 8

## 6. Traffic Analysis and Recommendations

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

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the Year 2025, Year 2031 no-build, and Year 2031 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 7<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 12 software.

The analysis for the traffic signal-controlled intersection was performed using actual cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service. The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the projected Year 2025 existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 6** through **9**.

A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6  
 CAPACITY ANALYSIS RESULTS – 75<sup>TH</sup> STREET WITH RANCHVIEW DRIVE –  
 SIGNALIZED

	Peak Hour	Eastbound T/R	Westbound		Northbound		Overall
			L	T	L	R	
Existing Conditions	Weekday Morning	C 21.8	F 85.8	B 11.0	D 51.2	C 22.7	C 20.4
			B – 14.6		D – 35.7		
	Weekday Afternoon	C 25.0	E 61.9	B 14.6	C 33.2	B 11.1	C 21.0
			B – 16.5		C – 22.8		
	Weekday Evening	C 23.0	F 96.1	B 10.9	D 53.3	B 10.5	C 21.0
			B – 17.5		C – 33.1		
2031 No-Build Conditions	Weekday Morning	C 22.2	F 86.2	B 11.1	D 51.3	C 24.1	C 20.7
			B – 14.7		D – 36.5		
	Weekday Afternoon	C 25.5	E 62.1	B 14.8	C 33.3	B 11.8	C 21.3
			B – 16.7		C – 23.1		
	Weekday Evening	C 23.5	F 96.6	B 11.0	D 53.3	B 11.7	C 21.3
			B – 17.6		C – 33.7		
2031 Projected Conditions	Weekday Morning	C 22.2	F 86.2	B 11.1	D 51.8	C 24.1	C 20.8
			B – 14.8		D – 37.2		
	Weekday Afternoon	C 25.7	E 62.1	B 14.8	C 33.4	B 12.1	C 21.5
			B – 16.7		C – 23.5		
	Weekday Evening	C 23.6	F 96.6	B 11.0	D 53.6	B 12.0	C 21.5
			B – 17.6		C – 34.8		
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn			

Table 7

## CAPACITY ANALYSIS RESULTS – YEAR 2025 EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Ranchview Drive with 77<sup>th</sup> Street/Princeton Circle<sup>1</sup></b>						
• Eastbound Approach	B	11.0	B	10.2	B	10.1
• Westbound Approach	B	11.8	A	9.4	A	9.4
<b>79<sup>th</sup> Street with Yackley Avenue<sup>1</sup></b>						
• Southbound Approach	A	8.8	A	8.9	A	8.9
<b>Greene Road with 79<sup>th</sup> Street<sup>1</sup></b>						
• Eastbound Approach	B	10.6	B	11.2	B	11.4
<b>75<sup>th</sup> Street with Palomino Drive</b>						
• Eastbound Left Turn	B	10.7	B	11.5	B	11.6
• Southbound Approach	D	30.8	C	24.1	B	13.6
LOS = Level of Service			1 – Two-way stop control			
Delay is measured in seconds.						

Table 8

## CAPACITY ANALYSIS RESULTS – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Ranchview Drive with 77<sup>th</sup> Street/Princeton Circle<sup>1</sup></b>						
• Eastbound Approach	B	11.1	B	10.3	B	10.1
• Westbound Approach	B	11.8	A	9.5	A	9.4
<b>79<sup>th</sup> Street with Yackley Avenue<sup>1</sup></b>						
• Southbound Approach	A	8.9	A	8.9	A	8.9
<b>Greene Road with 79<sup>th</sup> Street<sup>1</sup></b>						
• Eastbound Approach	B	10.7	B	11.2	B	11.4
<b>75<sup>th</sup> Street with Palomino Drive</b>						
• Eastbound Left Turn	B	10.8	B	11.6	B	11.8
• Southbound Approach	D	32.0	C	24.9	B	13.8
LOS = Level of Service			1 – Two-way stop control			
Delay is measured in seconds.						

Table 9

## CAPACITY ANALYSIS RESULTS – YEAR 2031 PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Ranchview Drive with 77<sup>th</sup> Street/Princeton Circle<sup>1</sup></b>						
• Eastbound Approach	B	11.1	B	10.4	B	10.2
• Westbound Approach	B	11.7	A	9.4	A	9.4
<b>79<sup>th</sup> Street with Yackley Avenue<sup>1</sup></b>						
• Southbound Approach	A	8.9	A	8.9	A	8.9
<b>Greene Road with 79<sup>th</sup> Street<sup>1</sup></b>						
• Eastbound Approach	B	10.6	B	11.2	B	11.5
<b>75<sup>th</sup> Street with Palomino Drive</b>						
• Eastbound Left-Turn	B	10.8	B	11.6	B	11.8
• Southbound Approach	D	32.2	D	25.1	B	13.8
<b>75<sup>th</sup> Street with Road C</b>						
• Westbound Left-Turn	B	12.7	B	12.1	B	12.4
• Northbound Approach	D	29.8	D	28.7	D	31.4
<b>77<sup>th</sup> Street with Yackley Avenue and Road A<sup>2</sup></b>						
• Overall	A	6.8	A	6.8	A	7.0
• Eastbound Approach	A	6.6	A	6.6	A	6.7
• Westbound Approach	A	6.5	A	6.6	A	6.6
• Northbound Approach	A	7.2	A	7.2	A	7.3
LOS = Level of Service		1 – Two-way stop control				
Delay is measured in seconds.		2 – All-way stop control				

## Discussion and Recommendations

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

### *75<sup>th</sup> Street with Ranchview Drive*

The results of the capacity analysis indicate that the intersection currently operates at an overall Level of Service (LOS) C during all three studied peak hours. Further, all turning movements operate at acceptable LOS with the exception of the eastbound left-turn movement which operates at a LOS F during the weekday morning and evening peak hours and at LOS E during the afternoon peak hour. This is due to the fact that the left-turn movement only proceeds on a protected phase and the long time vehicles have to wait for a green phase as a result of the long cycle length. Further inspection of the capacity analyses indicates that the vehicle to capacity ratio (V/C) is less than one and the maximum 95<sup>th</sup> percentile queue is 170 feet which is accommodated by the existing 300 feet storage length. Under Year 2031 no-build conditions, the intersection is projected to operate at the same overall LOS as under existing conditions during all three peak hours.

Under Year 2031 total projected conditions, the intersection is projected to continue to operate at the same overall LOS with minimal increases in delays. Further inspection of the capacity analyses indicate that the v/c ratio will continue to be less than one and that the maximum 95<sup>th</sup> percentile queues for the westbound left-turn movement will be 173 feet and can be accommodated by the existing storage length without spilling into the through traffic lanes. Similarly, the maximum 95<sup>th</sup> percentile queues for the northbound traffic movements will be 190 feet and will not extend to or beyond Cobblebrook Lane. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection and no geometric or traffic control improvements will be required as part of the development.

### *Ranchview Drive with 77<sup>th</sup> Street/Princeton Circle*

The results of the capacity analysis indicate that the eastbound and westbound approaches currently operate at LOS B or better during all three peak hours. Under Year 2031 no-build traffic conditions and 2031 total projected conditions, this intersection is projected to continue to operate at the same LOS with minimal increases in delay. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection and no geometric or traffic control improvements will be required as part of the development.

### *79<sup>th</sup> Street with Yackley Avenue*

The results of the capacity analysis indicate that the southbound approach operates at LOS A during all three peak hours. Under Year 2031 no-build traffic and total projected conditions, this intersection is projected to continue to operate at the same LOS with minimal increases in delay. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection and no geometric or traffic control improvements will be required as part of the development.

### *Greene Road with 79<sup>th</sup> Street*

The results of the capacity analysis indicate that the eastbound approach operates at LOS B during all three peak hours. Under Year 2031 no-build traffic and total projected conditions, this intersection is projected to continue to operate at the same LOS with minimal increases in delay. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection and no geometric or traffic control improvements will be required as part of the development.

### *77<sup>th</sup> Street with Yackley Avenue and Road A*

As previously indicated, secondary access to the development is proposed to be provided via a full access road (Road A) off the vertex of 77<sup>th</sup> Street and Yackley Avenue. Given the alignment of this new intersection, it is recommended that all approaches be under stop sign control. Based on the results of the capacity analyses, the intersection and all of its approaches will operate at LOS A during all three peak hours. As such, no additional geometric or traffic control improvements will be required at this intersection as part of the development.

### *75<sup>th</sup> Street with Palomino Drive*

The results of the capacity analysis indicate that the southbound approach operates at LOS D, C and B during the weekday morning, afternoon and evening peak hours, respectively. Under Year 2031 no-build traffic, the southbound approach will continue operating at the same LOS as under existing condition. Under Year 2031 total projected conditions, the southbound approach will operate at a LOS D, D and B during the weekday morning, afternoon and evening peak hours, respectively, with increases in delay of less than one second. Furthermore, the westbound left-turn movement will operate at a LOS B during all three peak hours. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection and no geometric or traffic control improvements will be required as part of the development.

### *75<sup>th</sup> Street with Road C*

The main access to the residential development will be provided via an access road (Access Road C) off 75<sup>th</sup> Street. Access Road C will extend in a north-south fashion and intersect with 75<sup>th</sup> Street approximately 445 feet east of Palomino Drive. As part of the development and as previously mentioned, an exclusive left-turn lane will be provided on 75<sup>th</sup> Street. Based on a review of the projected traffic volumes and the guidelines for right-turn lanes at unsignalized intersections on four-lane highways found in the Illinois Department of Transportation Bureau of design and Environment (BDE) Manual, an exclusive right-turn lane on 75<sup>th</sup> Street will not be warranted.

Based on the results of the capacity analyses and assuming the provision of an exclusive westbound left-turn lane on 75<sup>th</sup> Street, the westbound left-turn movement will operate at a LOS B and the northbound approach will operate at a LOS D during all three peak hours. As such, the proposed intersection will have adequate capacity to accommodate the projected future traffic volumes and no additional geometric or traffic control improvements will be necessary.

## 7. Conclusion

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

- As proposed, the site will be developed with 94 duplex units.
- The area roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no additional roadway improvements or traffic control modifications are required.
- Primary access to the development will be provided via a full access road (Road C) off 75<sup>th</sup> Street located approximately 445 feet east of Palomino Drive.
- Based on the projected volumes, an exclusive westbound left-turn lane on 75<sup>th</sup> Street at its intersection with the proposed access road will be provided. This exclusive left-turn lane should provide 215 feet of storage and 220 feet of taper.
- An exclusive right-turn lane on 75<sup>th</sup> Street at its intersection with the proposed access road will not be warranted.
- Based on a sight distance analysis, there is adequate intersection sight distance to the east and west on 75<sup>th</sup> Street at its intersection with the proposed access road.
- Secondary access to the development will be provided via a full access road off the vertex of Yackley Avenue and 77<sup>th</sup> Street.
- Given the proposed intersection configuration of the access road with Yackley Avenue and 77<sup>th</sup> Street, the traffic on all approaches should be under all-way stop control.

# Appendix

Traffic Count Summary Sheets  
Preliminary Site Plan  
ITE Trip Generation Worksheets  
CMAP Projections  
Level of Service Criteria  
Capacity Analysis Summary Sheets  
Intersection Sight Distance Exhibit  
Right-Turn Lane Graph

# Traffic Count Summary Sheets

**75th and Ranchview Rd TMC - TMC**

Wed Dec 17, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1368214, Location: 41.749133, -88.094761



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	75th st Eastbound					75th st Westbound					Ranchview Dr Northbound					Int
	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	
2025-12-17 7:00AM	15	288	0	303	0	238	6	0	244	0	32	18	1	51	0	598
7:15AM	12	292	0	304	0	249	14	0	263	0	33	43	0	76	0	643
7:30AM	27	342	0	369	0	262	6	0	268	0	34	20	0	54	0	691
7:45AM	42	270	0	312	0	261	15	0	276	0	32	19	0	51	0	639
Hourly Total	96	1192	0	1288	0	1010	41	0	1051	0	131	100	1	232	0	2571
8:00AM	30	280	0	310	0	217	16	0	233	0	47	41	0	88	0	631
8:15AM	11	271	0	282	0	267	9	0	276	0	31	25	0	56	0	614
8:30AM	12	281	0	293	0	248	6	0	254	0	26	19	0	45	0	592
8:45AM	12	238	0	250	0	234	7	0	241	0	20	14	0	34	0	525
Hourly Total	65	1070	0	1135	0	966	38	0	1004	0	124	99	0	223	0	2362
2:00PM	19	261	0	280	0	252	12	0	264	0	6	16	0	22	0	566
2:15PM	25	268	0	293	0	284	13	0	297	0	14	13	0	27	0	617
2:30PM	17	279	0	296	0	213	11	0	224	0	21	30	0	51	0	571
2:45PM	22	271	0	293	0	247	15	1	263	0	17	17	0	34	0	590
Hourly Total	83	1079	0	1162	0	996	51	1	1048	0	58	76	0	134	0	2344
3:00PM	17	268	0	285	0	267	10	0	277	0	16	25	0	41	0	603
3:15PM	30	260	0	290	0	272	18	1	291	0	19	14	0	33	0	614
3:30PM	21	315	0	336	0	256	11	0	267	0	14	24	0	38	0	641
3:45PM	23	290	0	313	0	317	8	0	325	0	17	10	0	27	0	665
Hourly Total	91	1133	0	1224	0	1112	47	1	1160	0	66	73	0	139	0	2523
4:00PM	23	297	0	320	0	268	14	0	282	0	19	21	0	40	0	642
4:15PM	17	297	0	314	0	284	11	0	295	0	12	22	0	34	0	643
4:30PM	16	293	0	309	0	310	26	0	336	0	16	13	0	29	0	674
4:45PM	23	267	0	290	0	248	22	1	271	0	11	18	0	29	0	590
Hourly Total	79	1154	0	1233	0	1110	73	1	1184	0	58	74	0	132	0	2549
5:00PM	23	347	0	370	0	260	20	1	281	0	12	12	0	24	0	675
5:15PM	21	315	0	336	0	295	25	0	320	0	21	25	0	46	0	702
5:30PM	30	258	0	288	0	305	24	0	329	0	20	16	0	36	0	653
5:45PM	27	275	0	302	0	220	23	0	243	0	14	15	0	29	0	574
Hourly Total	101	1195	0	1296	0	1080	92	1	1173	0	67	68	0	135	0	2604
<b>Total</b>	515	6823	0	7338	0	6274	342	4	6620	0	504	490	1	995	0	14953
<b>% Approach</b>	7.0%	93.0%	0%	-	-	94.8%	5.2%	0.1%	-	-	50.7%	49.2%	0.1%	-	-	-
<b>% Total</b>	3.4%	45.6%	0%	49.1%	-	42.0%	2.3%	0%	44.3%	-	3.4%	3.3%	0%	6.7%	-	-
<b>Lights</b>	504	6635	0	7139	-	6101	337	4	6442	-	499	482	1	982	-	14563
<b>% Lights</b>	97.9%	97.2%	0%	97.3%	-	97.2%	98.5%	100%	97.3%	-	99.0%	98.4%	100%	98.7%	-	97.4%
<b>Single-Unit Trucks</b>	2	78	0	80	-	71	4	0	75	-	3	3	0	6	-	161
<b>% Single-Unit Trucks</b>	0.4%	1.1%	0%	1.1%	-	1.1%	1.2%	0%	1.1%	-	0.6%	0.6%	0%	0.6%	-	1.1%
<b>Articulated Trucks</b>	1	91	0	92	-	68	0	0	68	-	0	0	0	0	-	160
<b>% Articulated Trucks</b>	0.2%	1.3%	0%	1.3%	-	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	-	1.1%
<b>Buses</b>	8	19	0	27	-	33	1	0	34	-	2	4	0	6	-	67
<b>% Buses</b>	1.6%	0.3%	0%	0.4%	-	0.5%	0.3%	0%	0.5%	-	0.4%	0.8%	0%	0.6%	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	-	1	0	0	1	-	0	1	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.1%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**75th and Ranchview Rd TMC - TMC**

Wed Dec 17, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

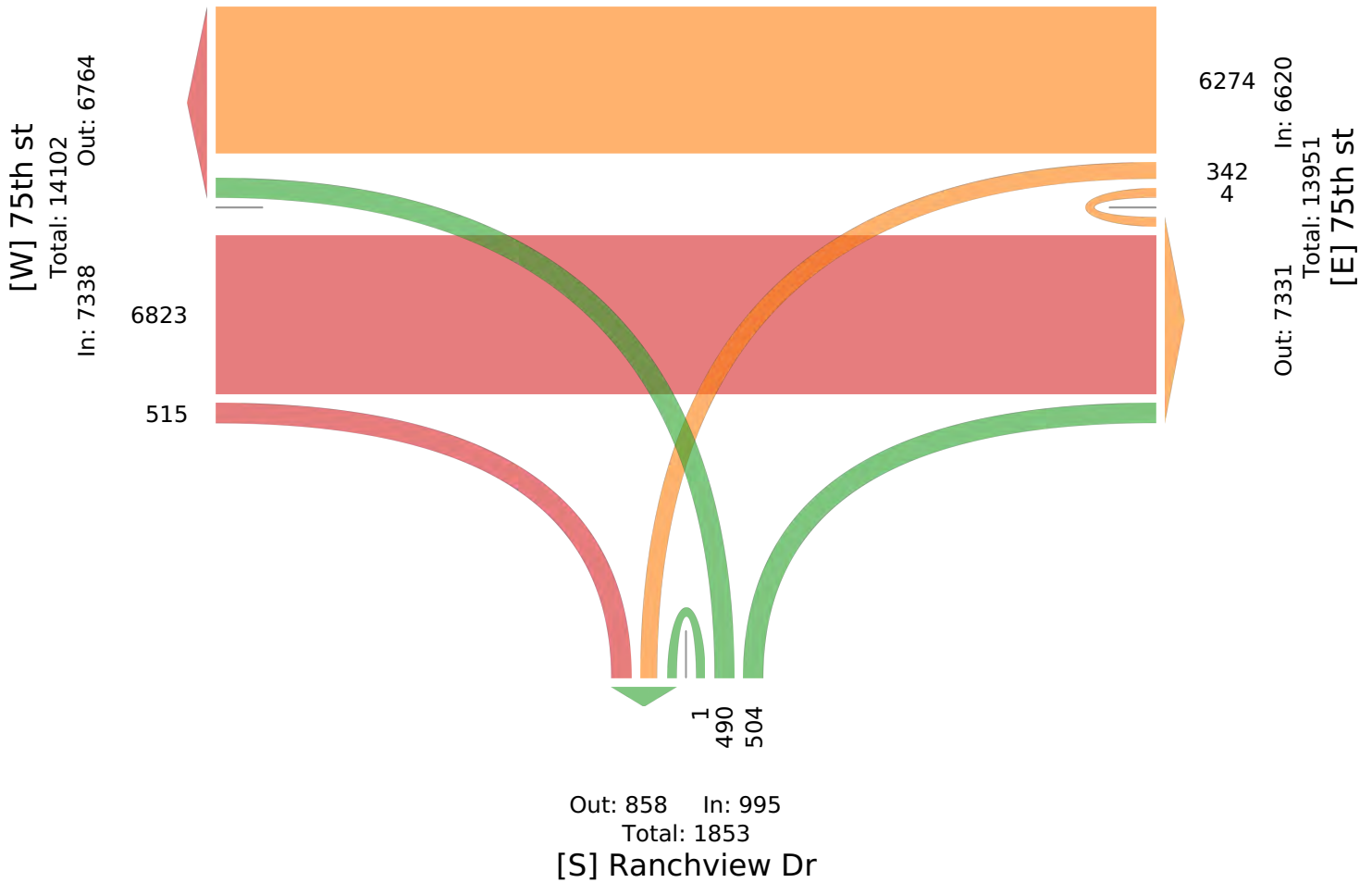
All Movements

ID: 1368214, Location: 41.749133, -88.094761



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



75th and Ranchview Rd TMC - TMC

Wed Dec 17, 2025

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

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

All Movements

ID: 1368214, Location: 41.749133, -88.094761



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	75th st Eastbound					75th st Westbound					Ranchview Dr Northbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2025-12-17 7:15AM	12	292	0	304	0	249	14	0	263	0	33	43	0	76	0	643
7:30AM	27	342	0	369	0	262	6	0	268	0	34	20	0	54	0	691
7:45AM	42	270	0	312	0	261	15	0	276	0	32	19	0	51	0	639
8:00AM	30	280	0	310	0	217	16	0	233	0	47	41	0	88	0	631
<b>Total</b>	111	1184	0	1295	0	989	51	0	1040	0	146	123	0	269	0	2604
<b>% Approach</b>	8.6%	91.4%	0%	-	-	95.1%	4.9%	0%	-	-	54.3%	45.7%	0%	-	-	-
<b>% Total</b>	4.3%	45.5%	0%	49.7%	-	38.0%	2.0%	0%	39.9%	-	5.6%	4.7%	0%	10.3%	-	-
<b>PHF</b>	0.661	0.865	-	0.877	-	0.944	0.797	-	0.942	-	0.777	0.715	-	0.764	-	0.942
<b>Lights</b>	108	1159	0	1267	-	960	48	0	1008	-	146	120	0	266	-	2541
<b>% Lights</b>	97.3%	97.9%	0%	97.8%	-	97.1%	94.1%	0%	96.9%	-	100%	97.6%	0%	98.9%	-	97.6%
<b>Single-Unit Trucks</b>	1	8	0	9	-	16	2	0	18	-	0	2	0	2	-	29
<b>% Single-Unit Trucks</b>	0.9%	0.7%	0%	0.7%	-	1.6%	3.9%	0%	1.7%	-	0%	1.6%	0%	0.7%	-	1.1%
<b>Articulated Trucks</b>	0	13	0	13	-	12	0	0	12	-	0	0	0	0	-	25
<b>% Articulated Trucks</b>	0%	1.1%	0%	1.0%	-	1.2%	0%	0%	1.2%	-	0%	0%	0%	0%	-	1.0%
<b>Buses</b>	2	4	0	6	-	1	1	0	2	-	0	1	0	1	-	9
<b>% Buses</b>	1.8%	0.3%	0%	0.5%	-	0.1%	2.0%	0%	0.2%	-	0%	0.8%	0%	0.4%	-	0.3%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

75th and Ranchview Rd TMC - TMC

Wed Dec 17, 2025

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

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

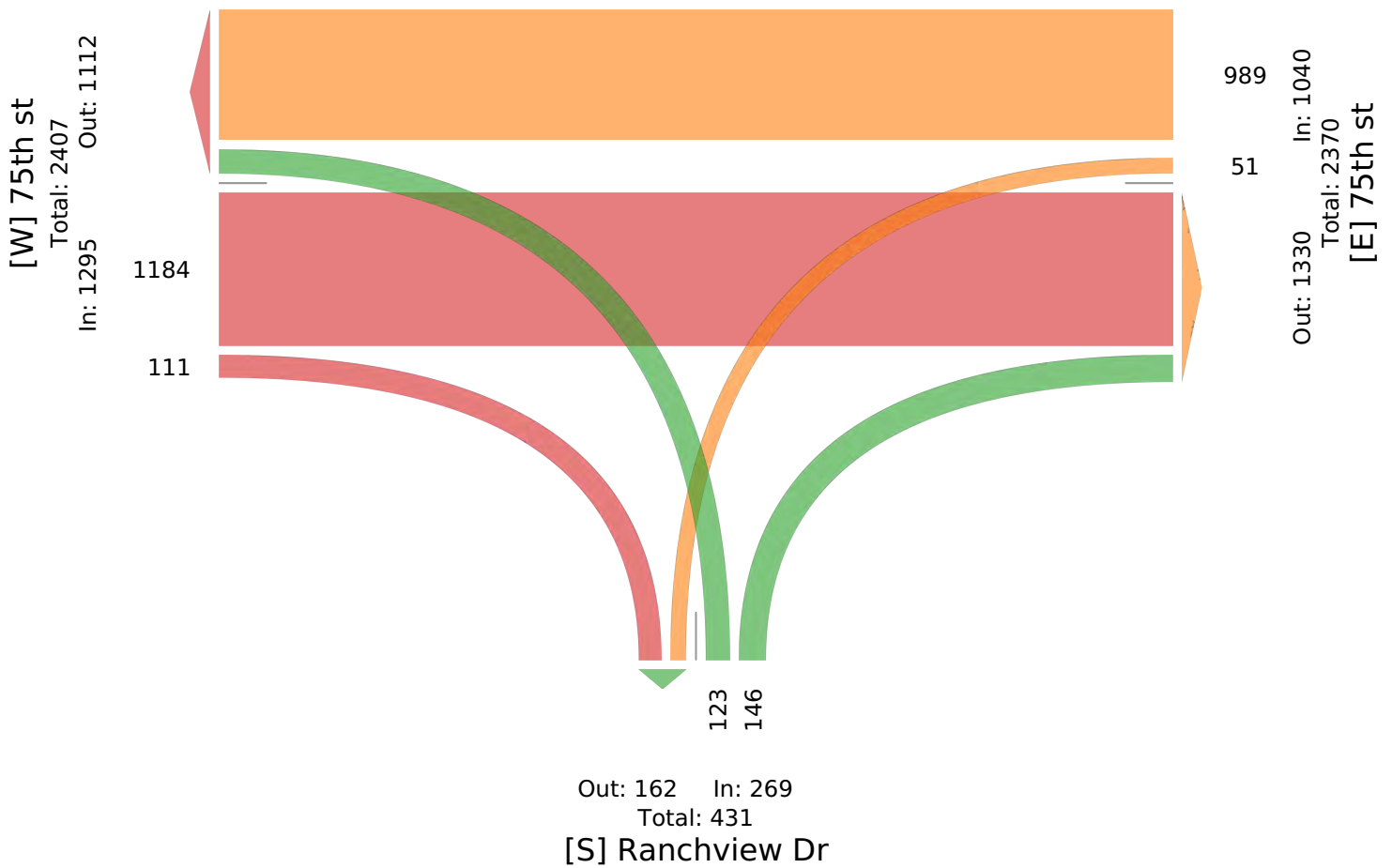
All Movements

ID: 1368214, Location: 41.749133, -88.094761



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



75th and Ranchview Rd TMC - TMC

Wed Dec 17, 2025

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

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

All Movements

ID: 1368214, Location: 41.749133, -88.094761



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	75th st Eastbound					75th st Westbound					Ranchview Dr Northbound					Int
	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	
2025-12-17 4:30PM	16	293	0	<b>309</b>	0	310	26	0	<b>336</b>	0	16	13	0	<b>29</b>	0	<b>674</b>
4:45PM	23	267	0	<b>290</b>	0	248	22	1	<b>271</b>	0	11	18	0	<b>29</b>	0	<b>590</b>
5:00PM	23	347	0	<b>370</b>	0	260	20	1	<b>281</b>	0	12	12	0	<b>24</b>	0	<b>675</b>
5:15PM	21	315	0	<b>336</b>	0	295	25	0	<b>320</b>	0	21	25	0	<b>46</b>	0	<b>702</b>
<b>Total</b>	<b>83</b>	<b>1222</b>	<b>0</b>	<b>1305</b>	<b>0</b>	<b>1113</b>	<b>93</b>	<b>2</b>	<b>1208</b>	<b>0</b>	<b>60</b>	<b>68</b>	<b>0</b>	<b>128</b>	<b>0</b>	<b>2641</b>
<b>% Approach</b>	6.4%	93.6%	0%	-	-	92.1%	7.7%	0.2%	-	-	46.9%	53.1%	0%	-	-	-
<b>% Total</b>	3.1%	46.3%	0%	<b>49.4%</b>	-	42.1%	3.5%	0.1%	<b>45.7%</b>	-	2.3%	2.6%	0%	<b>4.8%</b>	-	-
<b>PHF</b>	0.902	0.880	-	<b>0.882</b>	-	0.898	0.894	0.500	<b>0.899</b>	-	0.714	0.680	-	<b>0.696</b>	-	0.941
<b>Lights</b>	83	1195	0	<b>1278</b>	-	1092	92	2	<b>1186</b>	-	59	68	0	<b>127</b>	-	2591
<b>% Lights</b>	100%	97.8%	0%	<b>97.9%</b>	-	98.1%	98.9%	100%	<b>98.2%</b>	-	98.3%	100%	0%	<b>99.2%</b>	-	98.1%
<b>Single-Unit Trucks</b>	0	15	0	<b>15</b>	-	10	1	0	<b>11</b>	-	1	0	0	<b>1</b>	-	27
<b>% Single-Unit Trucks</b>	0%	1.2%	0%	<b>1.1%</b>	-	0.9%	1.1%	0%	<b>0.9%</b>	-	1.7%	0%	0%	<b>0.8%</b>	-	1.0%
<b>Articulated Trucks</b>	0	12	0	<b>12</b>	-	8	0	0	<b>8</b>	-	0	0	0	<b>0</b>	-	20
<b>% Articulated Trucks</b>	0%	1.0%	0%	<b>0.9%</b>	-	0.7%	0%	0%	<b>0.7%</b>	-	0%	0%	0%	<b>0%</b>	-	0.8%
<b>Buses</b>	0	0	0	<b>0</b>	-	3	0	0	<b>3</b>	-	0	0	0	<b>0</b>	-	3
<b>% Buses</b>	0%	0%	0%	<b>0%</b>	-	0.3%	0%	0%	<b>0.2%</b>	-	0%	0%	0%	<b>0%</b>	-	0.1%
<b>Bicycles on Road</b>	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

75th and Ranchview Rd TMC - TMC

Wed Dec 17, 2025

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

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

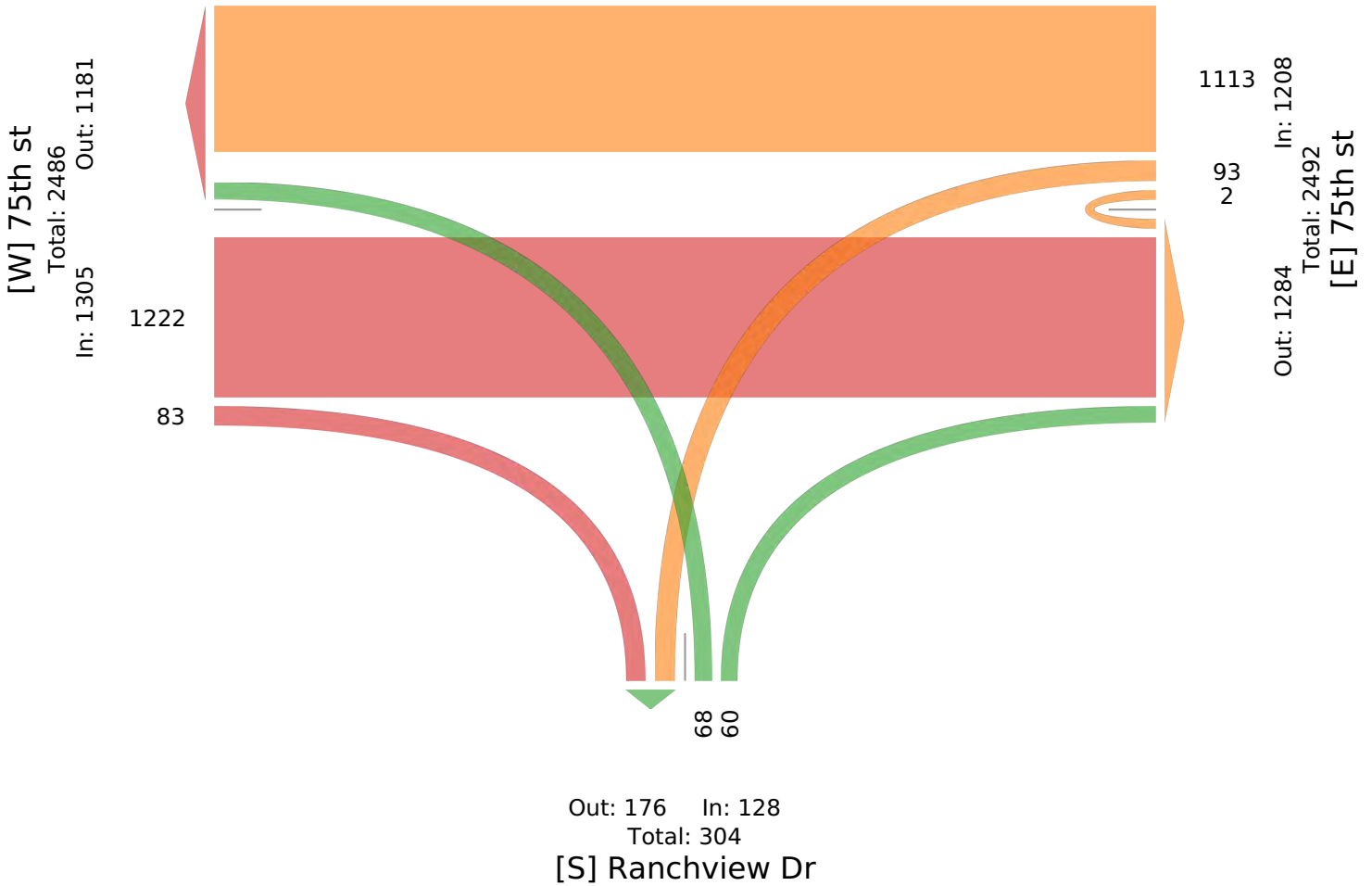
All Movements

ID: 1368214, Location: 41.749133, -88.094761



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



75th st and palomino drive TMC - TMC

Wed Mar 4, 2026

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1381622, Location: 41.749294, -88.088816



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	75th st Eastbound					75th st Westbound					palomino drive Southbound					Int
	T	L	U	App	Ped*	R	T	U	App	Ped*	R	L	U	App	Ped*	
2026-03-04 7:00AM	329	0	0	329	0	1	223	0	224	0	2	0	0	2	0	555
7:15AM	332	0	0	332	0	1	266	0	267	0	0	2	0	2	0	601
7:30AM	333	1	0	334	0	0	299	0	299	0	0	0	0	0	0	633
7:45AM	315	0	0	315	0	1	274	0	275	0	2	0	0	2	0	592
Hourly Total	1309	1	0	1310	0	3	1062	0	1065	0	4	2	0	6	0	2381
8:00AM	320	1	1	322	0	0	239	1	240	0	1	0	0	1	0	563
8:15AM	302	2	0	304	0	0	260	1	261	0	1	0	0	1	0	566
8:30AM	262	0	1	263	0	2	290	0	292	0	2	0	0	2	0	557
8:45AM	253	0	1	254	0	1	260	0	261	0	0	0	0	0	0	515
Hourly Total	1137	3	3	1143	0	3	1049	2	1054	0	4	0	0	4	0	2201
2:00PM	246	0	0	246	0	0	204	0	204	0	0	1	0	1	0	451
2:15PM	281	1	1	283	0	0	250	0	250	0	1	1	0	2	0	535
2:30PM	259	0	0	259	0	0	201	0	201	0	0	1	0	1	0	461
2:45PM	263	1	0	264	0	2	249	0	251	0	2	0	0	2	0	517
Hourly Total	1049	2	1	1052	0	2	904	0	906	0	3	3	0	6	0	1964
3:00PM	287	0	0	287	0	0	222	0	222	0	0	0	0	0	0	509
3:15PM	292	0	0	292	0	3	256	1	260	0	1	0	0	1	0	553
3:30PM	285	1	0	286	0	0	270	0	270	0	1	1	0	2	0	558
3:45PM	261	2	1	264	0	0	312	0	312	0	2	0	0	2	0	578
Hourly Total	1125	3	1	1129	0	3	1060	1	1064	0	4	1	0	5	0	2198
4:00PM	271	0	0	271	0	2	264	0	266	0	0	0	0	0	0	537
4:15PM	322	0	1	323	0	2	294	0	296	0	1	0	0	1	0	620
4:30PM	282	1	0	283	0	1	252	0	253	0	2	0	0	2	0	538
4:45PM	321	1	1	323	0	2	278	0	280	0	1	0	0	1	0	604
Hourly Total	1196	2	2	1200	0	7	1088	0	1095	0	4	0	0	4	0	2299
5:00PM	351	1	0	352	0	0	316	0	316	0	2	0	0	2	0	670
5:15PM	308	0	1	309	0	0	320	0	320	0	0	0	0	0	0	629
5:30PM	342	4	0	346	0	1	279	0	280	0	1	0	0	1	0	627
5:45PM	245	0	0	245	0	0	249	0	249	0	0	1	0	1	0	495
Hourly Total	1246	5	1	1252	0	1	1164	0	1165	0	3	1	0	4	0	2421
<b>Total</b>	<b>7062</b>	<b>16</b>	<b>8</b>	<b>7086</b>	<b>0</b>	<b>19</b>	<b>6327</b>	<b>3</b>	<b>6349</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>13464</b>
<b>% Approach</b>	99.7%	0.2%	0.1%	-	-	0.3%	99.7%	0%	-	-	75.9%	24.1%	0%	-	-	-
<b>% Total</b>	52.5%	0.1%	0.1%	52.6%	-	0.1%	47.0%	0%	47.2%	-	0.2%	0.1%	0%	0.2%	-	-
<b>Lights</b>	6862	14	8	6884	-	16	6127	3	6146	-	19	7	0	26	-	13056
<b>% Lights</b>	97.2%	87.5%	100%	97.1%	-	84.2%	96.8%	100%	96.8%	-	86.4%	100%	0%	89.7%	-	97.0%
<b>Single-Unit Trucks</b>	101	2	0	103	-	0	75	0	75	-	0	0	0	0	-	178
<b>% Single-Unit Trucks</b>	1.4%	12.5%	0%	1.5%	-	0%	1.2%	0%	1.2%	-	0%	0%	0%	0%	-	1.3%
<b>Articulated Trucks</b>	82	0	0	82	-	0	92	0	92	-	0	0	0	0	-	174
<b>% Articulated Trucks</b>	1.2%	0%	0%	1.2%	-	0%	1.5%	0%	1.4%	-	0%	0%	0%	0%	-	1.3%
<b>Buses</b>	17	0	0	17	-	3	33	0	36	-	3	0	0	3	-	56
<b>% Buses</b>	0.2%	0%	0%	0.2%	-	15.8%	0.5%	0%	0.6%	-	13.6%	0%	0%	10.3%	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

75th st and palomino drive TMC - TMC

Wed Mar 4, 2026

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1381622, Location: 41.749294, -88.088816



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

[N] palomino drive

Total: 64

In: 29 Out: 35

22  
7



75th st and palomino drive TMC - TMC

Wed Mar 4, 2026

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

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

All Movements

ID: 1381622, Location: 41.749294, -88.088816



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	75th st Eastbound					75th st Westbound					palomino drive Southbound					Int
	T	L	U	App	Ped*	R	T	U	App	Ped*	R	L	U	App	Ped*	
2026-03-04 7:15AM	332	0	0	332	0	1	266	0	267	0	0	2	0	2	0	601
7:30AM	333	1	0	334	0	0	299	0	299	0	0	0	0	0	0	633
7:45AM	315	0	0	315	0	1	274	0	275	0	2	0	0	2	0	592
8:00AM	320	1	1	322	0	0	239	1	240	0	1	0	0	1	0	563
<b>Total</b>	1300	2	1	1303	0	2	1078	1	1081	0	3	2	0	5	0	2389
<b>% Approach</b>	99.8%	0.2%	0.1%	-	-	0.2%	99.7%	0.1%	-	-	60.0%	40.0%	0%	-	-	-
<b>% Total</b>	54.4%	0.1%	0%	54.5%	-	0.1%	45.1%	0%	45.2%	-	0.1%	0.1%	0%	0.2%	-	-
<b>PHF</b>	0.976	0.500	0.250	0.975	-	0.500	0.901	0.250	0.904	-	0.375	0.250	-	0.625	-	0.944
<b>Lights</b>	1272	1	1	1274	-	1	1023	1	1025	-	2	2	0	4	-	2303
<b>% Lights</b>	97.8%	50.0%	100%	97.8%	-	50.0%	94.9%	100%	94.8%	-	66.7%	100%	0%	80.0%	-	96.4%
<b>Single-Unit Trucks</b>	10	1	0	11	-	0	21	0	21	-	0	0	0	0	-	32
<b>% Single-Unit Trucks</b>	0.8%	50.0%	0%	0.8%	-	0%	1.9%	0%	1.9%	-	0%	0%	0%	0%	-	1.3%
<b>Articulated Trucks</b>	13	0	0	13	-	0	33	0	33	-	0	0	0	0	-	46
<b>% Articulated Trucks</b>	1.0%	0%	0%	1.0%	-	0%	3.1%	0%	3.1%	-	0%	0%	0%	0%	-	1.9%
<b>Buses</b>	5	0	0	5	-	1	1	0	2	-	1	0	0	1	-	8
<b>% Buses</b>	0.4%	0%	0%	0.4%	-	50.0%	0.1%	0%	0.2%	-	33.3%	0%	0%	20.0%	-	0.3%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

75th st and palomino drive TMC - TMC

Wed Mar 4, 2026

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

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

All Movements

ID: 1381622, Location: 41.749294, -88.088816



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

[N] palomino drive

Total: 9

In: 5 Out: 4

32

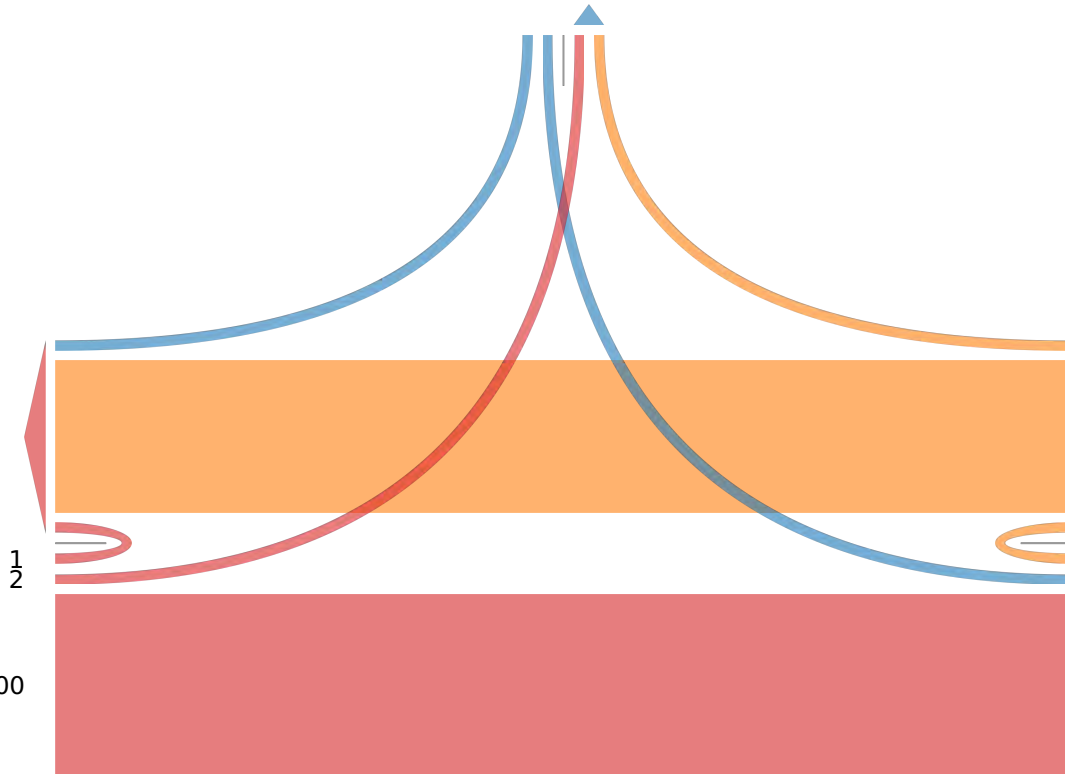
[W] 75th st

Total: 2385

Out: 1082

In: 1303

1300



2

1078

1

Out: 1303 In: 1081

Total: 2384

[E] 75th st

75th st and palomino drive TMC - TMC

Wed Mar 4, 2026

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

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

All Movements

ID: 1381622, Location: 41.749294, -88.088816



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	75th st Eastbound					75th st Westbound					palomino drive Southbound					Int
	T	L	U	App	Ped*	R	T	U	App	Ped*	R	L	U	App	Ped*	
2026-03-04 4:45PM	321	1	1	<b>323</b>	0	2	278	0	<b>280</b>	0	1	0	0	<b>1</b>	0	<b>604</b>
5:00PM	351	1	0	<b>352</b>	0	0	316	0	<b>316</b>	0	2	0	0	<b>2</b>	0	<b>670</b>
5:15PM	308	0	1	<b>309</b>	0	0	320	0	<b>320</b>	0	0	0	0	<b>0</b>	0	<b>629</b>
5:30PM	342	4	0	<b>346</b>	0	1	279	0	<b>280</b>	0	1	0	0	<b>1</b>	0	<b>627</b>
<b>Total</b>	1322	6	2	<b>1330</b>	0	3	1193	0	<b>1196</b>	0	4	0	0	<b>4</b>	0	<b>2530</b>
<b>% Approach</b>	99.4%	0.5%	0.2%	-	-	0.3%	99.7%	0%	-	-	100%	0%	0%	-	-	-
<b>% Total</b>	52.3%	0.2%	0.1%	<b>52.6%</b>	-	0.1%	47.2%	0%	<b>47.3%</b>	-	0.2%	0%	0%	<b>0.2%</b>	-	-
<b>PHF</b>	0.942	0.375	0.500	<b>0.945</b>	-	0.375	0.932	-	<b>0.934</b>	-	0.500	-	-	<b>0.500</b>	-	0.944
<b>Lights</b>	1301	6	2	<b>1309</b>	-	3	1181	0	<b>1184</b>	-	4	0	0	<b>4</b>	-	2497
<b>% Lights</b>	98.4%	100%	100%	<b>98.4%</b>	-	100%	99.0%	0%	<b>99.0%</b>	-	100%	0%	0%	<b>100%</b>	-	98.7%
<b>Single-Unit Trucks</b>	11	0	0	<b>11</b>	-	0	4	0	<b>4</b>	-	0	0	0	<b>0</b>	-	15
<b>% Single-Unit Trucks</b>	0.8%	0%	0%	<b>0.8%</b>	-	0%	0.3%	0%	<b>0.3%</b>	-	0%	0%	0%	<b>0%</b>	-	0.6%
<b>Articulated Trucks</b>	10	0	0	<b>10</b>	-	0	8	0	<b>8</b>	-	0	0	0	<b>0</b>	-	18
<b>% Articulated Trucks</b>	0.8%	0%	0%	<b>0.8%</b>	-	0%	0.7%	0%	<b>0.7%</b>	-	0%	0%	0%	<b>0%</b>	-	0.7%
<b>Buses</b>	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0
<b>% Buses</b>	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%
<b>Bicycles on Road</b>	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

75th st and palomino drive TMC - TMC

Wed Mar 4, 2026

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

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

All Movements

ID: 1381622, Location: 41.749294, -88.088816



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

[N] palomino drive

Total: 13

In: 4 Out: 9

4



**77th and Ranchview Rd TMC - TMC**

Tue Dec 16, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1369382, Location: 41.745868, -88.095576



Provided by: Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	Princeton Circle Eastbound						77th st Westbound						Ranchview Rd Northbound						Ranchview Rd Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-12-16																									
7:00AM	1	0	0	0	1	0	5	0	0	0	5	0	1	33	0	0	34	0	1	11	3	1	16	0	56
7:15AM	0	0	3	0	3	0	15	0	2	0	17	0	0	21	0	0	21	0	1	18	2	0	21	0	62
7:30AM	0	0	0	0	0	0	11	0	2	0	13	0	0	27	0	0	27	0	0	24	3	0	27	0	67
7:45AM	2	0	1	0	3	0	8	0	8	0	16	0	0	18	0	0	18	0	1	44	8	0	53	0	90
Hourly Total	3	0	4	0	7	0	39	0	12	0	51	0	1	99	0	0	100	0	3	97	16	1	117	0	275
8:00AM	1	0	0	0	1	0	6	0	8	0	14	0	9	76	3	0	88	0	0	55	7	0	62	0	165
8:15AM	2	0	1	0	3	0	8	0	1	0	9	0	2	38	2	0	42	0	2	11	5	0	18	0	72
8:30AM	2	0	0	0	2	0	5	0	1	0	6	0	2	21	0	0	23	0	0	9	3	1	13	0	44
8:45AM	0	0	0	0	0	0	4	0	0	0	4	0	2	18	0	0	20	0	3	13	2	0	18	0	42
Hourly Total	5	0	1	0	6	0	23	0	10	0	33	0	15	153	5	0	173	0	5	88	17	1	111	0	323
2:00PM	1	1	2	0	4	0	4	0	7	0	11	0	2	15	0	0	17	0	0	31	6	0	37	0	69
2:15PM	1	0	0	0	1	2	6	0	2	0	8	0	1	19	0	0	20	0	0	42	6	0	48	0	77
2:30PM	3	0	0	0	3	0	4	0	1	0	5	0	10	56	5	0	71	0	0	16	6	0	22	1	101
2:45PM	0	0	1	0	1	0	7	1	3	0	11	0	3	21	1	0	25	0	0	16	3	0	19	0	56
Hourly Total	5	1	3	0	9	2	21	1	13	0	35	0	16	111	6	0	133	0	0	105	21	0	126	1	303
3:00PM	2	0	2	0	4	0	6	0	2	0	8	0	1	18	1	0	20	0	0	14	4	0	18	0	50
3:15PM	0	1	0	0	1	0	4	0	0	0	4	1	1	27	2	0	30	0	0	15	2	0	17	0	52
3:30PM	0	0	1	0	1	0	5	0	1	0	6	0	4	21	0	0	25	0	0	21	7	0	28	0	60
3:45PM	0	0	1	0	1	2	2	0	4	0	6	1	5	19	1	0	25	2	2	22	15	0	39	0	71
Hourly Total	2	1	4	0	7	2	17	0	7	0	24	2	11	85	4	0	100	2	2	72	28	0	102	0	233
4:00PM	0	0	2	0	2	0	5	0	0	0	5	0	0	17	0	0	17	1	1	29	6	0	36	0	60
4:15PM	1	1	1	0	3	0	6	0	2	0	8	0	2	19	2	0	23	0	0	16	5	0	21	1	55
4:30PM	1	0	0	0	1	0	4	0	0	0	4	1	2	20	1	0	23	0	0	22	6	0	28	0	56
4:45PM	1	0	0	0	1	0	5	0	3	0	8	0	2	15	0	0	17	1	0	21	2	0	23	0	49
Hourly Total	3	1	3	0	7	0	20	0	5	0	25	1	6	71	3	0	80	2	1	88	19	0	108	1	220
5:00PM	0	0	2	0	2	0	11	0	5	0	16	0	3	20	0	0	23	0	2	29	9	1	41	0	82
5:15PM	0	0	1	0	1	0	7	0	1	0	8	0	1	21	1	0	23	0	1	26	9	0	36	0	68
5:30PM	0	0	0	0	0	0	5	0	0	0	5	0	2	22	0	0	24	0	1	36	6	0	43	0	72
5:45PM	1	0	2	0	3	0	4	0	2	0	6	0	1	13	0	0	14	0	0	24	6	0	30	0	53
Hourly Total	1	0	5	0	6	0	27	0	8	0	35	0	7	76	1	0	84	0	4	115	30	1	150	0	275
<b>Total</b>	19	3	20	0	42	4	147	1	55	0	203	3	56	595	19	0	670	4	15	565	131	3	714	2	1629
<b>% Approach</b>	45.2%	7.1%	47.6%	0%	-	-	72.4%	0.5%	27.1%	0%	-	-	8.4%	88.8%	2.8%	0%	-	-	2.1%	79.1%	18.3%	0.4%	-	-	-
<b>% Total</b>	1.2%	0.2%	1.2%	0%	2.6%	-	9.0%	0.1%	3.4%	0%	12.5%	-	3.4%	36.5%	1.2%	0%	41.1%	-	0.9%	34.7%	8.0%	0.2%	43.8%	-	-
<b>Lights</b>	18	2	18	0	38	-	144	1	55	0	200	-	54	587	17	0	658	-	15	552	129	3	699	-	1595
<b>% Lights</b>	94.7%	66.7%	90.0%	0%	90.5%	-	98.0%	100%	100%	0%	98.5%	-	96.4%	98.7%	89.5%	0%	98.2%	-	100%	97.7%	98.5%	100%	97.9%	-	97.9%
<b>Single-Unit Trucks</b>	1	1	1	0	3	-	2	0	0	0	2	-	0	4	0	0	4	-	0	1	0	0	1	-	10
<b>% Single-Unit Trucks</b>	5.3%	33.3%	5.0%	0%	7.1%	-	1.4%	0%	0%	0%	1.0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0.2%	0%	0%	0.1%	-	0.6%
<b>Articulated Trucks</b>	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0.7%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	0	0	1	0	1	-	0	0	0	0	0	-	2	2	2	0	6	-	0	10	2	0	12	-	19
<b>% Buses</b>	0%	0%	5.0%	0%	2.4%	-	0%	0%	0%	0%	0%	-	3.6%	0.3%	10.5%	0%	0.9%	-	0%	1.8%	1.5%	0%	1.7%	-	1.2%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	2	0	0	2	-	4
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	-	2
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%

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

**77th and Ranchview Rd TMC - TMC**

Tue Dec 16, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

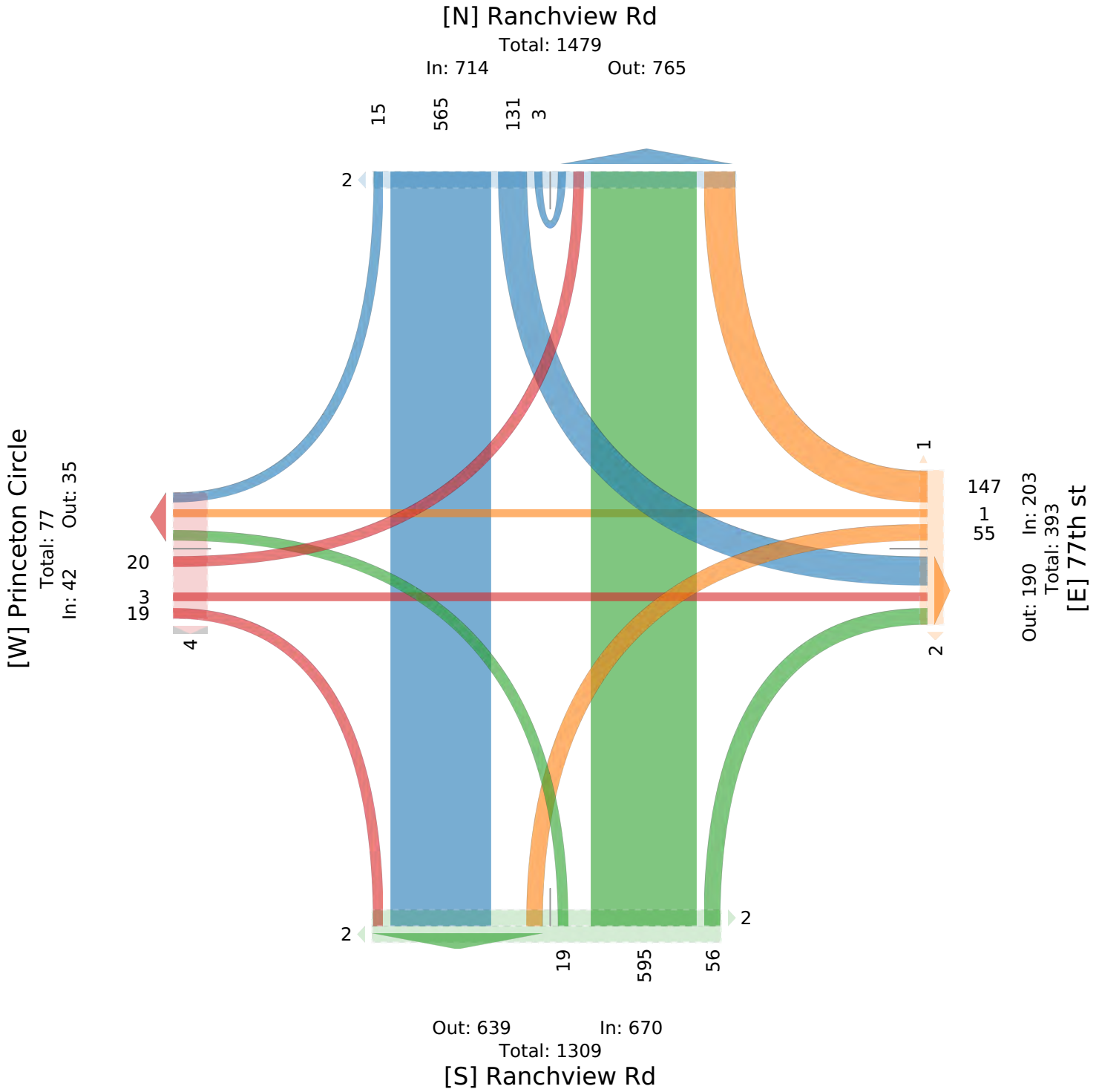
All Movements

ID: 1369382, Location: 41.745868, -88.095576



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



77th and Ranchview Rd TMC - TMC

Tue Dec 16, 2025

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

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

All Movements

ID: 1369382, Location: 41.745868, -88.095576



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	Princeton Circle Eastbound					77th st Westbound					Ranchview Rd Northbound					Ranchview Rd Southbound					
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int
2025-12-16 7:30AM	0	0	0	0	0	11	0	2	0	13	0	27	0	0	27	0	24	3	0	27	67
7:45AM	2	0	1	0	3	8	0	8	0	16	0	18	0	0	18	1	44	8	0	53	90
8:00AM	1	0	0	0	1	6	0	8	0	14	9	76	3	0	88	0	55	7	0	62	165
8:15AM	2	0	1	0	3	8	0	1	0	9	2	38	2	0	42	2	11	5	0	18	72
<b>Total</b>	5	0	2	0	7	33	0	19	0	52	11	159	5	0	175	3	134	23	0	160	394
<b>% Approach</b>	71.4%	0%	28.6%	0%	-	63.5%	0%	36.5%	0%	-	6.3%	90.9%	2.9%	0%	-	1.9%	83.8%	14.4%	0%	-	-
<b>% Total</b>	1.3%	0%	0.5%	0%	1.8%	8.4%	0%	4.8%	0%	13.2%	2.8%	40.4%	1.3%	0%	44.4%	0.8%	34.0%	5.8%	0%	40.6%	-
<b>PHF</b>	0.625	-	0.500	-	0.583	0.750	-	0.594	-	0.813	0.306	0.523	0.417	-	0.497	0.375	0.609	0.719	-	0.645	0.597
<b>Lights</b>	5	0	2	0	7	32	0	19	0	51	11	158	5	0	174	3	131	23	0	157	389
<b>% Lights</b>	100%	0%	100%	0%	100%	97.0%	0%	100%	0%	98.1%	100%	99.4%	100%	0%	99.4%	100%	97.8%	100%	0%	98.1%	98.7%
<b>Single-Unit Trucks</b>	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	3.0%	0%	0%	0%	1.9%	0%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0.5%
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Buses</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>% Buses</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.2%	0%	0%	1.9%	0.8%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**77th and Ranchview Rd TMC - TMC**

Tue Dec 16, 2025

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

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

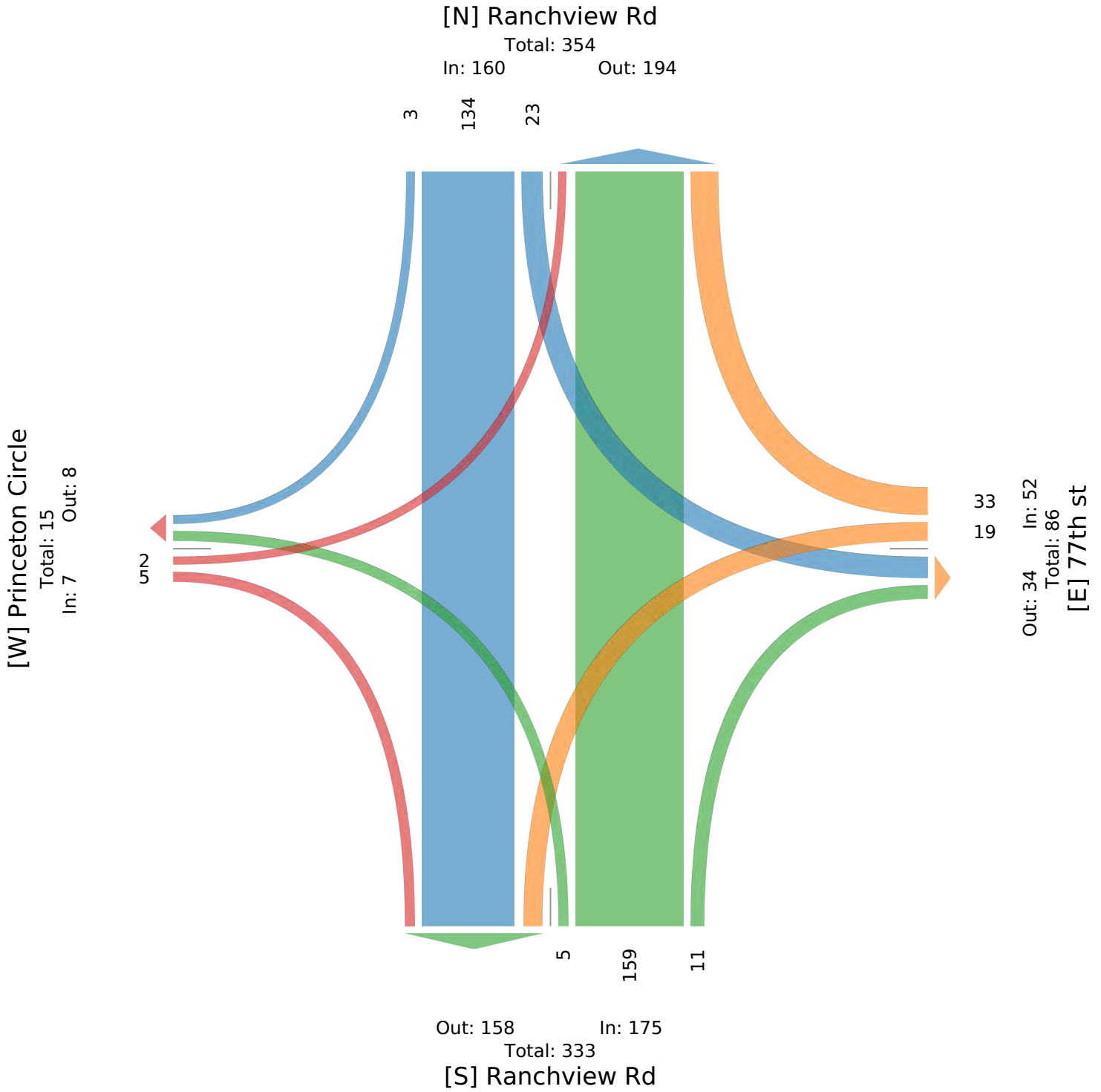
All Movements

ID: 1369382, Location: 41.745868, -88.095576



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



77th and Ranchview Rd TMC - TMC

Tue Dec 16, 2025

PM Peak (2 PM - 3 PM)

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

All Movements

ID: 1369382, Location: 41.745868, -88.095576



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	Princeton Circle Eastbound						77th st Westbound						Ranchview Rd Northbound						Ranchview Rd Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-12-16 2:00PM	1	1	2	0	4	0	4	0	7	0	11	0	2	15	0	0	17	0	0	31	6	0	37	0	69
2:15PM	1	0	0	0	1	2	6	0	2	0	8	0	1	19	0	0	20	0	0	42	6	0	48	0	77
2:30PM	3	0	0	0	3	0	4	0	1	0	5	0	10	56	5	0	71	0	0	16	6	0	22	1	101
2:45PM	0	0	1	0	1	0	7	1	3	0	11	0	3	21	1	0	25	0	0	16	3	0	19	0	56
<b>Total</b>	5	1	3	0	9	2	21	1	13	0	35	0	16	111	6	0	133	0	0	105	21	0	126	1	303
<b>% Approach</b>	55.6%	11.1%	33.3%	0%	-	-	60.0%	2.9%	37.1%	0%	-	-	12.0%	83.5%	4.5%	0%	-	-	0%	83.3%	16.7%	0%	-	-	-
<b>% Total</b>	1.7%	0.3%	1.0%	0%	3.0%	-	6.9%	0.3%	4.3%	0%	11.6%	-	5.3%	36.6%	2.0%	0%	43.9%	-	0%	34.7%	6.9%	0%	41.6%	-	-
<b>PHF</b>	0.417	0.250	0.375	-	0.563	-	0.750	0.250	0.464	-	0.795	-	0.400	0.491	0.300	-	0.465	-	-	0.619	0.875	-	0.651	-	0.745
<b>Lights</b>	5	1	2	0	8	-	21	1	13	0	35	-	15	109	6	0	130	-	0	104	21	0	125	-	298
<b>% Lights</b>	100%	100%	66.7%	0%	88.9%	-	100%	100%	100%	0%	100%	-	93.8%	98.2%	100%	0%	97.7%	-	0%	99.0%	100%	0%	99.2%	-	98.3%
<b>Single-Unit Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Buses</b>	0	0	1	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	2
<b>% Buses</b>	0%	0%	33.3%	0%	11.1%	-	0%	0%	0%	0%	0%	-	6.3%	0%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0.7%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.8%	-	0%	1.0%	0%	0%	0.8%	-	0.7%
<b>Pedestrians</b>	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	

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

**77th and Ranchview Rd TMC - TMC**

Tue Dec 16, 2025

PM Peak (2 PM - 3 PM)

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

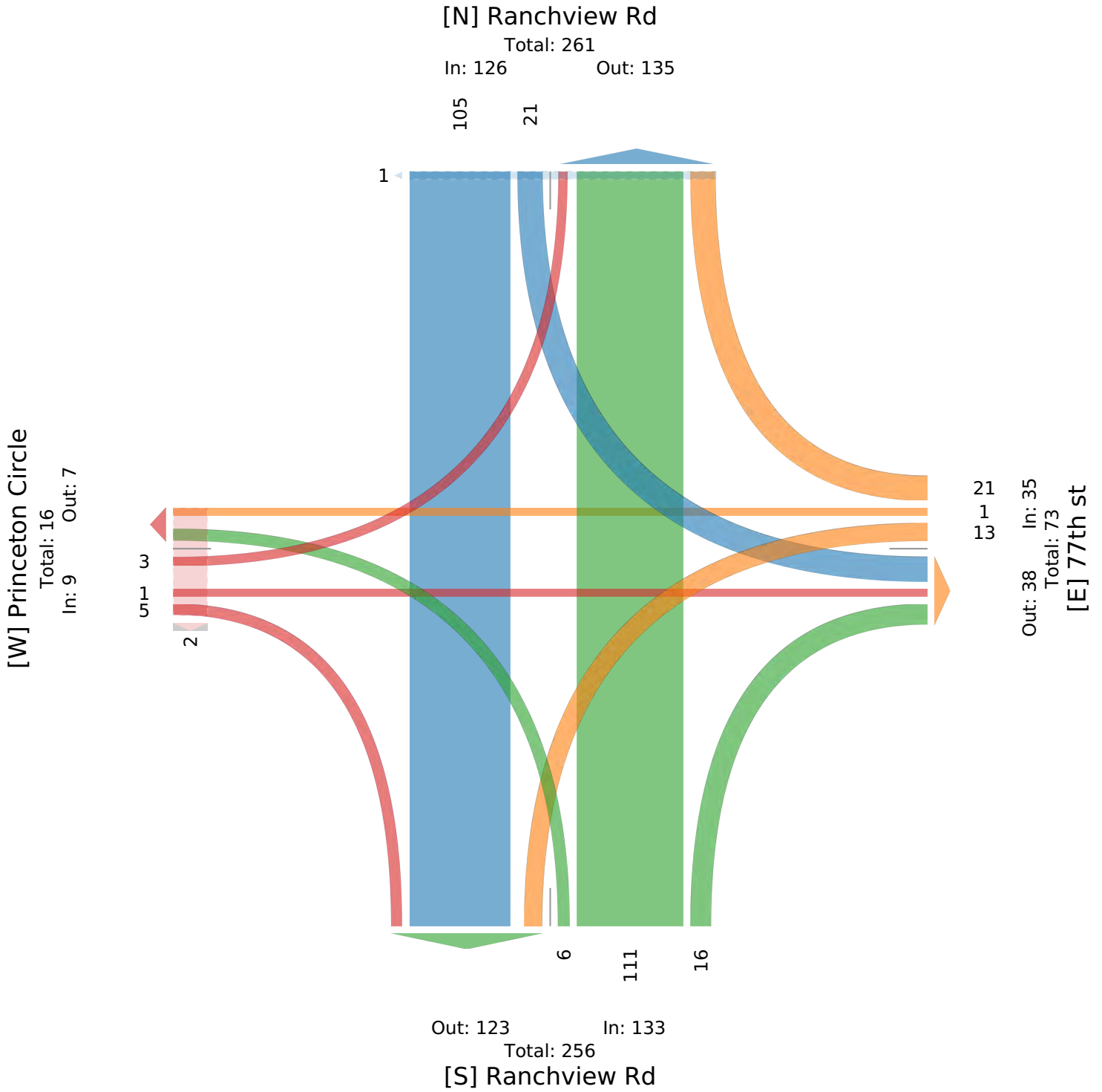
All Movements

ID: 1369382, Location: 41.745868, -88.095576



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**77th st and Yackley Rd TMC - TMC**

Tue Dec 16, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1368204, Location: 41.745675, -88.088759



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	77th St Eastbound				Yackley Rd Northbound				Int
	R	U	App	Ped*	L	U	App	Ped*	
2025-12-16 7:00AM	2	0	2	0	2	0	2	0	4
7:15AM	2	0	2	0	6	0	6	0	8
7:30AM	2	0	2	0	2	0	2	0	4
7:45AM	1	0	1	0	1	0	1	0	2
Hourly Total	7	0	7	0	11	0	11	0	18
8:00AM	6	0	6	0	1	0	1	0	7
8:15AM	5	0	5	0	3	0	3	0	8
8:30AM	3	0	3	0	1	0	1	0	4
8:45AM	1	0	1	0	1	0	1	0	2
Hourly Total	15	0	15	0	6	0	6	0	21
2:00PM	4	0	4	0	5	0	5	0	9
2:15PM	4	0	4	0	1	0	1	0	5
2:30PM	4	0	4	0	6	0	6	0	10
2:45PM	2	0	2	0	4	0	4	0	6
Hourly Total	14	0	14	0	16	0	16	0	30
3:00PM	2	0	2	0	2	0	2	0	4
3:15PM	1	0	1	0	4	0	4	0	5
3:30PM	1	0	1	0	5	0	5	0	6
3:45PM	8	0	8	0	3	0	3	0	11
Hourly Total	12	0	12	0	14	0	14	0	26
4:00PM	2	0	2	0	1	0	1	0	3
4:15PM	2	0	2	0	4	0	4	0	6
4:30PM	3	0	3	0	5	0	5	0	8
4:45PM	3	0	3	0	6	0	6	0	9
Hourly Total	10	0	10	0	16	0	16	0	26
5:00PM	4	0	4	0	7	0	7	0	11
5:15PM	0	0	0	0	6	0	6	0	6
5:30PM	3	0	3	0	1	0	1	0	4
5:45PM	2	0	2	0	1	0	1	0	3
Hourly Total	9	0	9	0	15	0	15	0	24
<b>Total</b>	67	0	67	0	78	0	78	0	145
<b>% Approach</b>	100%	0%	-	-	100%	0%	-	-	-
<b>% Total</b>	46.2%	0%	46.2%	-	53.8%	0%	53.8%	-	-
<b>Lights</b>	66	0	66	-	70	0	70	-	136
<b>% Lights</b>	98.5%	0%	98.5%	-	89.7%	0%	89.7%	-	93.8%
<b>Single-Unit Trucks</b>	1	0	1	-	4	0	4	-	5
<b>% Single-Unit Trucks</b>	1.5%	0%	1.5%	-	5.1%	0%	5.1%	-	3.4%
<b>Articulated Trucks</b>	0	0	0	-	1	0	1	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	-	1.3%	0%	1.3%	-	0.7%
<b>Buses</b>	0	0	0	-	3	0	3	-	3
<b>% Buses</b>	0%	0%	0%	-	3.8%	0%	3.8%	-	2.1%
<b>Bicycles on Road</b>	0	0	0	-	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	-	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	0	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-

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

**77th st and Yackley Rd TMC - TMC**

Tue Dec 16, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

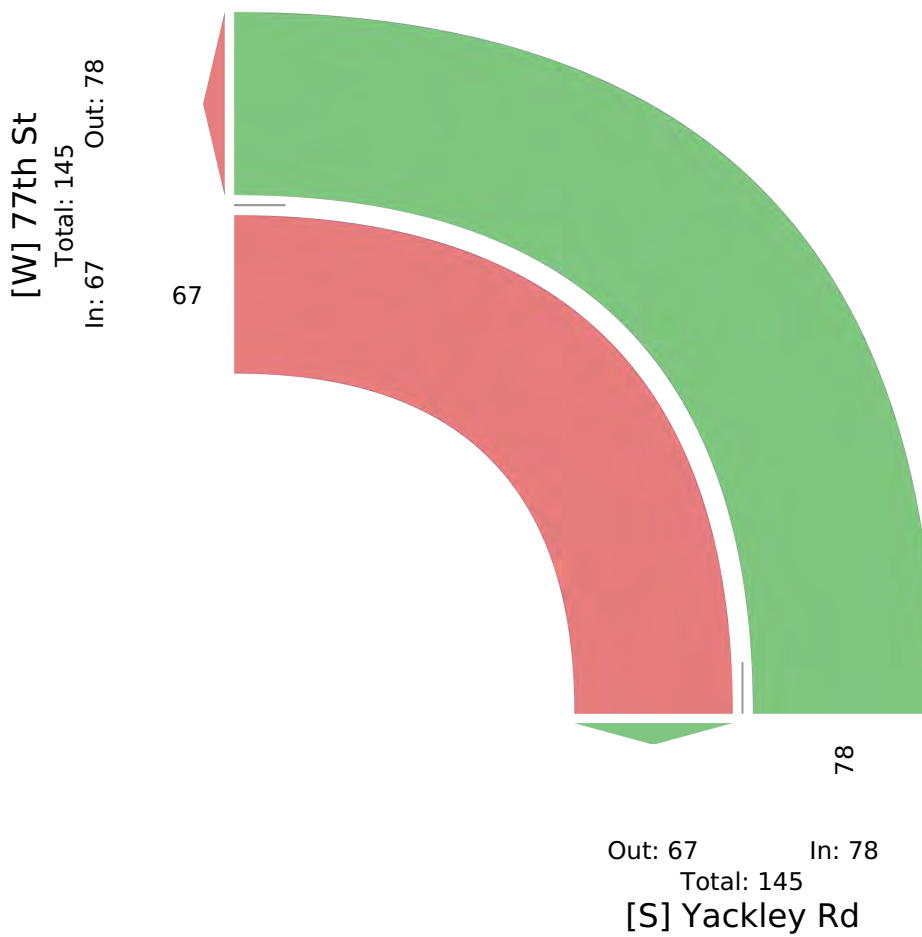
All Movements

ID: 1368204, Location: 41.745675, -88.088759



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



77th st and Yackley Rd TMC - TMC

Tue Dec 16, 2025

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

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

All Movements

ID: 1368204, Location: 41.745675, -88.088759



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	77th St Eastbound				Yackley Rd Northbound				Int
	R	U	App	Ped*	L	U	App	Ped*	
Time									
2025-12-16 7:15AM	2	0	2	0	6	0	6	0	8
7:30AM	2	0	2	0	2	0	2	0	4
7:45AM	1	0	1	0	1	0	1	0	2
8:00AM	6	0	6	0	1	0	1	0	7
<b>Total</b>	11	0	11	0	10	0	10	0	21
<b>% Approach</b>	100%	0%	-	-	100%	0%	-	-	-
<b>% Total</b>	52.4%	0%	52.4%	-	47.6%	0%	47.6%	-	-
<b>PHF</b>	0.458	-	0.458	-	0.417	-	0.417	-	0.656
<b>Lights</b>	11	0	11	-	8	0	8	-	19
<b>% Lights</b>	100%	0%	100%	-	80.0%	0%	80.0%	-	90.5%
<b>Single-Unit Trucks</b>	0	0	0	-	1	0	1	-	1
<b>% Single-Unit Trucks</b>	0%	0%	0%	-	10.0%	0%	10.0%	-	4.8%
<b>Articulated Trucks</b>	0	0	0	-	0	0	0	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	-	0%	0%	0%	-	0%
<b>Buses</b>	0	0	0	-	1	0	1	-	1
<b>% Buses</b>	0%	0%	0%	-	10.0%	0%	10.0%	-	4.8%
<b>Bicycles on Road</b>	0	0	0	-	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	-	0%	0%	0%	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-

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

77th st and Yackley Rd TMC - TMC

Tue Dec 16, 2025

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

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

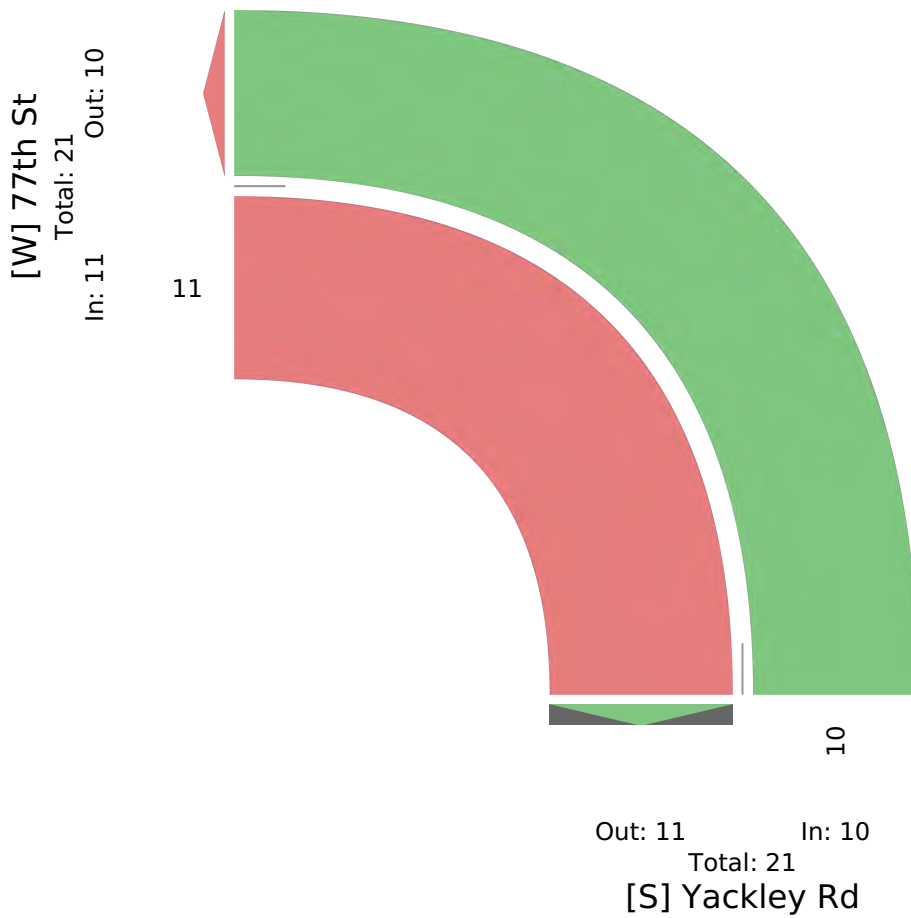
All Movements

ID: 1368204, Location: 41.745675, -88.088759



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



77th st and Yackley Rd TMC - TMC

Tue Dec 16, 2025

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

All Movements

ID: 1368204, Location: 41.745675, -88.088759



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	77th St Eastbound				Yackley Rd Northbound				Int
	R	U	App	Ped*	L	U	App	Ped*	
Time									
2025-12-16 4:15PM	2	0	2	0	4	0	4	0	6
4:30PM	3	0	3	0	5	0	5	0	8
4:45PM	3	0	3	0	6	0	6	0	9
5:00PM	4	0	4	0	7	0	7	0	11
<b>Total</b>	12	0	12	0	22	0	22	0	34
<b>% Approach</b>	100%	0%	-	-	100%	0%	-	-	-
<b>% Total</b>	35.3%	0%	35.3%	-	64.7%	0%	64.7%	-	-
<b>PHF</b>	0.750	-	0.750	-	0.786	-	0.786	-	0.773
<b>Lights</b>	12	0	12	-	21	0	21	-	33
<b>% Lights</b>	100%	0%	100%	-	95.5%	0%	95.5%	-	97.1%
<b>Single-Unit Trucks</b>	0	0	0	-	0	0	0	-	0
<b>% Single-Unit Trucks</b>	0%	0%	0%	-	0%	0%	0%	-	0%
<b>Articulated Trucks</b>	0	0	0	-	1	0	1	-	1
<b>% Articulated Trucks</b>	0%	0%	0%	-	4.5%	0%	4.5%	-	2.9%
<b>Buses</b>	0	0	0	-	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	-	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	-	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	-	0%	0%	0%	-	0%
Pedestrians	-	-	-	0	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-

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

77th st and Yackley Rd TMC - TMC

Tue Dec 16, 2025

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

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

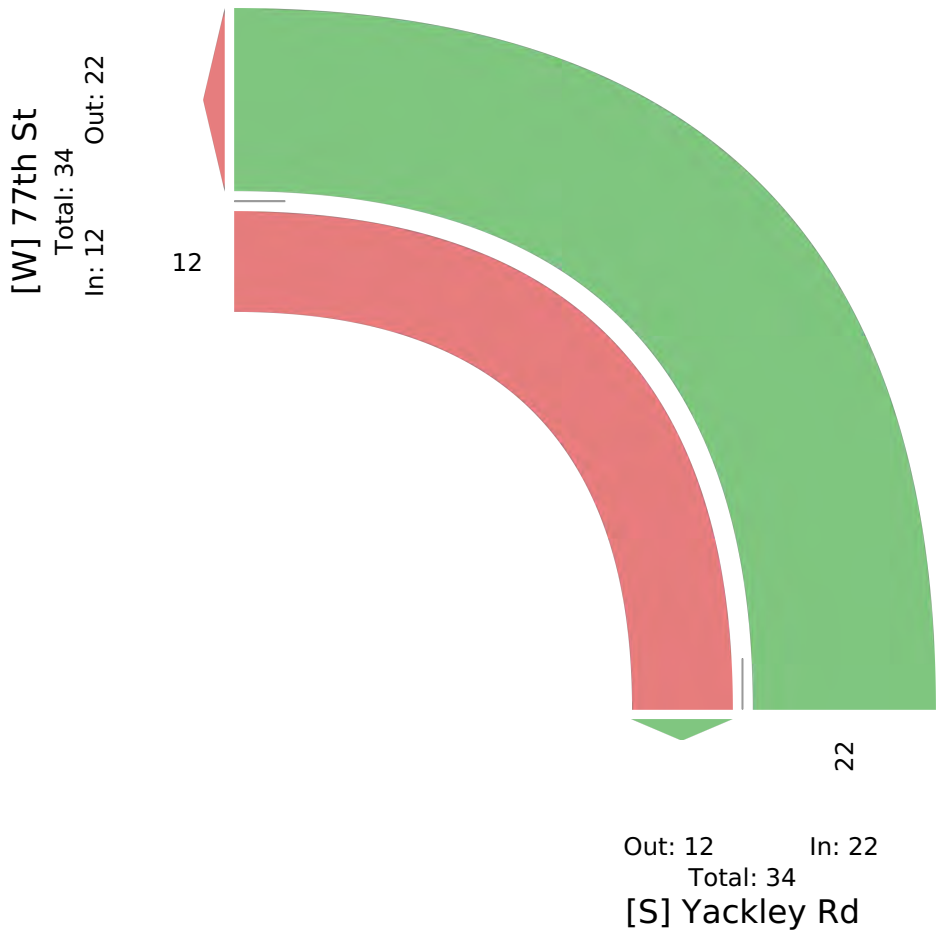
All Movements

ID: 1368204, Location: 41.745675, -88.088759



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**79th st and Greene St TMC - TMC**

Tue Dec 16, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1368218, Location: 41.742435, -88.074049



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	79th st Eastbound					Greene Rd Northbound					Greene Rd Southbound					Int
	R	L	U	App	Ped*	T	L	U	App	Ped*	R	T	U	App	Ped*	
2025-12-16 7:00AM	2	8	0	10	0	75	0	0	75	0	1	5	0	6	0	91
7:15AM	3	9	0	12	0	74	0	0	74	0	3	11	0	14	0	100
7:30AM	2	6	0	8	0	84	1	0	85	0	3	12	0	15	0	108
7:45AM	1	5	0	6	0	65	2	0	67	0	4	18	0	22	0	95
Hourly Total	8	28	0	36	0	298	3	0	301	0	11	46	0	57	0	394
8:00AM	6	9	0	15	0	63	3	0	66	0	3	21	0	24	0	105
8:15AM	2	3	0	5	0	50	2	0	52	0	5	16	0	21	0	78
8:30AM	3	7	0	10	0	33	1	0	34	0	7	12	0	19	0	63
8:45AM	2	4	0	6	0	36	1	0	37	0	2	17	0	19	0	62
Hourly Total	13	23	0	36	0	182	7	0	189	0	17	66	0	83	0	308
2:00PM	2	5	0	7	0	21	3	0	24	0	3	24	0	27	0	58
2:15PM	0	5	0	5	0	15	3	0	18	2	9	20	0	29	0	52
2:30PM	2	4	1	7	0	23	2	0	25	0	8	31	0	39	0	71
2:45PM	3	6	0	9	0	28	2	0	30	0	6	27	0	33	0	72
Hourly Total	7	20	1	28	0	87	10	0	97	2	26	102	0	128	0	253
3:00PM	2	4	0	6	0	13	2	0	15	0	5	29	0	34	0	55
3:15PM	0	7	0	7	0	25	1	0	26	0	11	49	0	60	0	93
3:30PM	1	2	0	3	0	28	4	0	32	0	9	70	0	79	0	114
3:45PM	1	5	1	7	0	27	2	0	29	0	4	66	0	70	0	106
Hourly Total	4	18	1	23	0	93	9	0	102	0	29	214	0	243	0	368
4:00PM	4	5	0	9	0	23	4	0	27	0	8	59	0	67	0	103
4:15PM	1	2	0	3	0	22	3	0	25	0	5	64	0	69	0	97
4:30PM	6	1	0	7	0	35	3	0	38	0	12	81	0	93	0	138
4:45PM	0	3	0	3	0	37	2	0	39	0	11	65	0	76	0	118
Hourly Total	11	11	0	22	0	117	12	0	129	0	36	269	0	305	0	456
5:00PM	1	4	0	5	0	38	1	0	39	0	8	49	0	57	0	101
5:15PM	2	5	0	7	0	24	6	0	30	0	15	59	0	74	0	111
5:30PM	1	3	0	4	0	25	3	0	28	0	5	69	0	74	0	106
5:45PM	2	1	0	3	0	15	1	0	16	0	3	56	0	59	0	78
Hourly Total	6	13	0	19	0	102	11	0	113	0	31	233	0	264	0	396
<b>Total</b>	<b>49</b>	<b>113</b>	<b>2</b>	<b>164</b>	<b>0</b>	<b>879</b>	<b>52</b>	<b>0</b>	<b>931</b>	<b>2</b>	<b>150</b>	<b>930</b>	<b>0</b>	<b>1080</b>	<b>0</b>	<b>2175</b>
<b>% Approach</b>	29.9%	68.9%	1.2%	-	-	94.4%	5.6%	0%	-	-	13.9%	86.1%	0%	-	-	-
<b>% Total</b>	2.3%	5.2%	0.1%	7.5%	-	40.4%	2.4%	0%	42.8%	-	6.9%	42.8%	0%	49.7%	-	-
<b>Lights</b>	49	110	2	161	-	860	52	0	912	-	145	911	0	1056	-	2129
<b>% Lights</b>	100%	97.3%	100%	98.2%	-	97.8%	100%	0%	98.0%	-	96.7%	98.0%	0%	97.8%	-	97.9%
<b>Single-Unit Trucks</b>	0	0	0	0	-	7	0	0	7	-	1	15	0	16	-	23
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	-	0.8%	0%	0%	0.8%	-	0.7%	1.6%	0%	1.5%	-	1.1%
<b>Articulated Trucks</b>	0	0	0	0	-	11	0	0	11	-	0	4	0	4	-	15
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	1.3%	0%	0%	1.2%	-	0%	0.4%	0%	0.4%	-	0.7%
<b>Buses</b>	0	3	0	3	-	1	0	0	1	-	4	0	0	4	-	8
<b>% Buses</b>	0%	2.7%	0%	1.8%	-	0.1%	0%	0%	0.1%	-	2.7%	0%	0%	0.4%	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

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

79th st and Greene St TMC - TMC

Tue Dec 16, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

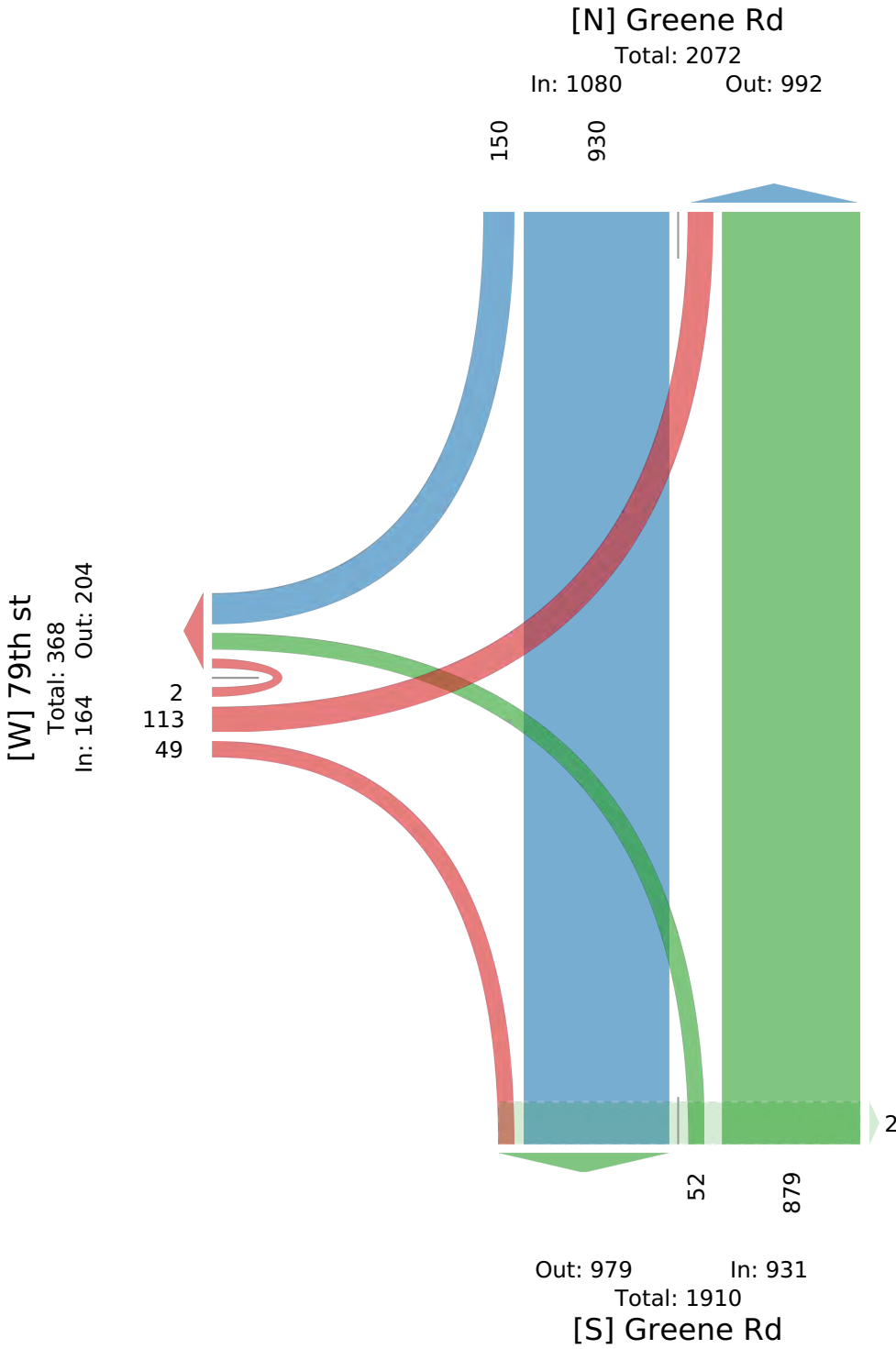
All Movements

ID: 1368218, Location: 41.742435, -88.074049



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



79th st and Greene St TMC - TMC

Tue Dec 16, 2025

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

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

All Movements

ID: 1368218, Location: 41.742435, -88.074049



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	79th st Eastbound					Greene Rd Northbound					Greene Rd Southbound					Int
	R	L	U	App	Ped*	T	L	U	App	Ped*	R	T	U	App	Ped*	
2025-12-16 7:15AM	3	9	0	12	0	74	0	0	74	0	3	11	0	14	0	100
7:30AM	2	6	0	8	0	84	1	0	85	0	3	12	0	15	0	108
7:45AM	1	5	0	6	0	65	2	0	67	0	4	18	0	22	0	95
8:00AM	6	9	0	15	0	63	3	0	66	0	3	21	0	24	0	105
<b>Total</b>	12	29	0	41	0	286	6	0	292	0	13	62	0	75	0	408
<b>% Approach</b>	29.3%	70.7%	0%	-	-	97.9%	2.1%	0%	-	-	17.3%	82.7%	0%	-	-	-
<b>% Total</b>	2.9%	7.1%	0%	10.0%	-	70.1%	1.5%	0%	71.6%	-	3.2%	15.2%	0%	18.4%	-	-
<b>PHF</b>	0.500	0.806	-	0.683	-	0.851	0.500	-	0.859	-	0.813	0.738	-	0.781	-	0.944
<b>Lights</b>	12	28	0	40	-	285	6	0	291	-	9	58	0	67	-	398
<b>% Lights</b>	100%	96.6%	0%	97.6%	-	99.7%	100%	0%	99.7%	-	69.2%	93.5%	0%	89.3%	-	97.5%
<b>Single-Unit Trucks</b>	0	0	0	0	-	0	0	0	0	-	1	3	0	4	-	4
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	7.7%	4.8%	0%	5.3%	-	1.0%
<b>Articulated Trucks</b>	0	0	0	0	-	1	0	0	1	-	0	1	0	1	-	2
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0.3%	0%	0%	0.3%	-	0%	1.6%	0%	1.3%	-	0.5%
<b>Buses</b>	0	1	0	1	-	0	0	0	0	-	3	0	0	3	-	4
<b>% Buses</b>	0%	3.4%	0%	2.4%	-	0%	0%	0%	0%	-	23.1%	0%	0%	4.0%	-	1.0%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

79th st and Greene St TMC - TMC

Tue Dec 16, 2025

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

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

All Movements

ID: 1368218, Location: 41.742435, -88.074049



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

[N] Greene Rd

Total: 390

In: 75      Out: 315

13    62

[W] 79th st  
Total: 60  
In: 41    Out: 19

29  
12

6

286

Out: 74      In: 292

Total: 366

[S] Greene Rd

79th st and Greene St TMC - TMC

Tue Dec 16, 2025

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

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

All Movements

ID: 1368218, Location: 41.742435, -88.074049



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

Leg Direction	79th st Eastbound					Greene Rd Northbound					Greene Rd Southbound					
Time	R	L	U	App	Ped*	T	L	U	App	Ped*	R	T	U	App	Ped*	Int
2025-12-16 4:30PM	6	1	0	7	0	35	3	0	38	0	12	81	0	93	0	138
4:45PM	0	3	0	3	0	37	2	0	39	0	11	65	0	76	0	118
5:00PM	1	4	0	5	0	38	1	0	39	0	8	49	0	57	0	101
5:15PM	2	5	0	7	0	24	6	0	30	0	15	59	0	74	0	111
<b>Total</b>	9	13	0	22	0	134	12	0	146	0	46	254	0	300	0	468
<b>% Approach</b>	40.9%	59.1%	0%	-	-	91.8%	8.2%	0%	-	-	15.3%	84.7%	0%	-	-	-
<b>% Total</b>	1.9%	2.8%	0%	4.7%	-	28.6%	2.6%	0%	31.2%	-	9.8%	54.3%	0%	64.1%	-	-
<b>PHF</b>	0.375	0.650	-	0.786	-	0.882	0.500	-	0.936	-	0.767	0.784	-	0.806	-	0.848
<b>Lights</b>	9	13	0	22	-	132	12	0	144	-	46	252	0	298	-	464
<b>% Lights</b>	100%	100%	0%	100%	-	98.5%	100%	0%	98.6%	-	100%	99.2%	0%	99.3%	-	99.1%
<b>Single-Unit Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	2	0	2	-	2
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.8%	0%	0.7%	-	0.4%
<b>Articulated Trucks</b>	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	1.5%	0%	0%	1.4%	-	0%	0%	0%	0%	-	0.4%
<b>Buses</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**79th st and Greene St TMC - TMC**

Tue Dec 16, 2025

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

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

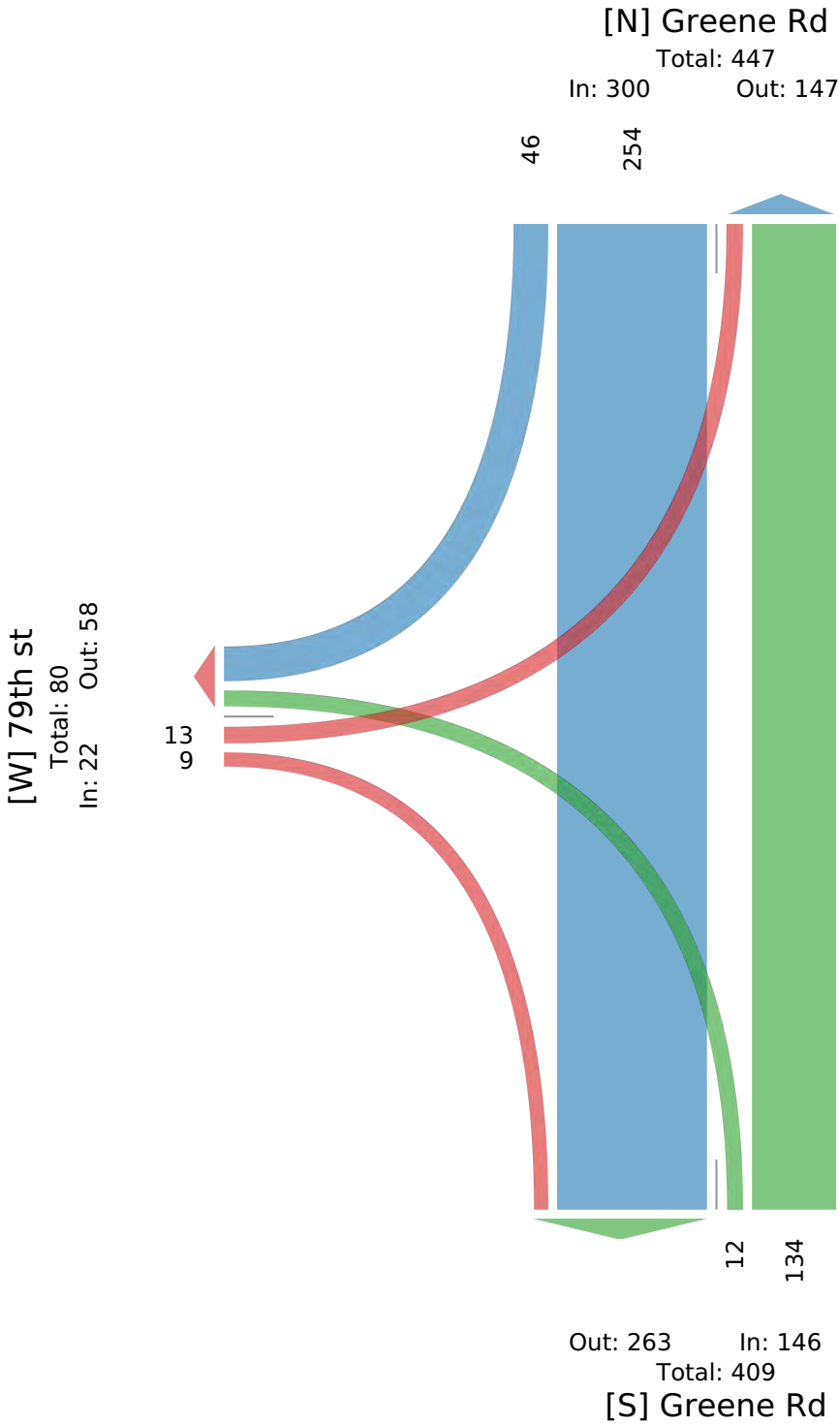
All Movements

ID: 1368218, Location: 41.742435, -88.074049



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Yackley Ave and 79th ave TMC - TMC**

Wed Dec 17, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1368215, Location: 41.742076, -88.088566



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	79th st Eastbound					79th st Westbound					Barkley Rd Southbound					Int
	T	L	U	App	Ped*	R	T	U	App	Ped*	R	L	U	App	Ped*	
2025-12-17 7:00AM	7	0	0	7	0	1	4	0	5	0	0	8	0	8	0	20
7:15AM	11	2	0	13	0	5	3	0	8	0	1	0	0	1	0	22
7:30AM	7	0	0	7	0	1	5	0	6	0	0	2	0	2	0	15
7:45AM	8	1	0	9	0	2	5	0	7	0	1	3	0	4	0	20
Hourly Total	33	3	0	36	0	9	17	0	26	0	2	13	0	15	0	77
8:00AM	10	1	0	11	0	2	3	0	5	0	0	6	0	6	0	22
8:15AM	3	0	0	3	0	6	1	0	7	0	0	5	0	5	0	15
8:30AM	9	3	0	12	0	0	1	0	1	1	0	2	0	2	0	15
8:45AM	9	0	0	9	0	3	1	0	4	0	0	3	0	3	0	16
Hourly Total	31	4	0	35	0	11	6	0	17	1	0	16	0	16	0	68
2:00PM	2	1	0	3	0	4	8	0	12	1	1	3	0	4	1	19
2:15PM	5	1	0	6	0	2	10	0	12	0	0	2	0	2	0	20
2:30PM	4	0	0	4	0	3	2	0	5	0	1	3	0	4	0	13
2:45PM	5	2	0	7	0	5	10	0	15	0	2	1	0	3	0	25
Hourly Total	16	4	0	20	0	14	30	0	44	1	4	9	0	13	1	77
3:00PM	3	0	0	3	0	5	8	0	13	0	0	2	0	2	0	18
3:15PM	6	1	0	7	0	1	12	0	13	0	0	1	0	1	0	21
3:30PM	3	0	0	3	0	3	5	0	8	0	1	4	0	5	1	16
3:45PM	6	1	0	7	0	9	7	0	16	0	0	4	0	4	1	27
Hourly Total	18	2	0	20	0	18	32	0	50	0	1	11	0	12	2	82
4:00PM	2	1	0	3	1	8	3	0	11	0	0	3	0	3	0	17
4:15PM	1	0	0	1	0	6	11	0	17	1	0	2	0	2	0	20
4:30PM	1	0	0	1	0	2	11	0	13	0	0	2	0	2	0	16
4:45PM	3	1	0	4	0	8	9	0	17	0	1	4	0	5	0	26
Hourly Total	7	2	0	9	1	24	34	0	58	1	1	11	0	12	0	79
5:00PM	8	1	0	9	0	5	8	0	13	0	0	2	0	2	0	24
5:15PM	7	0	0	7	0	7	8	0	15	0	0	4	0	4	0	26
5:30PM	7	0	0	7	0	5	10	0	15	0	0	1	0	1	0	23
5:45PM	6	0	0	6	0	3	9	0	12	0	0	1	0	1	0	19
Hourly Total	28	1	0	29	0	20	35	0	55	0	0	8	0	8	0	92
<b>Total</b>	133	16	0	149	1	96	154	0	250	3	8	68	0	76	3	475
<b>% Approach</b>	89.3%	10.7%	0%	-	-	38.4%	61.6%	0%	-	-	10.5%	89.5%	0%	-	-	-
<b>% Total</b>	28.0%	3.4%	0%	31.4%	-	20.2%	32.4%	0%	52.6%	-	1.7%	14.3%	0%	16.0%	-	-
<b>Lights</b>	128	14	0	142	-	91	149	0	240	-	8	65	0	73	-	455
<b>% Lights</b>	96.2%	87.5%	0%	95.3%	-	94.8%	96.8%	0%	96.0%	-	100%	95.6%	0%	96.1%	-	95.8%
<b>Single-Unit Trucks</b>	1	0	0	1	-	4	1	0	5	-	0	2	0	2	-	8
<b>% Single-Unit Trucks</b>	0.8%	0%	0%	0.7%	-	4.2%	0.6%	0%	2.0%	-	0%	2.9%	0%	2.6%	-	1.7%
<b>Articulated Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Buses</b>	3	2	0	5	-	0	3	0	3	-	0	0	0	0	-	8
<b>% Buses</b>	2.3%	12.5%	0%	3.4%	-	0%	1.9%	0%	1.2%	-	0%	0%	0%	0%	-	1.7%
<b>Bicycles on Road</b>	1	0	0	1	-	1	1	0	2	-	0	1	0	1	-	4
<b>% Bicycles on Road</b>	0.8%	0%	0%	0.7%	-	1.0%	0.6%	0%	0.8%	-	0%	1.5%	0%	1.3%	-	0.8%
<b>Pedestrians</b>	-	-	-	-	1	-	-	-	-	3	-	-	-	-	-	3
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	100%

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

**Yackley Ave and 79th ave TMC - TMC**

Wed Dec 17, 2025

Full Length (7 AM-9 AM, 2 PM-6 PM)

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

All Movements

ID: 1368215, Location: 41.742076, -88.088566



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

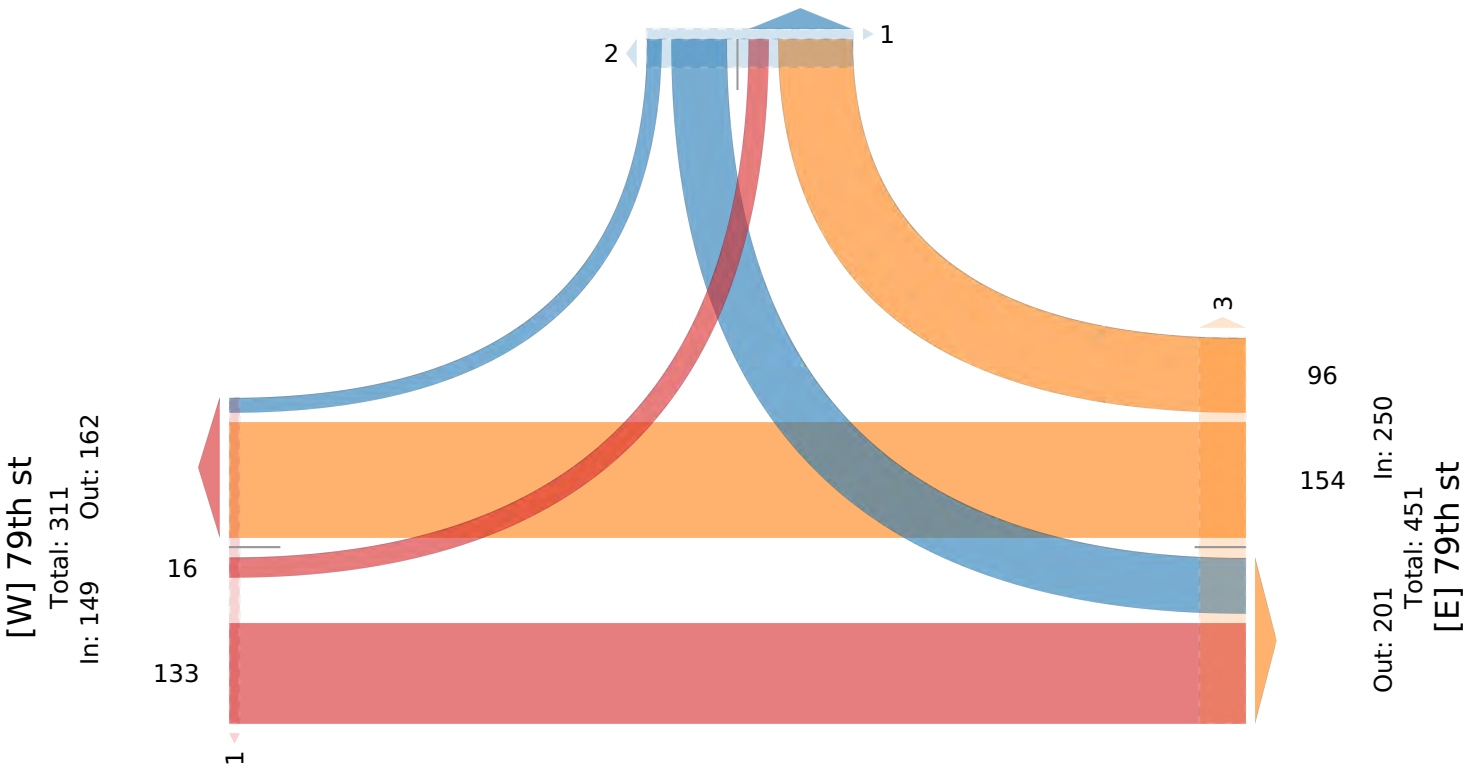
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

**[N] Barkley Rd**

Total: 188

In: 76 Out: 112

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**Yackley Ave and 79th ave TMC - TMC**

Wed Dec 17, 2025

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

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

All Movements

ID: 1368215, Location: 41.742076, -88.088566



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	79th st Eastbound					79th st Westbound					Barkley Rd Southbound					
Time	T	L	U	App	Ped*	R	T	U	App	Ped*	R	L	U	App	Ped*	Int
2025-12-17 7:15AM	11	2	0	13	0	5	3	0	8	0	1	0	0	1	0	22
7:30AM	7	0	0	7	0	1	5	0	6	0	0	2	0	2	0	15
7:45AM	8	1	0	9	0	2	5	0	7	0	1	3	0	4	0	20
8:00AM	10	1	0	11	0	2	3	0	5	0	0	6	0	6	0	22
<b>Total</b>	36	4	0	40	0	10	16	0	26	0	2	11	0	13	0	79
<b>% Approach</b>	90.0%	10.0%	0%	-	-	38.5%	61.5%	0%	-	-	15.4%	84.6%	0%	-	-	-
<b>% Total</b>	45.6%	5.1%	0%	50.6%	-	12.7%	20.3%	0%	32.9%	-	2.5%	13.9%	0%	16.5%	-	-
<b>PHF</b>	0.818	0.500	-	0.769	-	0.500	0.800	-	0.813	-	0.500	0.458	-	0.542	-	0.898
<b>Lights</b>	35	3	0	38	-	9	13	0	22	-	2	11	0	13	-	73
<b>% Lights</b>	97.2%	75.0%	0%	95.0%	-	90.0%	81.3%	0%	84.6%	-	100%	100%	0%	100%	-	92.4%
<b>Single-Unit Trucks</b>	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	-	10.0%	0%	0%	3.8%	-	0%	0%	0%	0%	-	1.3%
<b>Articulated Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Buses</b>	1	1	0	2	-	0	3	0	3	-	0	0	0	0	-	5
<b>% Buses</b>	2.8%	25.0%	0%	5.0%	-	0%	18.8%	0%	11.5%	-	0%	0%	0%	0%	-	6.3%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Yackley Ave and 79th ave TMC - TMC

Wed Dec 17, 2025

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

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

All Movements

ID: 1368215, Location: 41.742076, -88.088566



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

[N] Barkley Rd

Total: 27

In: 13 Out: 14

2 11



**Yackley Ave and 79th ave TMC - TMC**

Wed Dec 17, 2025

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

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

All Movements

ID: 1368215, Location: 41.742076, -88.088566



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	79th st Eastbound					79th st Westbound					Barkley Rd Southbound					
Time	T	L	U	App	Ped*	R	T	U	App	Ped*	R	L	U	App	Ped*	Int
2025-12-17 4:45PM	3	1	0	4	0	8	9	0	17	0	1	4	0	5	0	26
5:00PM	8	1	0	9	0	5	8	0	13	0	0	2	0	2	0	24
5:15PM	7	0	0	7	0	7	8	0	15	0	0	4	0	4	0	26
5:30PM	7	0	0	7	0	5	10	0	15	0	0	1	0	1	0	23
<b>Total</b>	25	2	0	27	0	25	35	0	60	0	1	11	0	12	0	99
<b>% Approach</b>	92.6%	7.4%	0%	-	-	41.7%	58.3%	0%	-	-	8.3%	91.7%	0%	-	-	-
<b>% Total</b>	25.3%	2.0%	0%	27.3%	-	25.3%	35.4%	0%	60.6%	-	1.0%	11.1%	0%	12.1%	-	-
<b>PHF</b>	0.781	0.500	-	0.750	-	0.781	0.875	-	0.882	-	0.250	0.688	-	0.600	-	0.952
<b>Lights</b>	25	2	0	27	-	25	35	0	60	-	1	11	0	12	-	99
<b>% Lights</b>	100%	100%	0%	100%	-	100%	100%	0%	100%	-	100%	100%	0%	100%	-	100%
<b>Single-Unit Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Articulated Trucks</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Buses</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**Yackley Ave and 79th ave TMC - TMC**

Wed Dec 17, 2025

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

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

All Movements

ID: 1368215, Location: 41.742076, -88.088566



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

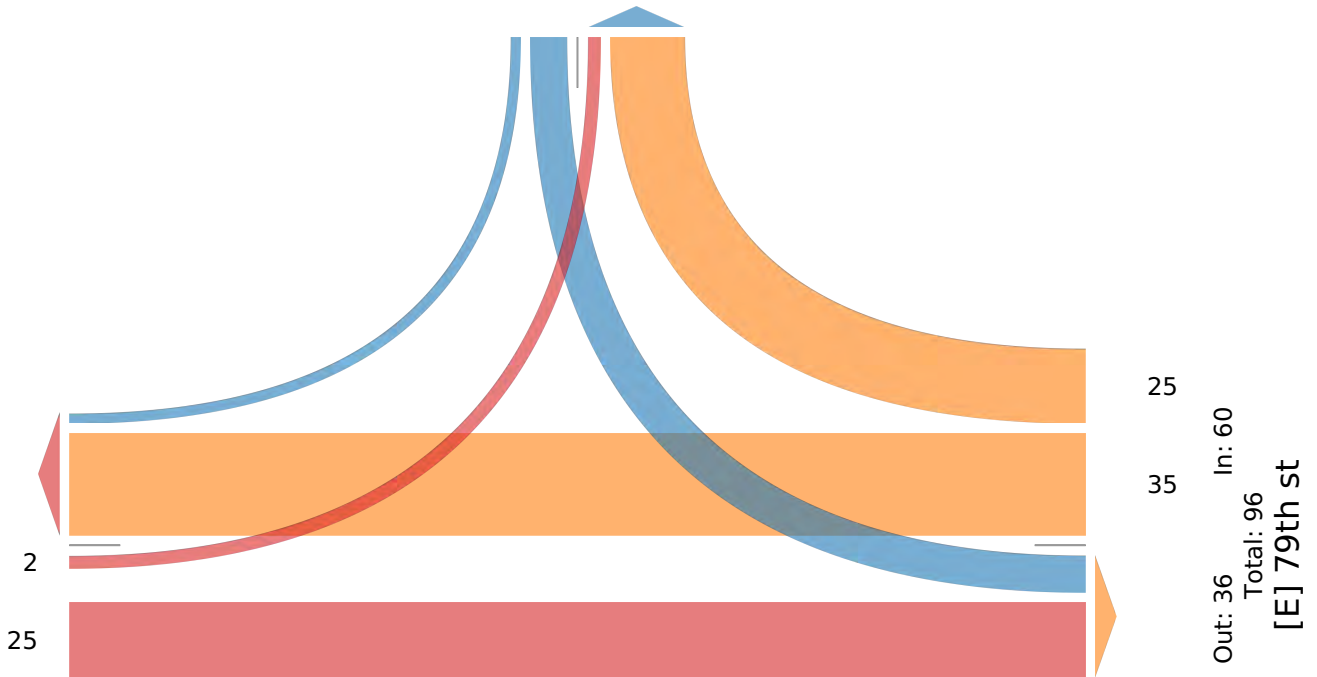
**[N] Barkley Rd**

Total: 39

In: 12 Out: 27

1 11

**[W] 79th st**  
Total: 63  
In: 27 Out: 36



**Naperville 4 - ATR**

Tue Dec 16, 2025

Full Length ()

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	West Eastbound		East Westbound		Int
	T	App	T	App	
Time					
	2025-12-16 6:00AM	0	0	0	0
	6:15AM	1	1	0	1
	6:30AM	6	6	3	9
	6:45AM	7	7	4	11
	Hourly Total	14	14	7	21
	7:00AM	11	11	2	13
	7:15AM	11	11	4	15
	7:30AM	8	8	4	12
	7:45AM	6	6	5	11
	Hourly Total	36	36	15	51
	8:00AM	16	16	3	19
	8:15AM	10	10	7	17
	8:30AM	10	10	8	18
	8:45AM	6	6	3	9
	Hourly Total	42	42	21	63
	9:00AM	8	8	6	14
	9:15AM	8	8	4	12
	9:30AM	4	4	2	6
	9:45AM	4	4	2	6
	Hourly Total	24	24	14	38
	10:00AM	6	6	9	15
	10:15AM	6	6	4	10
	10:30AM	6	6	3	9
	10:45AM	11	11	5	16
	Hourly Total	29	29	21	50
	11:00AM	9	9	9	18
	11:15AM	4	4	6	10
	11:30AM	3	3	9	12
	11:45AM	6	6	4	10
	Hourly Total	22	22	28	50
	12:00PM	5	5	6	11
	12:15PM	6	6	7	13
	12:30PM	6	6	11	17
	12:45PM	7	7	10	17
	Hourly Total	24	24	34	58
	1:00PM	5	5	3	8
	1:15PM	3	3	7	10
	1:30PM	4	4	7	11
	1:45PM	5	5	14	19
	Hourly Total	17	17	31	48
	2:00PM	7	7	6	13
	2:15PM	5	5	9	14
	2:30PM	8	8	15	23
	2:45PM	9	9	5	14
	Hourly Total	29	29	35	64
	3:00PM	5	5	7	12
	3:15PM	6	6	9	15
	3:30PM	3	3	15	18
	3:45PM	6	6	9	15
	Hourly Total	20	20	40	60

Leg Direction	West Eastbound		East Westbound		Int	
	T	App	T	App		
Time						
	4:00PM	8	8	11	11	19
	4:15PM	1	1	9	9	10
	4:30PM	7	7	11	11	18
	4:45PM	4	4	14	14	18
	Hourly Total	20	20	45	45	65
	5:00PM	5	5	11	11	16
	5:15PM	5	5	21	21	26
	5:30PM	3	3	6	6	9
	5:45PM	2	2	4	4	6
	Hourly Total	15	15	42	42	57
	6:00PM	8	8	12	12	20
	6:15PM	0	0	12	12	12
	6:30PM	4	4	9	9	13
	6:45PM	5	5	7	7	12
	Hourly Total	17	17	40	40	57
	7:00PM	0	0	0	0	0
	Hourly Total	0	0	0	0	0
	<b>Total</b>	309	309	373	373	682
	<b>% Approach</b>	100%	-	100%	-	-
	<b>% Total</b>	45.3%	45.3%	54.7%	54.7%	-
	<b>Motorcycles</b>	0	0	0	0	0
	<b>% Motorcycles</b>	0%	0%	0%	0%	0%
	<b>Passenger cars</b>	269	269	326	326	595
	<b>% Passenger cars</b>	87.1%	87.1%	87.4%	87.4%	87.2%
	<b>Four tire, single unit</b>	32	32	36	36	68
	<b>% Four tire, single unit</b>	10.4%	10.4%	9.7%	9.7%	10.0%
	<b>Buses</b>	3	3	5	5	8
	<b>% Buses</b>	1.0%	1.0%	1.3%	1.3%	1.2%
	<b>Two axle, six tire, single unit</b>	5	5	5	5	10
	<b>% Two axle, six tire, single unit</b>	1.6%	1.6%	1.3%	1.3%	1.5%
	<b>Three axle, single unit</b>	0	0	1	1	1
	<b>% Three axle, single unit</b>	0%	0%	0.3%	0.3%	0.1%
	<b>Four or more axle, single unit</b>	0	0	0	0	0
	<b>% Four or more axle, single unit</b>	0%	0%	0%	0%	0%
	<b>Four or less axle, single unit</b>	0	0	0	0	0
	<b>% Four or less axle, single unit</b>	0%	0%	0%	0%	0%
	<b>Five axle, tractor semi-trailer</b>	0	0	0	0	0
	<b>% Five axle, tractor semi-trailer</b>	0%	0%	0%	0%	0%
	<b>Six or more axle, single-trailer</b>	0	0	0	0	0
	<b>% Six or more axle, single-trailer</b>	0%	0%	0%	0%	0%
	<b>Five or less axle, multi-trailer</b>	0	0	0	0	0
	<b>% Five or less axle, multi-trailer</b>	0%	0%	0%	0%	0%
	<b>Six axle, multi-trailer</b>	0	0	0	0	0
	<b>% Six axle, multi-trailer</b>	0%	0%	0%	0%	0%
	<b>Seven or more axle, multi-trailer</b>	0	0	0	0	0
	<b>% Seven or more axle, multi-trailer</b>	0%	0%	0%	0%	0%
	<b>No Class</b>	0	0	0	0	0
	<b>% No Class</b>	0%	0%	0%	0%	0%
	<b>Non motorized vehicle</b>	0	0	0	0	0
	<b>% Non motorized vehicle</b>	0%	0%	0%	0%	0%

\*T: Thru

**Naperville 4 - ATR**

Tue Dec 16, 2025

Full Length ()

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Naperville 4 - ATR**

Tue Dec 16, 2025

AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	West Eastbound		East Westbound		Int
	T	App	T	App	
Time					
	2025-12-16 7:45AM	6	6	5	11
	8:00AM	16	16	3	19
	8:15AM	10	10	7	17
	8:30AM	10	10	8	18
<b>Total</b>		42	42	23	65
<b>% Approach</b>		100%	-	100%	-
<b>% Total</b>		64.6%	64.6%	35.4%	35.4%
<b>PHF</b>		0.656	0.656	0.719	0.855
<b>Motorcycles</b>		0	0	0	0
<b>% Motorcycles</b>		0%	0%	0%	0%
<b>Passenger cars</b>		35	35	16	51
<b>% Passenger cars</b>		83.3%	83.3%	69.6%	78.5%
<b>Four tire, single unit</b>		5	5	4	9
<b>% Four tire, single unit</b>		11.9%	11.9%	17.4%	13.8%
<b>Buses</b>		0	0	2	2
<b>% Buses</b>		0%	0%	8.7%	3.1%
<b>Two axle, six tire, single unit</b>		2	2	0	2
<b>% Two axle, six tire, single unit</b>		4.8%	4.8%	0%	3.1%
<b>Three axle, single unit</b>		0	0	1	1
<b>% Three axle, single unit</b>		0%	0%	4.3%	1.5%
<b>Four or more axle, single unit</b>		0	0	0	0
<b>% Four or more axle, single unit</b>		0%	0%	0%	0%
<b>Four or less axle, single unit</b>		0	0	0	0
<b>% Four or less axle, single unit</b>		0%	0%	0%	0%
<b>Five axle, tractor semi-trailer</b>		0	0	0	0
<b>% Five axle, tractor semi-trailer</b>		0%	0%	0%	0%
<b>Six or more axle, single-trailer</b>		0	0	0	0
<b>% Six or more axle, single-trailer</b>		0%	0%	0%	0%
<b>Five or less axle, multi-trailer</b>		0	0	0	0
<b>% Five or less axle, multi-trailer</b>		0%	0%	0%	0%
<b>Six axle, multi-trailer</b>		0	0	0	0
<b>% Six axle, multi-trailer</b>		0%	0%	0%	0%
<b>Seven or more axle, multi-trailer</b>		0	0	0	0
<b>% Seven or more axle, multi-trailer</b>		0%	0%	0%	0%
<b>No Class</b>		0	0	0	0
<b>% No Class</b>		0%	0%	0%	0%
<b>Non motorized vehicle</b>		0	0	0	0
<b>% Non motorized vehicle</b>		0%	0%	0%	0%

\*T: Thru

**Naperville 4 - ATR**

Tue Dec 16, 2025

AM Peak (7:45 AM - 8:45 AM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Naperville 4 - ATR**

Tue Dec 16, 2025

Midday Peak (12 PM - 1 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	West Eastbound		East Westbound		Int	
	T	App	T	App		
Time						
	2025-12-16 12:00PM	5	5	6	6	11
	12:15PM	6	6	7	7	13
	12:30PM	6	6	11	11	17
	12:45PM	7	7	10	10	17
<b>Total</b>		24	24	34	34	58
<b>% Approach</b>		100%	-	100%	-	-
<b>% Total</b>		41.4%	41.4%	58.6%	58.6%	-
<b>PHF</b>		0.857	0.857	0.773	0.773	0.853
<b>Motorcycles</b>		0	0	0	0	0
<b>% Motorcycles</b>		0%	0%	0%	0%	0%
<b>Passenger cars</b>		20	20	30	30	50
<b>% Passenger cars</b>		83.3%	83.3%	88.2%	88.2%	86.2%
<b>Four tire, single unit</b>		4	4	4	4	8
<b>% Four tire, single unit</b>		16.7%	16.7%	11.8%	11.8%	13.8%
<b>Buses</b>		0	0	0	0	0
<b>% Buses</b>		0%	0%	0%	0%	0%
<b>Two axle, six tire, single unit</b>		0	0	0	0	0
<b>% Two axle, six tire, single unit</b>		0%	0%	0%	0%	0%
<b>Three axle, single unit</b>		0	0	0	0	0
<b>% Three axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or more axle, single unit</b>		0	0	0	0	0
<b>% Four or more axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or less axle, single unit</b>		0	0	0	0	0
<b>% Four or less axle, single unit</b>		0%	0%	0%	0%	0%
<b>Five axle, tractor semi-trailer</b>		0	0	0	0	0
<b>% Five axle, tractor semi-trailer</b>		0%	0%	0%	0%	0%
<b>Six or more axle, single-trailer</b>		0	0	0	0	0
<b>% Six or more axle, single-trailer</b>		0%	0%	0%	0%	0%
<b>Five or less axle, multi-trailer</b>		0	0	0	0	0
<b>% Five or less axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Six axle, multi-trailer</b>		0	0	0	0	0
<b>% Six axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Seven or more axle, multi-trailer</b>		0	0	0	0	0
<b>% Seven or more axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>No Class</b>		0	0	0	0	0
<b>% No Class</b>		0%	0%	0%	0%	0%
<b>Non motorized vehicle</b>		0	0	0	0	0
<b>% Non motorized vehicle</b>		0%	0%	0%	0%	0%

\*T: Thru

**Naperville 4 - ATR**

Tue Dec 16, 2025

Midday Peak (12 PM - 1 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Naperville 4 - ATR**

Tue Dec 16, 2025

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

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	West Eastbound		East Westbound		Int	
	T	App	T	App		
Time						
	2025-12-16 4:30PM	7	7	11	11	18
	4:45PM	4	4	14	14	18
	5:00PM	5	5	11	11	16
	5:15PM	5	5	21	21	26
<b>Total</b>		21	21	57	57	78
<b>% Approach</b>		100%	-	100%	-	-
<b>% Total</b>		26.9%	26.9%	73.1%	73.1%	-
<b>PHF</b>		0.750	0.750	0.679	0.679	0.750
<b>Motorcycles</b>		0	0	0	0	0
<b>% Motorcycles</b>		0%	0%	0%	0%	0%
<b>Passenger cars</b>		18	18	54	54	72
<b>% Passenger cars</b>		85.7%	85.7%	94.7%	94.7%	92.3%
<b>Four tire, single unit</b>		3	3	3	3	6
<b>% Four tire, single unit</b>		14.3%	14.3%	5.3%	5.3%	7.7%
<b>Buses</b>		0	0	0	0	0
<b>% Buses</b>		0%	0%	0%	0%	0%
<b>Two axle, six tire, single unit</b>		0	0	0	0	0
<b>% Two axle, six tire, single unit</b>		0%	0%	0%	0%	0%
<b>Three axle, single unit</b>		0	0	0	0	0
<b>% Three axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or more axle, single unit</b>		0	0	0	0	0
<b>% Four or more axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or less axle, single unit</b>		0	0	0	0	0
<b>% Four or less axle, single unit</b>		0%	0%	0%	0%	0%
<b>Five axle, tractor semi-trailer</b>		0	0	0	0	0
<b>% Five axle, tractor semi-trailer</b>		0%	0%	0%	0%	0%
<b>Six or more axle, single-trailer</b>		0	0	0	0	0
<b>% Six or more axle, single-trailer</b>		0%	0%	0%	0%	0%
<b>Five or less axle, multi-trailer</b>		0	0	0	0	0
<b>% Five or less axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Six axle, multi-trailer</b>		0	0	0	0	0
<b>% Six axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Seven or more axle, multi-trailer</b>		0	0	0	0	0
<b>% Seven or more axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>No Class</b>		0	0	0	0	0
<b>% No Class</b>		0%	0%	0%	0%	0%
<b>Non motorized vehicle</b>		0	0	0	0	0
<b>% Non motorized vehicle</b>		0%	0%	0%	0%	0%

\*T: Thru

**Naperville 4 - ATR**

Tue Dec 16, 2025

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

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368658, Location: 41.742123, -88.085536



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

Full Length ()

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	South Northbound		North Southbound		Int
	T	App	T	App	
Time					
2025-12-16 6:00AM	0	0	0	0	0
6:15AM	0	0	0	0	0
6:30AM	0	0	0	0	0
6:45AM	5	5	2	2	7
Hourly Total	5	5	2	2	7
7:00AM	3	3	3	3	6
7:15AM	2	2	6	6	8
7:30AM	1	1	3	3	4
7:45AM	1	1	1	1	2
Hourly Total	7	7	13	13	20
8:00AM	5	5	0	0	5
8:15AM	6	6	4	4	10
8:30AM	4	4	2	2	6
8:45AM	2	2	1	1	3
Hourly Total	17	17	7	7	24
9:00AM	3	3	2	2	5
9:15AM	1	1	4	4	5
9:30AM	0	0	2	2	2
9:45AM	3	3	3	3	6
Hourly Total	7	7	11	11	18
10:00AM	1	1	3	3	4
10:15AM	1	1	2	2	3
10:30AM	2	2	3	3	5
10:45AM	3	3	2	2	5
Hourly Total	7	7	10	10	17
11:00AM	2	2	3	3	5
11:15AM	1	1	3	3	4
11:30AM	1	1	5	5	6
11:45AM	3	3	2	2	5
Hourly Total	7	7	13	13	20
12:00PM	3	3	2	2	5
12:15PM	1	1	3	3	4
12:30PM	4	4	4	4	8
12:45PM	6	6	4	4	10
Hourly Total	14	14	13	13	27
1:00PM	3	3	4	4	7
1:15PM	2	2	3	3	5
1:30PM	0	0	5	5	5
1:45PM	1	1	4	4	5
Hourly Total	6	6	16	16	22
2:00PM	5	5	5	5	10
2:15PM	4	4	1	1	5
2:30PM	4	4	5	5	9
2:45PM	1	1	4	4	5
Hourly Total	14	14	15	15	29
3:00PM	2	2	2	2	4
3:15PM	1	1	2	2	3
3:30PM	1	1	5	5	6
3:45PM	6	6	3	3	9
Hourly Total	10	10	12	12	22

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
4:00PM	3	3	1	1	4
4:15PM	3	3	3	3	6
4:30PM	2	2	3	3	5
4:45PM	4	4	6	6	10
Hourly Total	12	12	13	13	25
5:00PM	3	3	6	6	9
5:15PM	1	1	7	7	8
5:30PM	2	2	1	1	3
5:45PM	3	3	1	1	4
Hourly Total	9	9	15	15	24
6:00PM	5	5	4	4	9
6:15PM	0	0	3	3	3
6:30PM	1	1	1	1	2
6:45PM	2	2	3	3	5
Hourly Total	8	8	11	11	19
7:00PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
<b>Total</b>	123	123	151	151	274
<b>% Approach</b>	100%	-	100%	-	-
<b>% Total</b>	44.9%	44.9%	55.1%	55.1%	-
<b>Motorcycles</b>	0	0	0	0	0
<b>% Motorcycles</b>	0%	0%	0%	0%	0%
<b>Passenger cars</b>	100	100	122	122	222
<b>% Passenger cars</b>	81.3%	81.3%	80.8%	80.8%	81.0%
<b>Four tire, single unit</b>	21	21	19	19	40
<b>% Four tire, single unit</b>	17.1%	17.1%	12.6%	12.6%	14.6%
<b>Buses</b>	0	0	4	4	4
<b>% Buses</b>	0%	0%	2.6%	2.6%	1.5%
<b>Two axle, six tire, single unit</b>	2	2	4	4	6
<b>% Two axle, six tire, single unit</b>	1.6%	1.6%	2.6%	2.6%	2.2%
<b>Three axle, single unit</b>	0	0	1	1	1
<b>% Three axle, single unit</b>	0%	0%	0.7%	0.7%	0.4%
<b>Four or more axle, single unit</b>	0	0	1	1	1
<b>% Four or more axle, single unit</b>	0%	0%	0.7%	0.7%	0.4%
<b>Four or less axle, single unit</b>	0	0	0	0	0
<b>% Four or less axle, single unit</b>	0%	0%	0%	0%	0%
<b>Five axle, tractor semi-trailer</b>	0	0	0	0	0
<b>% Five axle, tractor semi-trailer</b>	0%	0%	0%	0%	0%
<b>Six or more axle, single-trailer</b>	0	0	0	0	0
<b>% Six or more axle, single-trailer</b>	0%	0%	0%	0%	0%
<b>Five or less axle, multi-trailer</b>	0	0	0	0	0
<b>% Five or less axle, multi-trailer</b>	0%	0%	0%	0%	0%
<b>Six axle, multi-trailer</b>	0	0	0	0	0
<b>% Six axle, multi-trailer</b>	0%	0%	0%	0%	0%
<b>Seven or more axle, multi-trailer</b>	0	0	0	0	0
<b>% Seven or more axle, multi-trailer</b>	0%	0%	0%	0%	0%
<b>No Class</b>	0	0	0	0	0
<b>% No Class</b>	0%	0%	0%	0%	0%
<b>Non motorized vehicle</b>	0	0	0	0	0
<b>% Non motorized vehicle</b>	0%	0%	0%	0%	0%

\*T: Thru

**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

Full Length ()

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

AM Peak (6:45 AM - 7:45 AM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	South Northbound		North Southbound		Int	
	T	App	T	App		
Time						
	2025-12-16 6:45AM	5	5	2	2	7
	7:00AM	3	3	3	3	6
	7:15AM	2	2	6	6	8
	7:30AM	1	1	3	3	4
<b>Total</b>		11	11	14	14	25
<b>% Approach</b>		100%	-	100%	-	-
<b>% Total</b>		44.0%	44.0%	56.0%	56.0%	-
<b>PHF</b>		0.550	0.550	0.583	0.583	0.781
<b>Motorcycles</b>		0	0	0	0	0
<b>% Motorcycles</b>		0%	0%	0%	0%	0%
<b>Passenger cars</b>		10	10	9	9	19
<b>% Passenger cars</b>		90.9%	90.9%	64.3%	64.3%	76.0%
<b>Four tire, single unit</b>		1	1	3	3	4
<b>% Four tire, single unit</b>		9.1%	9.1%	21.4%	21.4%	16.0%
<b>Buses</b>		0	0	2	2	2
<b>% Buses</b>		0%	0%	14.3%	14.3%	8.0%
<b>Two axle, six tire, single unit</b>		0	0	0	0	0
<b>% Two axle, six tire, single unit</b>		0%	0%	0%	0%	0%
<b>Three axle, single unit</b>		0	0	0	0	0
<b>% Three axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or more axle, single unit</b>		0	0	0	0	0
<b>% Four or more axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or less axle, single unit</b>		0	0	0	0	0
<b>% Four or less axle, single unit</b>		0%	0%	0%	0%	0%
<b>Five axle, tractor semi-trailer</b>		0	0	0	0	0
<b>% Five axle, tractor semi-trailer</b>		0%	0%	0%	0%	0%
<b>Six or more axle, single-trailer</b>		0	0	0	0	0
<b>% Six or more axle, single-trailer</b>		0%	0%	0%	0%	0%
<b>Five or less axle, multi-trailer</b>		0	0	0	0	0
<b>% Five or less axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Six axle, multi-trailer</b>		0	0	0	0	0
<b>% Six axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Seven or more axle, multi-trailer</b>		0	0	0	0	0
<b>% Seven or more axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>No Class</b>		0	0	0	0	0
<b>% No Class</b>		0%	0%	0%	0%	0%
<b>Non motorized vehicle</b>		0	0	0	0	0
<b>% Non motorized vehicle</b>		0%	0%	0%	0%	0%

\*T: Thru

**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

AM Peak (6:45 AM - 7:45 AM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

Midday Peak (12:30 PM - 1:30 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	South Northbound		North Southbound		Int	
	T	App	T	App		
Time						
	2025-12-16 12:30PM	4	4	4	4	8
	12:45PM	6	6	4	4	10
	1:00PM	3	3	4	4	7
	1:15PM	2	2	3	3	5
<b>Total</b>		15	15	15	15	30
<b>% Approach</b>		100%	-	100%	-	-
<b>% Total</b>		50.0%	50.0%	50.0%	50.0%	-
<b>PHF</b>		0.625	0.625	0.938	0.938	0.750
<b>Motorcycles</b>		0	0	0	0	0
<b>% Motorcycles</b>		0%	0%	0%	0%	0%
<b>Passenger cars</b>		11	11	13	13	24
<b>% Passenger cars</b>		73.3%	73.3%	86.7%	86.7%	80.0%
<b>Four tire, single unit</b>		4	4	1	1	5
<b>% Four tire, single unit</b>		26.7%	26.7%	6.7%	6.7%	16.7%
<b>Buses</b>		0	0	0	0	0
<b>% Buses</b>		0%	0%	0%	0%	0%
<b>Two axle, six tire, single unit</b>		0	0	0	0	0
<b>% Two axle, six tire, single unit</b>		0%	0%	0%	0%	0%
<b>Three axle, single unit</b>		0	0	0	0	0
<b>% Three axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or more axle, single unit</b>		0	0	1	1	1
<b>% Four or more axle, single unit</b>		0%	0%	6.7%	6.7%	3.3%
<b>Four or less axle, single unit</b>		0	0	0	0	0
<b>% Four or less axle, single unit</b>		0%	0%	0%	0%	0%
<b>Five axle, tractor semi-trailer</b>		0	0	0	0	0
<b>% Five axle, tractor semi-trailer</b>		0%	0%	0%	0%	0%
<b>Six or more axle, single-trailer</b>		0	0	0	0	0
<b>% Six or more axle, single-trailer</b>		0%	0%	0%	0%	0%
<b>Five or less axle, multi-trailer</b>		0	0	0	0	0
<b>% Five or less axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Six axle, multi-trailer</b>		0	0	0	0	0
<b>% Six axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Seven or more axle, multi-trailer</b>		0	0	0	0	0
<b>% Seven or more axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>No Class</b>		0	0	0	0	0
<b>% No Class</b>		0%	0%	0%	0%	0%
<b>Non motorized vehicle</b>		0	0	0	0	0
<b>% Non motorized vehicle</b>		0%	0%	0%	0%	0%

\*T: Thru

**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

Midday Peak (12:30 PM - 1:30 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

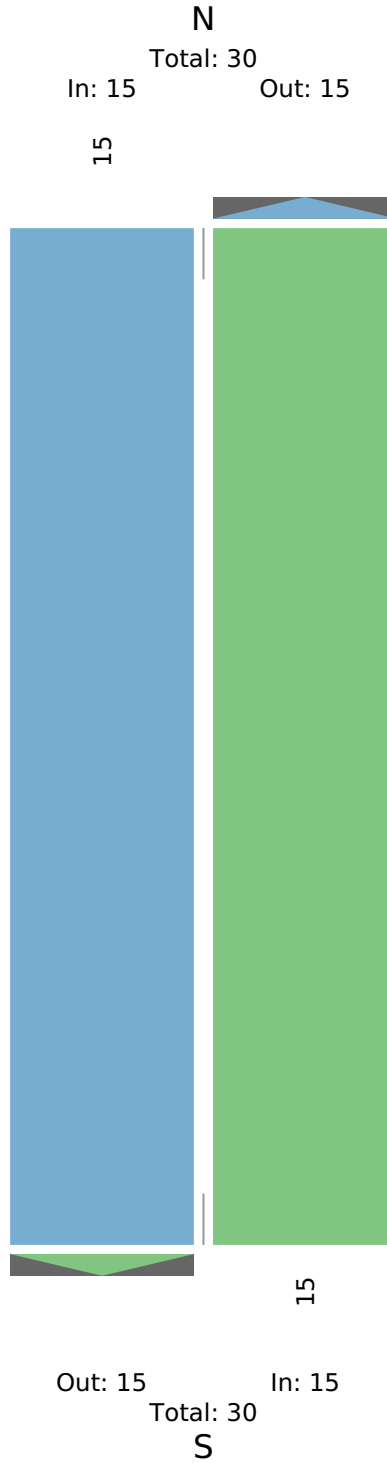
All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.

9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

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

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.  
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US

Leg Direction	South Northbound		North Southbound		Int	
	T	App	T	App		
Time						
	2025-12-16 4:30PM	2	2	3	3	5
	4:45PM	4	4	6	6	10
	5:00PM	3	3	6	6	9
	5:15PM	1	1	7	7	8
<b>Total</b>		10	10	22	22	32
<b>% Approach</b>		100%	-	100%	-	-
<b>% Total</b>		31.3%	31.3%	68.8%	68.8%	-
<b>PHF</b>		0.625	0.625	0.786	0.786	0.800
<b>Motorcycles</b>		0	0	0	0	0
<b>% Motorcycles</b>		0%	0%	0%	0%	0%
<b>Passenger cars</b>		9	9	21	21	30
<b>% Passenger cars</b>		90.0%	90.0%	95.5%	95.5%	93.8%
<b>Four tire, single unit</b>		1	1	1	1	2
<b>% Four tire, single unit</b>		10.0%	10.0%	4.5%	4.5%	6.3%
<b>Buses</b>		0	0	0	0	0
<b>% Buses</b>		0%	0%	0%	0%	0%
<b>Two axle, six tire, single unit</b>		0	0	0	0	0
<b>% Two axle, six tire, single unit</b>		0%	0%	0%	0%	0%
<b>Three axle, single unit</b>		0	0	0	0	0
<b>% Three axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or more axle, single unit</b>		0	0	0	0	0
<b>% Four or more axle, single unit</b>		0%	0%	0%	0%	0%
<b>Four or less axle, single unit</b>		0	0	0	0	0
<b>% Four or less axle, single unit</b>		0%	0%	0%	0%	0%
<b>Five axle, tractor semi-trailer</b>		0	0	0	0	0
<b>% Five axle, tractor semi-trailer</b>		0%	0%	0%	0%	0%
<b>Six or more axle, single-trailer</b>		0	0	0	0	0
<b>% Six or more axle, single-trailer</b>		0%	0%	0%	0%	0%
<b>Five or less axle, multi-trailer</b>		0	0	0	0	0
<b>% Five or less axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Six axle, multi-trailer</b>		0	0	0	0	0
<b>% Six axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>Seven or more axle, multi-trailer</b>		0	0	0	0	0
<b>% Seven or more axle, multi-trailer</b>		0%	0%	0%	0%	0%
<b>No Class</b>		0	0	0	0	0
<b>% No Class</b>		0%	0%	0%	0%	0%
<b>Non motorized vehicle</b>		0	0	0	0	0
<b>% Non motorized vehicle</b>		0%	0%	0%	0%	0%

\*T: Thru

**Yackley Avenue - Naperville 4 - ATR**

Tue Dec 16, 2025

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

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1368663, Location: 41.744005, -88.088652



Provided by: Kenig Lindgren O'Hara  
Aboona, Inc.

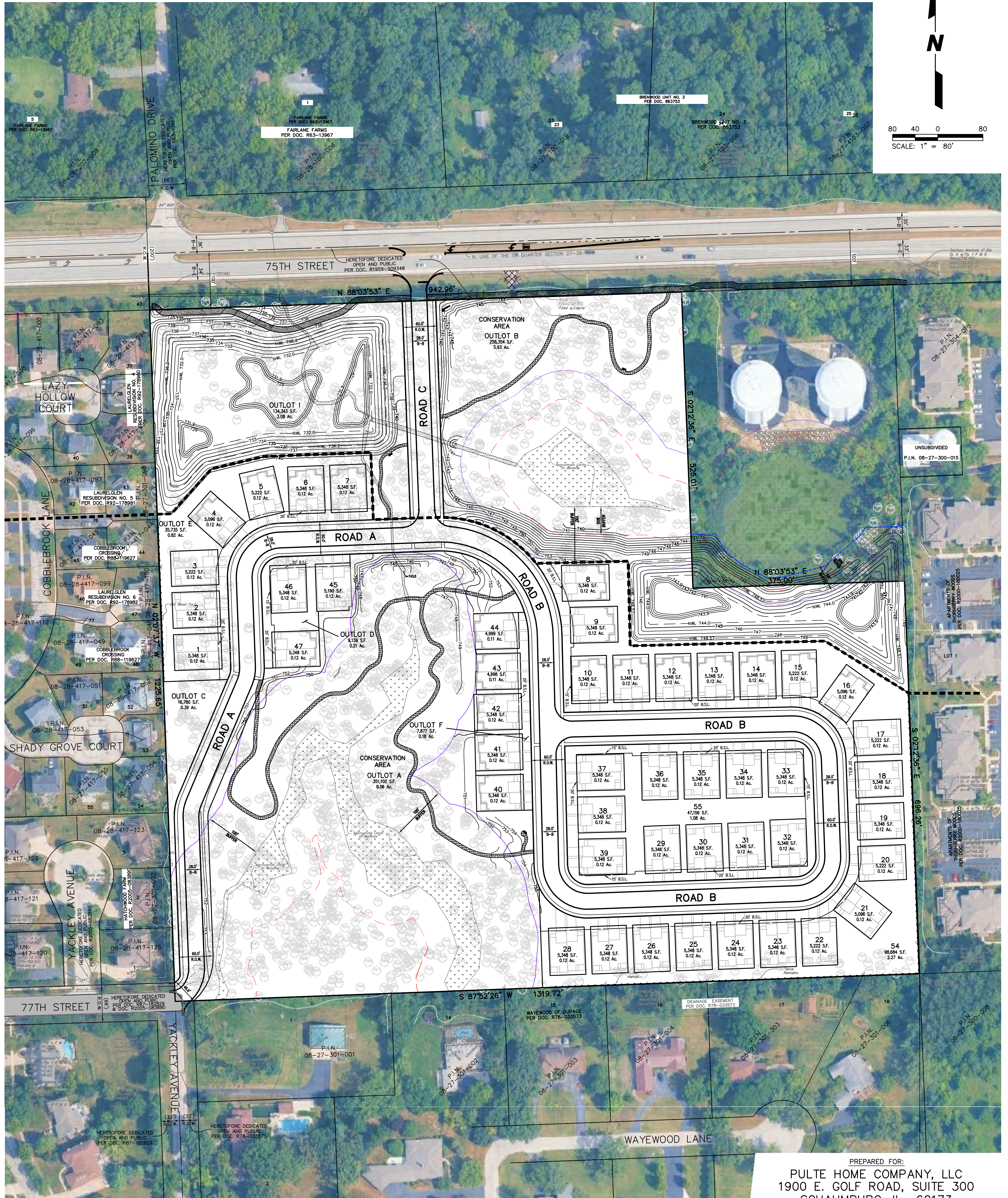
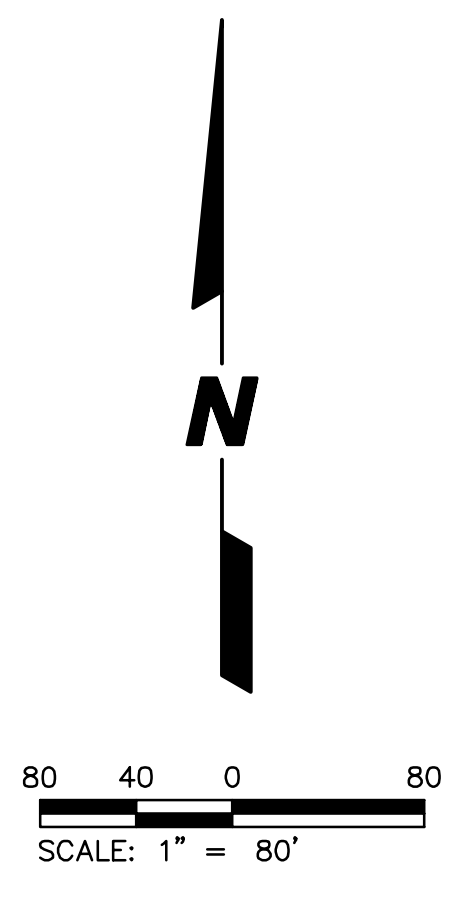
9575 W. Higgins Rd., Suite 400,  
Rosemont, IL, 60018, US



# Preliminary Site Plan

# SITE PLAN FOR NAPERVILLE RIDGE

NAPERVILLE, ILLINOIS



SITE DATA	
A. TOTAL AREA	32.522 AC. ±
B. PROPOSED ZONING	R2 PUD
C. INTERNAL P.O.W.	4.79 AC. ±
D. P.U.D. OPEN SPACE (OUTLOTS A, B & I) (STORMWATER MANAGEMENT/CONSERVATION AREA)	17.07 AC. ±
E. COMMON AREA (OUTLOTS C, D, E, F, G & H)	4.95 AC. ±
F. TOTAL UNITS	94
G. SETBACKS	
FRONT SETBACK	20 FT.
CORNER SIDE YARD SETBACK	15 FT.
PERIMETER REAR YARD SETBACK	20 FT.
H. BUILDING SEPARATION	
FRONT TO FRONT	100 FT.
REAR TO REAR	50 FT.
SIDE TO SIDE	12 FT.
REAR TO SIDE	26 FT.
H. GROSS DENSITY	2.89 DU/AC.

PREPARED FOR:  
 PULTE HOME COMPANY, LLC  
 1900 E. GOLF ROAD, SUITE 300  
 SCHAUMBURG, IL 60173  
 (847) 230-5400

PREPARED BY:  
**CEMCON, Ltd.**  
 Consulting Engineers, Land Surveyors & Planners  
 2280 White Oak Circle, Suite 100  
 Aurora, Illinois 60502-9675  
 PH: 630.862.2100      FAX: 630.862.2199  
 E-Mail: info@cemcon.com      Website: www.cemcon.com

DISC NO.: 402181      FILE NAME: SITE PLAN  
 DRAWN BY: LAL      FLD. BK. / PG. NO.:  
 COMPLETION DATE: 11-21-25      JOB NO.: 402181  
 XREF : PREOVR      PROJECT MANAGER : CRM

03-18-26/LAL REVISED PER CITY REVIEW COMMENTS DATED 12/23/25  
**SITE PLAN FOR NAPERVILLE RIDGE**  
**CITY OF NAPERVILLE PROJECT NO.: DEV 0167-2025**  
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DRAWING PATH: P:\VOTER\WORKING\DRAWINGS\PRELIMINARY\SITE PLAN.DWG  
 PLOT FILE CREATED: 3/18/2026 BY: LESLIE LUMBERG

# ITE Trip Generation Worksheets

# Single-Family Attached Housing (215)

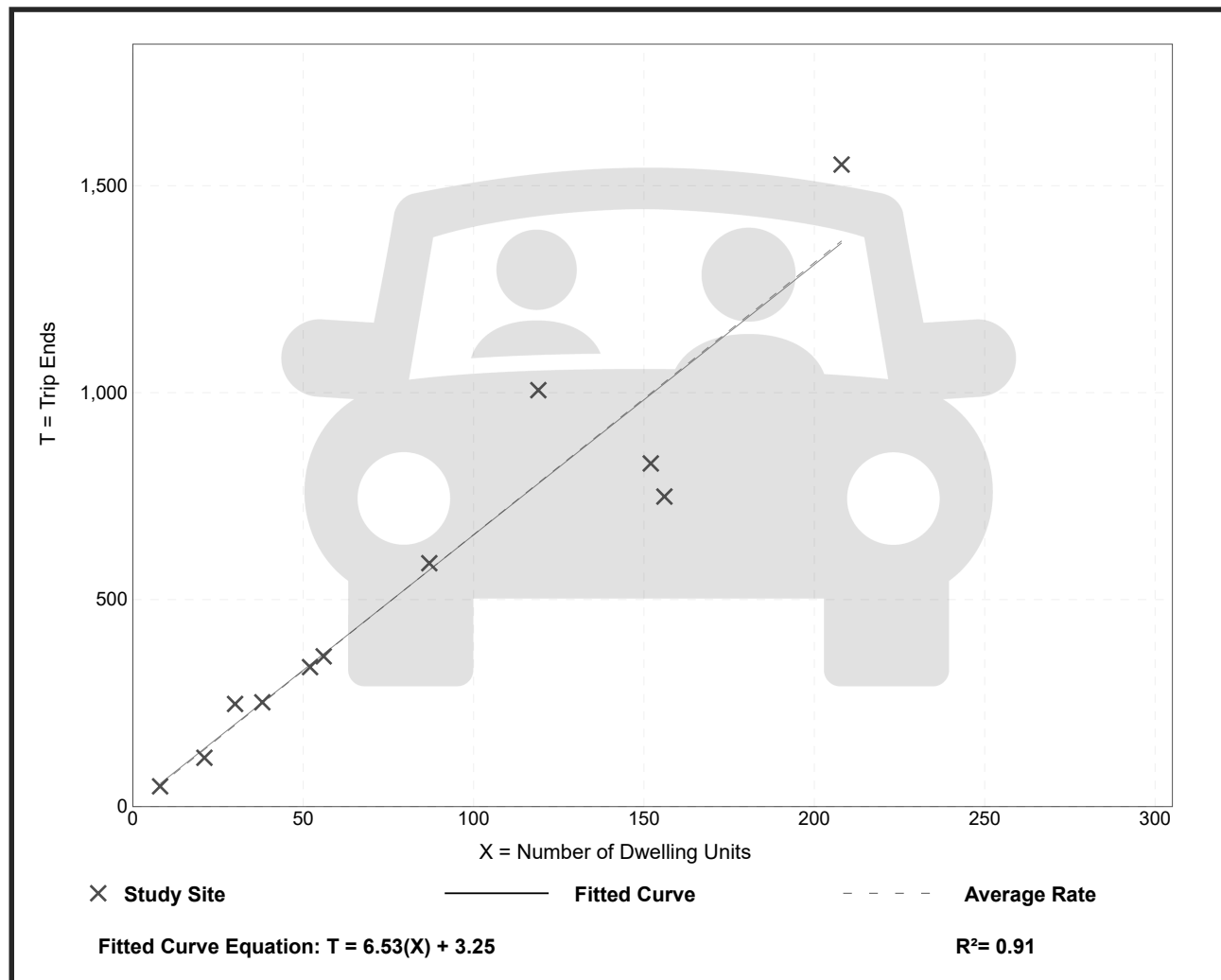
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 11  
Avg. Num. of Dwelling Units: 84  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.57	4.80 - 8.45	1.28

## Data Plot and Equation



# Single-Family Attached Housing (215)

**Vehicle Trip Ends vs: Dwelling Units**

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

**Setting/Location: General Urban/Suburban**

Number of Studies: 26

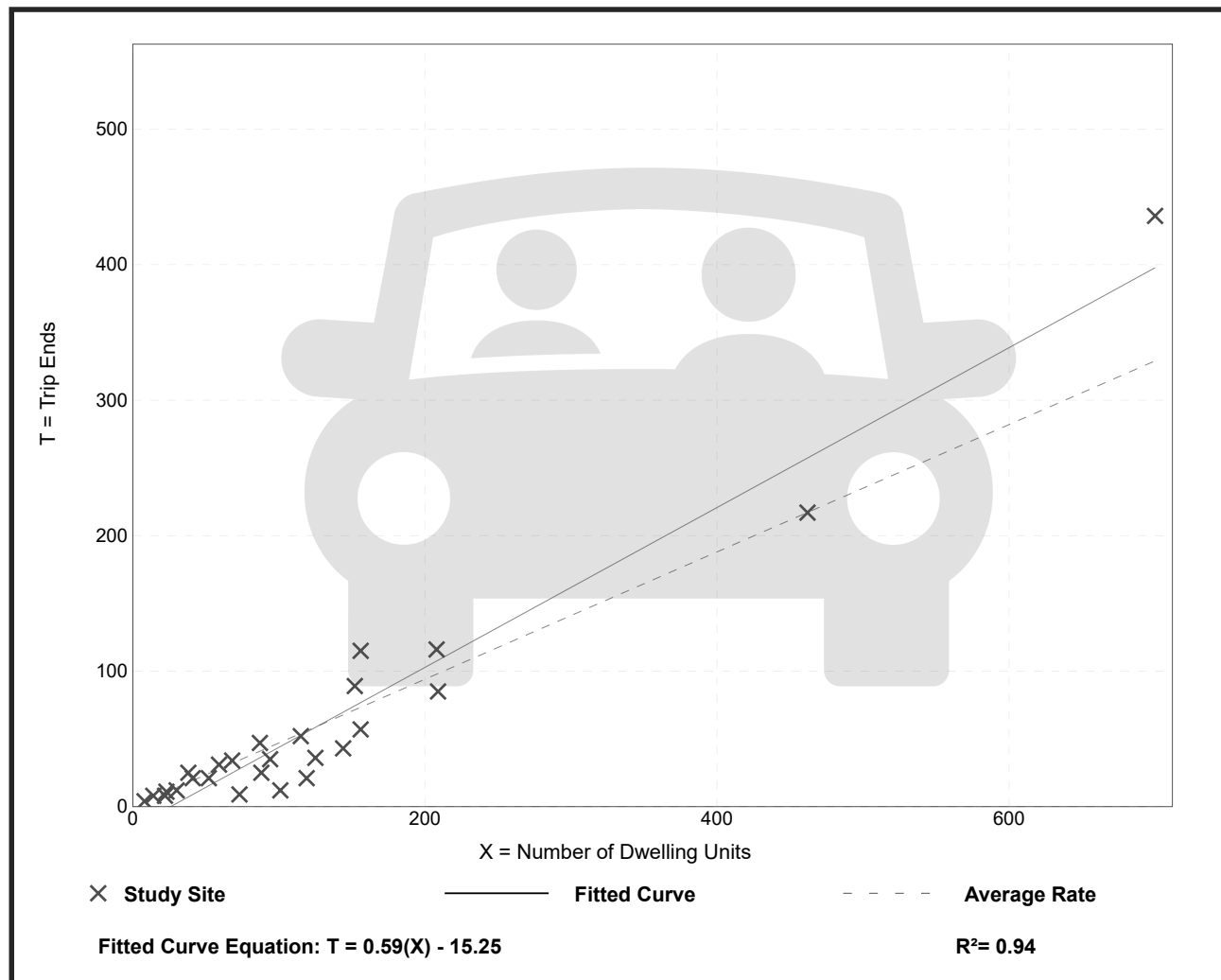
Avg. Num. of Dwelling Units: 129

Directional Distribution: 25% entering, 75% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.12 - 0.74	0.16

## Data Plot and Equation



# Single-Family Attached Housing (215)

**Vehicle Trip Ends vs: Dwelling Units**

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

**Setting/Location: General Urban/Suburban**

Number of Studies: 31

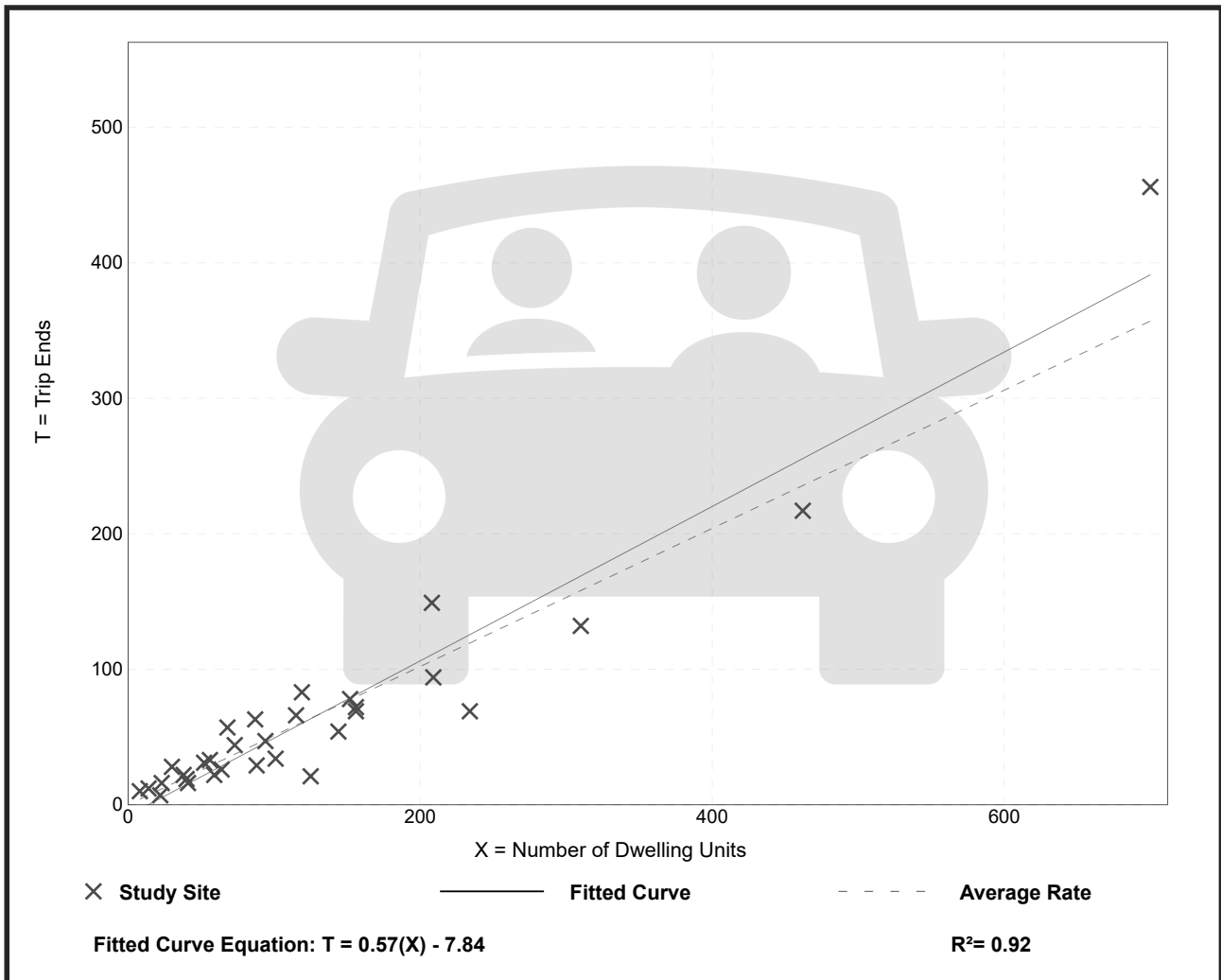
Avg. Num. of Dwelling Units: 131

Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.17 - 1.25	0.16

## Data Plot and Equation



# CMAP Projections



January 7, 2026

Javier Millan  
Project Coordinator  
Kenig, Lindgren, O’Hara and Aboona, Inc.  
9575 West Higgins Road  
Suite 400  
Rosemont, IL 60018

**Subject: 75th Street / Greene Road**  
IDOT

Dear Mr. Millan:

In response to a request made on your behalf and dated January 6, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2024)	Year 2050 ADT
75th St, at Ranchview Drive	28,400	31,200
Greene Rd, at 79th St	3,800	4,180

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

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

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

cc: Rios (IDOT)  
2026\_TrafficForecasts\Naperville\du-02-26\du-02-26.docx

## **TRAFFIC FORECAST RECORD**

**Record Number:** du-02-26

**Type of Report:** Projection

**Year Sought:** 2050

**Analyst:** JAR

**Organization Requestion Forecast:** KLOA

**Contact:** Javier Millan

**Email or Phone:** jmillan@kloainc.com

**Sponsor:** IDOT

**Date request was received:** 1/6/2026

**Date that response was emailed:** 1/7/2026

**Facility Location:** 75th Street / Greene Road

**Municipality:** Naperville

## Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	$\leq 10$
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	$> 80$
Unsignalized Intersections		
Level of Service	Average Total Delay (sec/veh)	
A	0 - 10	
B	$> 10 - 15$	
C	$> 15 - 25$	
D	$> 25 - 35$	
E	$> 35 - 50$	
F	$> 50$	
Source: <i>Highway Capacity Manual</i> , 7 <sup>th</sup> Edition.		

Capacity Analysis Summary Sheets  
Weekday Morning Peak Hour – Existing Conditions

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1184	111	51	989	123	146
Future Volume (vph)	1184	111	51	989	123	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.987					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3490	0	1703	3505	1770	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3490	0	1703	3505	1770	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	11					63
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			2454	569	
Travel Time (s)	17.2			37.2	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	6%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1378	0	54	1052	131	155
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	34.5		9.5	34.5	24.0	9.5
Total Split (s)	95.0		15.0	110.0	40.0	15.0
Total Split (%)	63.3%		10.0%	73.3%	26.7%	10.0%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	89.9		9.1	103.5	34.0	49.1
Actuated g/C Ratio	0.60		0.06	0.69	0.23	0.33

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.66		0.52	0.44	0.33	0.27
Control Delay (s/veh)	21.8		85.8	11.0	51.2	22.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8		85.8	11.0	51.2	22.7
LOS	C		F	B	D	C
Approach Delay (s/veh)	21.8			14.6	35.7	
Approach LOS	C			B	D	
Queue Length 50th (ft)	462		54	228	110	64
Queue Length 95th (ft)	544		105	270	176	123
Internal Link Dist (ft)	1053			2374	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	2094		119	2418	401	585
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.45	0.44	0.33	0.26

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay (s/veh): 20.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 59.6%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	5	19	0	33	5	159	11	23	134	3
Future Vol, veh/h	2	0	5	19	0	33	5	159	11	23	134	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	3	0	1	0	0	2	0
Mvmt Flow	3	0	8	32	0	55	8	265	18	38	223	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	584	603	226	591	596	274	228	0	0	283	0	0
Stage 1	303	303	-	291	291	-	-	-	-	-	-	-
Stage 2	282	300	-	300	305	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	426	416	819	422	420	762	1352	-	-	1291	-	-
Stage 1	711	668	-	721	675	-	-	-	-	-	-	-
Stage 2	730	669	-	713	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	381	401	819	402	405	762	1352	-	-	1291	-	-
Mov Cap-2 Maneuver	381	401	-	402	405	-	-	-	-	-	-	-
Stage 1	690	648	-	717	671	-	-	-	-	-	-	-
Stage 2	673	665	-	685	646	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.95		11.78		0.22		1.13	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	616	402	762	1291	-	-
HCM Lane V/C Ratio	0.006	-	-	0.019	0.079	0.072	0.03	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	11	14.7	10.1	7.9	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	36	16	10	11	2
Future Vol, veh/h	4	36	16	10	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	3	19	10	0	0
Mvmt Flow	4	40	18	11	12	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	72 23
Stage 1	-	-	-	-	23 -
Stage 2	-	-	-	-	49 -
Critical Hdwy	4.35	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.425	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1448	-	-	-	937 1059
Stage 1	-	-	-	-	1005 -
Stage 2	-	-	-	-	979 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1448	-	-	-	934 1059
Mov Cap-2 Maneuver	-	-	-	-	934 -
Stage 1	-	-	-	-	1001 -
Stage 2	-	-	-	-	979 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.75	0	8.84
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	180	-	-	-	951
HCM Lane V/C Ratio	0.003	-	-	-	0.015
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	29	12	6	286	62	13
Future Vol, veh/h	29	12	6	286	62	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	0	1	6	31
Mvmt Flow	31	13	6	304	66	14

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	390	73	80	0	0
Stage 1	73	-	-	-	-
Stage 2	317	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-
Pot Cap-1 Maneuver	612	995	1531	-	-
Stage 1	947	-	-	-	-
Stage 2	736	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	609	995	1531	-	-
Mov Cap-2 Maneuver	609	-	-	-	-
Stage 1	943	-	-	-	-
Stage 2	736	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.6	0.15	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	37	-	687	-	-
HCM Lane V/C Ratio	0.004	-	0.063	-	-
HCM Ctrl Dly (s/v)	7.4	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	2	1328	1037	2	2	3
Future Vol, veh/h	2	1328	1037	2	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	2	1413	1103	2	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1105	0	-	0	1815 553
Stage 1	-	-	-	-	1104 -
Stage 2	-	-	-	-	711 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	639	-	-	-	71 482
Stage 1	-	-	-	-	283 -
Stage 2	-	-	-	-	453 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	639	-	-	-	71 482
Mov Cap-2 Maneuver	-	-	-	-	71 -
Stage 1	-	-	-	-	282 -
Stage 2	-	-	-	-	453 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	30.76
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	639	-	-	-	145
HCM Lane V/C Ratio	0.003	-	-	-	0.037
HCM Ctrl Dly (s/v)	10.7	-	-	-	30.8
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets  
Weekday Afternoon Peak Hour – Existing Conditions

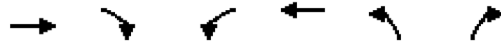
Lanes, Volumes, Timings  
3: Ranchview Drive & 75th Street

01/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1133	91	47	1112	73	66
Future Volume (vph)	1133	91	47	1112	73	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.989					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	0	1805	3539	1805	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3505	0	1805	3539	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					40
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			2454	569	
Travel Time (s)	17.2			37.2	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1289	0	49	1171	77	69
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	24.5		9.5	24.5	24.0	9.5
Total Split (s)	65.0		15.0	80.0	40.0	15.0
Total Split (%)	54.2%		12.5%	66.7%	33.3%	12.5%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	62.6		8.4	73.5	34.0	48.4
Actuated g/C Ratio	0.52		0.07	0.61	0.28	0.40

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.70		0.39	0.54	0.15	0.10
Control Delay (s/veh)	25.0		61.9	14.6	33.2	11.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0		61.9	14.6	33.2	11.1
LOS	C		E	B	C	B
Approach Delay (s/veh)	25.0			16.5	22.8	
Approach LOS	C			B	C	
Queue Length 50th (ft)	402		37	263	45	14
Queue Length 95th (ft)	506		77	321	84	43
Internal Link Dist (ft)	1053			2374	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	1834		157	2167	511	689
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.70		0.31	0.54	0.15	0.10

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay (s/veh): 21.0      Intersection LOS: C  
 Intersection Capacity Utilization 53.5%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	2	7	0	17	4	85	11	29	72	2
Future Vol, veh/h	4	1	2	7	0	17	4	85	11	29	72	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	5	1	3	9	0	22	5	109	14	37	92	3

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	287	301	94	294	296	116	95	0	0	123	0	0
Stage 1	168	168	-	126	126	-	-	-	-	-	-	-
Stage 2	119	133	-	167	169	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	669	615	969	663	619	942	1512	-	-	1477	-	-
Stage 1	839	763	-	882	795	-	-	-	-	-	-	-
Stage 2	890	790	-	839	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	635	597	969	641	602	942	1512	-	-	1477	-	-
Mov Cap-2 Maneuver	635	597	-	641	602	-	-	-	-	-	-	-
Stage 1	818	744	-	879	793	-	-	-	-	-	-	-
Stage 2	867	787	-	815	743	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Ctrl Dly, s/v	10.23		9.43			0.3			2.11		
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1512	-	-	697	641	942	1477	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.014	0.023	0.025	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	10.2	10.7	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	18	32	18	11	2
Future Vol, veh/h	2	18	32	18	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	20	35	20	12	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	54	0	-	0	68 45
Stage 1	-	-	-	-	45 -
Stage 2	-	-	-	-	24 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1551	-	-	-	936 1025
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	999 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1551	-	-	-	935 1025
Mov Cap-2 Maneuver	-	-	-	-	935 -
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	999 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	8.86
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	180	-	-	-	948
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	18	4	9	93	214	30
Future Vol, veh/h	18	4	9	93	214	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	5	11	115	264	37

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	420	283	301	0	0
Stage 1	283	-	-	-	-
Stage 2	137	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	590	756	1260	-	-
Stage 1	765	-	-	-	-
Stage 2	890	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	585	756	1260	-	-
Mov Cap-2 Maneuver	585	-	-	-	-
Stage 1	758	-	-	-	-
Stage 2	890	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.18	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	159	-	610	-	-
HCM Lane V/C Ratio	0.009	-	0.045	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	3	1196	1155	3	1	4
Future Vol, veh/h	3	1196	1155	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1300	1255	3	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1259	0	-	0	1914 629
Stage 1	-	-	-	-	1257 -
Stage 2	-	-	-	-	657 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	559	-	-	-	61 430
Stage 1	-	-	-	-	235 -
Stage 2	-	-	-	-	483 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	559	-	-	-	61 430
Mov Cap-2 Maneuver	-	-	-	-	61 -
Stage 1	-	-	-	-	234 -
Stage 2	-	-	-	-	483 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	559	-	-	-	194
HCM Lane V/C Ratio	0.006	-	-	-	0.028
HCM Ctrl Dly (s/v)	11.5	-	-	-	24.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets  
Weekday Evening Peak Hour – Existing Conditions

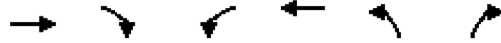
Lanes, Volumes, Timings  
3: Ranchview Drive & 75th Street

01/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1222	83	93	1113	68	60
Future Volume (vph)	1222	83	93	1113	68	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3508	0	1787	3539	1805	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3508	0	1787	3539	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					57
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			2454	569	
Travel Time (s)	17.2			37.2	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	1%	2%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1388	0	99	1184	72	64
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	34.5		9.5	34.5	24.0	9.5
Total Split (s)	101.0		19.0	120.0	40.0	19.0
Total Split (%)	63.1%		11.9%	75.0%	25.0%	11.9%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	96.2		12.8	113.5	34.0	52.8
Actuated g/C Ratio	0.60		0.08	0.71	0.21	0.33

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.66		0.70	0.47	0.19	0.11
Control Delay (s/veh)	23.0		96.1	10.9	53.3	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.0		96.1	10.9	53.3	10.5
LOS	C		F	B	D	B
Approach Delay (s/veh)	23.0			17.5	33.1	
Approach LOS	C			B	C	
Queue Length 50th (ft)	502		103	267	63	5
Queue Length 95th (ft)	583		170	311	111	41
Internal Link Dist (ft)	1053			2374	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	2112		161	2510	383	576
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.61	0.47	0.19	0.11

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay (s/veh): 21.0      Intersection LOS: C  
 Intersection Capacity Utilization 59.5%      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	2	9	0	27	2	76	8	26	98	3
Future Vol, veh/h	3	0	2	9	0	27	2	76	8	26	98	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	4	0	3	12	0	35	3	97	10	33	126	4

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	297	307	128	300	304	103	129	0	0	108	0	0
Stage 1	194	194	-	108	108	-	-	-	-	-	-	-
Stage 2	103	113	-	192	196	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	659	610	928	656	613	958	1469	-	-	1496	-	-
Stage 1	812	744	-	903	810	-	-	-	-	-	-	-
Stage 2	908	806	-	814	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	620	596	928	639	598	958	1469	-	-	1496	-	-
Mov Cap-2 Maneuver	620	596	-	639	598	-	-	-	-	-	-	-
Stage 1	794	727	-	901	809	-	-	-	-	-	-	-
Stage 2	874	805	-	794	726	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Ctrl Dly, s/v	10.08		9.36			0.17			1.53		
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	715	639	958	1496	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.018	0.036	0.022	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10.1	10.7	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	25	35	25	11	1
Future Vol, veh/h	2	25	35	25	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	26	37	26	12	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	63	0	-	0	81 50
Stage 1	-	-	-	-	50 -
Stage 2	-	-	-	-	31 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1552	-	-	-	927 1024
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	997 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1552	-	-	-	925 1024
Mov Cap-2 Maneuver	-	-	-	-	925 -
Stage 1	-	-	-	-	976 -
Stage 2	-	-	-	-	997 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.54	0	8.91
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	133	-	-	-	933
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	13	9	12	134	254	46
Future Vol, veh/h	13	9	12	134	254	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	11	14	158	299	54

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	512	326	353	0	0
Stage 1	326	-	-	-	-
Stage 2	186	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	526	720	1217	-	-
Stage 1	736	-	-	-	-
Stage 2	851	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	519	720	1217	-	-
Mov Cap-2 Maneuver	519	-	-	-	-
Stage 1	727	-	-	-	-
Stage 2	851	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.43	0.66	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	148	-	586	-	-
HCM Lane V/C Ratio	0.012	-	0.044	-	-
HCM Ctrl Dly (s/v)	8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	6	1276	1202	3	0	4
Future Vol, veh/h	6	1276	1202	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	6	1357	1279	3	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1282	0	-	0	1972 641
Stage 1	-	-	-	-	1280 -
Stage 2	-	-	-	-	691 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	548	-	-	-	56 422
Stage 1	-	-	-	-	229 -
Stage 2	-	-	-	-	464 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	548	-	-	-	55 422
Mov Cap-2 Maneuver	-	-	-	-	55 -
Stage 1	-	-	-	-	226 -
Stage 2	-	-	-	-	464 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	13.61
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	548	-	-	-	422
HCM Lane V/C Ratio	0.012	-	-	-	0.01
HCM Ctrl Dly (s/v)	11.6	-	-	-	13.6
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets  
Weekday Morning Peak Hour – No-Build Conditions

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1206	113	52	1007	125	149
Future Volume (vph)	1206	113	52	1007	125	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.987					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3490	0	1703	3505	1770	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3490	0	1703	3505	1770	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	11					59
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			2454	569	
Travel Time (s)	17.2			37.2	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	6%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1403	0	55	1071	133	159
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	34.5		9.5	34.5	24.0	9.5
Total Split (s)	95.0		15.0	110.0	40.0	15.0
Total Split (%)	63.3%		10.0%	73.3%	26.7%	10.0%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	89.8		9.2	103.5	34.0	49.2
Actuated g/C Ratio	0.60		0.06	0.69	0.23	0.33

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.67		0.53	0.44	0.33	0.28
Control Delay (s/veh)	22.2		86.2	11.1	51.3	24.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2		86.2	11.1	51.3	24.1
LOS	C		F	B	D	C
Approach Delay (s/veh)	22.2			14.7	36.5	
Approach LOS	C			B	D	
Queue Length 50th (ft)	477		55	233	112	70
Queue Length 95th (ft)	561		108	277	178	131
Internal Link Dist (ft)	1053			2374	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	2094		119	2418	401	582
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.67		0.46	0.44	0.33	0.27

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay (s/veh): 20.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 60.6%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	5	19	0	34	5	162	11	23	136	3
Future Vol, veh/h	2	0	5	19	0	34	5	162	11	23	136	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	3	0	1	0	0	2	0
Mvmt Flow	3	0	8	32	0	57	8	270	18	38	227	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	593	611	229	599	604	279	232	0	0	288	0	0
Stage 1	306	306	-	296	296	-	-	-	-	-	-	-
Stage 2	287	305	-	303	308	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	421	411	815	416	415	757	1348	-	-	1285	-	-
Stage 1	708	665	-	717	672	-	-	-	-	-	-	-
Stage 2	725	666	-	710	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	375	397	815	397	400	757	1348	-	-	1285	-	-
Mov Cap-2 Maneuver	375	397	-	397	400	-	-	-	-	-	-	-
Stage 1	687	645	-	713	668	-	-	-	-	-	-	-
Stage 2	667	662	-	682	644	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.01		11.83		0.22		1.12	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1348	-	-	611	397	757	1285	-	-
HCM Lane V/C Ratio	0.006	-	-	0.019	0.08	0.075	0.03	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	11	14.8	10.1	7.9	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	37	16	10	11	2
Future Vol, veh/h	4	37	16	10	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	3	19	10	0	0
Mvmt Flow	4	41	18	11	12	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	73
Stage 1	-	-	-	-	23
Stage 2	-	-	-	-	50
Critical Hdwy	4.35	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.425	-	-	-	3.5
Pot Cap-1 Maneuver	1448	-	-	-	935
Stage 1	-	-	-	-	1005
Stage 2	-	-	-	-	978
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1448	-	-	-	932
Mov Cap-2 Maneuver	-	-	-	-	932
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	978

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	176	-	-	-	950
HCM Lane V/C Ratio	0.003	-	-	-	0.015
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	30	12	6	291	63	13
Future Vol, veh/h	30	12	6	291	63	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	0	1	6	31
Mvmt Flow	32	13	6	310	67	14

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	396	74	81	0	0
Stage 1	74	-	-	-	-
Stage 2	322	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-
Pot Cap-1 Maneuver	607	993	1530	-	-
Stage 1	946	-	-	-	-
Stage 2	732	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	604	993	1530	-	-
Mov Cap-2 Maneuver	604	-	-	-	-
Stage 1	942	-	-	-	-
Stage 2	732	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.67	0.15	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	36	-	680	-	-
HCM Lane V/C Ratio	0.004	-	0.066	-	-
HCM Ctrl Dly (s/v)	7.4	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	2	1353	1056	2	2	3
Future Vol, veh/h	2	1353	1056	2	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	2	1439	1123	2	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1126	0	-	0	1848 563
Stage 1	-	-	-	-	1124 -
Stage 2	-	-	-	-	724 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	628	-	-	-	67 475
Stage 1	-	-	-	-	276 -
Stage 2	-	-	-	-	446 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	628	-	-	-	67 475
Mov Cap-2 Maneuver	-	-	-	-	67 -
Stage 1	-	-	-	-	275 -
Stage 2	-	-	-	-	446 -

















Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	31.99
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	628	-	-	-	139
HCM Lane V/C Ratio	0.003	-	-	-	0.038
HCM Ctrl Dly (s/v)	10.8	-	-	-	32
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets  
Weekday Afternoon Peak Hour – No-Build Conditions

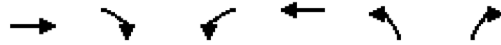
Lanes, Volumes, Timings  
3: Ranchview Drive & 75th Street

01/07/2026

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	 		 	 	 	 
Traffic Volume (vph)	1154	93	48	1132	74	67
Future Volume (vph)	1154	93	48	1132	74	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.989					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	0	1805	3539	1805	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3505	0	1805	3539	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					38
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			2454	569	
Travel Time (s)	17.2			37.2	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1313	0	51	1192	78	71
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	24.5		9.5	24.5	24.0	9.5
Total Split (s)	65.0		15.0	80.0	40.0	15.0
Total Split (%)	54.2%		12.5%	66.7%	33.3%	12.5%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	62.5		8.5	73.5	34.0	48.5
Actuated g/C Ratio	0.52		0.07	0.61	0.28	0.40

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.72		0.40	0.55	0.15	0.11
Control Delay (s/veh)	25.5		62.1	14.8	33.3	11.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.5		62.1	14.8	33.3	11.8
LOS	C		E	B	C	B
Approach Delay (s/veh)	25.5			16.7	23.1	
Approach LOS	C			B	C	
Queue Length 50th (ft)	416		38	270	45	16
Queue Length 95th (ft)	521		79	329	86	45
Internal Link Dist (ft)	1053			2374	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	1831		157	2167	511	688
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.72		0.32	0.55	0.15	0.10

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay (s/veh): 21.3      Intersection LOS: C  
 Intersection Capacity Utilization 54.4%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	2	7	0	17	4	87	11	29	73	2
Future Vol, veh/h	4	1	2	7	0	17	4	87	11	29	73	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	5	1	3	9	0	22	5	112	14	37	94	3

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	291	305	95	297	299	119	96	0	0	126	0	0
Stage 1	169	169	-	129	129	-	-	-	-	-	-	-
Stage 2	122	136	-	169	171	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	665	612	967	659	616	939	1510	-	-	1473	-	-
Stage 1	837	762	-	880	793	-	-	-	-	-	-	-
Stage 2	887	788	-	838	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	631	594	967	637	599	939	1510	-	-	1473	-	-
Mov Cap-2 Maneuver	631	594	-	637	599	-	-	-	-	-	-	-
Stage 1	816	743	-	877	791	-	-	-	-	-	-	-
Stage 2	864	785	-	813	742	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Ctrl Dly, s/v	10.26		9.45			0.29			2.09		
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	694	637	939	1473	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.014	0.023	0.025	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	10.3	10.7	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	18	33	18	11	1
Future Vol, veh/h	2	18	33	18	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	20	36	20	12	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	55	0	-	0	70 46
Stage 1	-	-	-	-	46 -
Stage 2	-	-	-	-	24 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1549	-	-	-	935 1024
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	999 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1549	-	-	-	934 1024
Mov Cap-2 Maneuver	-	-	-	-	934 -
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	999 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	8.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	180	-	-	-	941
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	18	4	9	95	218	30
Future Vol, veh/h	18	4	9	95	218	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	5	11	117	269	37

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	427	288	306	0	-	0
Stage 1	288	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	584	751	1255	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	751	1255	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.24	0.68	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	156	-	604	-	-
HCM Lane V/C Ratio	0.009	-	0.045	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	3	1218	1176	3	1	4
Future Vol, veh/h	3	1218	1176	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1324	1278	3	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1282	0	-	0	1948 641
Stage 1	-	-	-	-	1280 -
Stage 2	-	-	-	-	668 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	548	-	-	-	58 422
Stage 1	-	-	-	-	229 -
Stage 2	-	-	-	-	476 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	548	-	-	-	57 422
Mov Cap-2 Maneuver	-	-	-	-	57 -
Stage 1	-	-	-	-	227 -
Stage 2	-	-	-	-	476 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	24.92
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	548	-	-	-	186
HCM Lane V/C Ratio	0.006	-	-	-	0.029
HCM Ctrl Dly (s/v)	11.6	-	-	-	24.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets  
Weekday Evening Peak Hour – No-Build Conditions

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1244	85	95	1133	69	61
Future Volume (vph)	1244	85	95	1133	69	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3508	0	1787	3539	1805	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3508	0	1787	3539	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					54
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			2454	569	
Travel Time (s)	17.2			37.2	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	1%	2%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1413	0	101	1205	73	65
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	34.5		9.5	34.5	24.0	9.5
Total Split (s)	101.0		19.0	120.0	40.0	19.0
Total Split (%)	63.1%		11.9%	75.0%	25.0%	11.9%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	96.1		12.9	113.5	34.0	52.9
Actuated g/C Ratio	0.60		0.08	0.71	0.21	0.33

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

01/07/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.67		0.70	0.48	0.19	0.12
Control Delay (s/veh)	23.5		96.6	11.0	53.3	11.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5		96.6	11.0	53.3	11.7
LOS	C		F	B	D	B
Approach Delay (s/veh)	23.5			17.6	33.7	
Approach LOS	C			B	C	
Queue Length 50th (ft)	518		105	274	64	8
Queue Length 95th (ft)	599		173	320	113	45
Internal Link Dist (ft)	1053			2374	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	2109		161	2510	383	574
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.67		0.63	0.48	0.19	0.11

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay (s/veh): 21.3      Intersection LOS: C  
 Intersection Capacity Utilization 60.3%      ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	2	9	0	27	2	77	8	26	100	3
Future Vol, veh/h	3	0	2	9	0	27	2	77	8	26	100	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	4	0	3	12	0	35	3	99	10	33	128	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	301	311	130	304	308	104	132	0	0	109	0	0
Stage 1	197	197	-	109	109	-	-	-	-	-	-	-
Stage 2	104	114	-	195	199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	656	607	925	652	610	956	1465	-	-	1494	-	-
Stage 1	810	742	-	901	809	-	-	-	-	-	-	-
Stage 2	907	805	-	812	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	617	593	925	635	595	956	1465	-	-	1494	-	-
Mov Cap-2 Maneuver	617	593	-	635	595	-	-	-	-	-	-	-
Stage 1	792	725	-	900	808	-	-	-	-	-	-	-
Stage 2	873	804	-	791	724	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.11		9.37		0.17		1.5	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1465	-	-	712	635	956	1494	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.018	0.036	0.022	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10.1	10.8	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	25	36	25	11	1
Future Vol, veh/h	2	25	36	25	11	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	26	38	26	12	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	64	0	-	0	82 51
Stage 1	-	-	-	-	51 -
Stage 2	-	-	-	-	31 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1551	-	-	-	925 1023
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	997 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1551	-	-	-	924 1023
Mov Cap-2 Maneuver	-	-	-	-	924 -
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	997 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.54	0	8.92
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	133	-	-	-	932
HCM Lane V/C Ratio	0.001	-	-	-	0.014
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	9	12	136	259	47
Future Vol, veh/h	13	9	12	136	259	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	11	14	160	305	55

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	521	332	360	0	0
Stage 1	332	-	-	-	-
Stage 2	188	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	519	714	1210	-	-
Stage 1	731	-	-	-	-
Stage 2	849	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	513	714	1210	-	-
Mov Cap-2 Maneuver	513	-	-	-	-
Stage 1	722	-	-	-	-
Stage 2	849	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.5	0.65	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	146	-	580	-	-
HCM Lane V/C Ratio	0.012	-	0.045	-	-
HCM Ctrl Dly (s/v)	8	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1299	1224	3	0	4
Future Vol, veh/h	6	1299	1224	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	6	1382	1302	3	0	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1305	0	0 2007 653
Stage 1	-	-	- 1304 -
Stage 2	-	-	- 704 -
Critical Hdwy	4.1	-	- 6.8 6.9
Critical Hdwy Stg 1	-	-	- 5.8 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	537	-	- 53 415
Stage 1	-	-	- 222 -
Stage 2	-	-	- 457 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	537	-	- 52 415
Mov Cap-2 Maneuver	-	-	- 52 -
Stage 1	-	-	- 219 -
Stage 2	-	-	- 457 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	13.77
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	537	-	-	-	415
HCM Lane V/C Ratio	0.012	-	-	-	0.01
HCM Ctrl Dly (s/v)	11.8	-	-	-	13.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets  
Weekday Morning Peak Hour – Projected Conditions

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

04/10/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1208	115	52	1011	134	149
Future Volume (vph)	1208	115	52	1011	134	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.987					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3490	0	1703	3505	1770	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3490	0	1703	3505	1770	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					59
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			1621	569	
Travel Time (s)	17.2			24.6	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	6%	3%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1407	0	55	1076	143	159
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	34.5		9.5	34.5	24.0	9.5
Total Split (s)	95.0		15.0	110.0	40.0	15.0
Total Split (%)	63.3%		10.0%	73.3%	26.7%	10.0%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	89.8		9.2	103.5	34.0	49.2
Actuated g/C Ratio	0.60		0.06	0.69	0.23	0.33

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

04/10/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.67		0.53	0.44	0.36	0.28
Control Delay (s/veh)	22.2		86.2	11.1	51.8	24.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2		86.2	11.1	51.8	24.1
LOS	C		F	B	D	C
Approach Delay (s/veh)	22.2			14.8	37.2	
Approach LOS	C			B	D	
Queue Length 50th (ft)	478		55	235	121	70
Queue Length 95th (ft)	562		108	278	190	131
Internal Link Dist (ft)	1053			1541	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	2094		119	2418	401	582
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.67		0.46	0.44	0.36	0.27

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay (s/veh):	20.8
Intersection LOS:	C
Intersection Capacity Utilization:	61.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	11	10	1	1	9
Future Vol, veh/h	2	11	10	1	1	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	11	1	1	10
Number of Lanes	1	0	1	0	1	0

Approach	EB	NB	SW
Opposing Approach			
Opposing Lanes	0	0	0
Conflicting Approach Left	SW	EB	NB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SW	EB
Conflicting Lanes Right	1	1	1
HCM Control Delay, s/veh	6.6	7.2	6.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SWLn1
Vol Left, %	91%	15%	10%
Vol Thru, %	0%	0%	0%
Vol Right, %	9%	85%	90%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	11	13	10
LT Vol	10	2	1
Through Vol	0	0	0
RT Vol	1	11	9
Lane Flow Rate	12	14	11
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.014	0.01
Departure Headway (Hd)	4.106	3.498	3.461
Convergence, Y/N	Yes	Yes	Yes
Cap	877	1028	1038
Service Time	2.108	1.504	1.468
HCM Lane V/C Ratio	0.014	0.014	0.011
HCM Control Delay, s/veh	7.2	6.6	6.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	5	19	0	43	5	162	11	25	136	3
Future Vol, veh/h	2	0	5	19	0	43	5	162	11	25	136	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	3	0	1	0	0	2	0
Mvmt Flow	3	0	8	32	0	72	8	270	18	42	227	5

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	599	618	229	606	611	279	232	0	0	288	0	0
Stage 1	313	313	-	296	296	-	-	-	-	-	-	-
Stage 2	287	305	-	310	315	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	416	408	815	412	411	757	1348	-	-	1285	-	-
Stage 1	702	661	-	717	672	-	-	-	-	-	-	-
Stage 2	725	666	-	705	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	362	392	815	392	396	757	1348	-	-	1285	-	-
Mov Cap-2 Maneuver	362	392	-	392	396	-	-	-	-	-	-	-
Stage 1	680	639	-	713	668	-	-	-	-	-	-	-
Stage 2	652	662	-	675	638	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.11		11.7		0.22		1.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1348	-	-	601	392	757	1285	-	-
HCM Lane V/C Ratio	0.006	-	-	0.019	0.081	0.095	0.032	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	11.1	15	10.3	7.9	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.3	0.1	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	37	16	11	12	2
Future Vol, veh/h	4	37	16	11	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	3	19	10	0	0
Mvmt Flow	4	41	18	12	13	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	74
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	50
Critical Hdwy	4.35	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.425	-	-	-	3.5
Pot Cap-1 Maneuver	1446	-	-	-	935
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	978
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1446	-	-	-	932
Mov Cap-2 Maneuver	-	-	-	-	932
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	978

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	8.86
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	176	-	-	-	948
HCM Lane V/C Ratio	0.003	-	-	-	0.016
HCM Ctrl Dly (s/v)	7.5	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	30	13	7	291	63	13
Future Vol, veh/h	30	13	7	291	63	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	0	0	1	6	31
Mvmt Flow	32	14	7	310	67	14

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	398	74	81	0	0
Stage 1	74	-	-	-	-
Stage 2	324	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-
Pot Cap-1 Maneuver	605	993	1530	-	-
Stage 1	946	-	-	-	-
Stage 2	730	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	602	993	1530	-	-
Mov Cap-2 Maneuver	602	-	-	-	-
Stage 1	941	-	-	-	-
Stage 2	730	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.65	0.17	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	42	-	683	-	-
HCM Lane V/C Ratio	0.005	-	0.067	-	-
HCM Ctrl Dly (s/v)	7.4	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	2	1355	1060	2	2	3
Future Vol, veh/h	2	1355	1060	2	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	2	1441	1128	2	2	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1130	0	-	0	1854 565
Stage 1	-	-	-	-	1129 -
Stage 2	-	-	-	-	725 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	626	-	-	-	67 473
Stage 1	-	-	-	-	275 -
Stage 2	-	-	-	-	446 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	626	-	-	-	67 473
Mov Cap-2 Maneuver	-	-	-	-	67 -
Stage 1	-	-	-	-	274 -
Stage 2	-	-	-	-	446 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	32.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	626	-	-	-	138
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Ctrl Dly (s/v)	10.8	-	-	-	32.2
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1355	2	5	1058	4	16
Future Vol, veh/h	1355	2	5	1058	4	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	1441	2	5	1126	4	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1444	0	2016
Stage 1	-	-	-	-	1443
Stage 2	-	-	-	-	573
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	476	-	52
Stage 1	-	-	-	-	187
Stage 2	-	-	-	-	533
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	476	-	51
Mov Cap-2 Maneuver	-	-	-	-	51
Stage 1	-	-	-	-	187
Stage 2	-	-	-	-	527

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	29.85
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	-	-	476	-
HCM Lane V/C Ratio	0.128	-	-	0.011	-
HCM Ctrl Dly (s/v)	29.8	-	-	12.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Capacity Analysis Summary Sheets  
Weekday Afternoon Peak Hour – Projected Conditions

Lanes, Volumes, Timings  
3: Ranchview Drive & 75th Street

04/10/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1161	97	48	1134	78	67
Future Volume (vph)	1161	97	48	1134	78	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.988					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3502	0	1805	3539	1805	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3502	0	1805	3539	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					37
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			1621	569	
Travel Time (s)	17.2			24.6	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1324	0	51	1194	82	71
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	24.5		9.5	24.5	24.0	9.5
Total Split (s)	65.0		15.0	80.0	40.0	15.0
Total Split (%)	54.2%		12.5%	66.7%	33.3%	12.5%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	62.5		8.5	73.5	34.0	48.5
Actuated g/C Ratio	0.52		0.07	0.61	0.28	0.40

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

04/10/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.72		0.40	0.55	0.16	0.11
Control Delay (s/veh)	25.7		62.1	14.8	33.4	12.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.7		62.1	14.8	33.4	12.1
LOS	C		E	B	C	B
Approach Delay (s/veh)	25.7			16.7	23.5	
Approach LOS	C			B	C	
Queue Length 50th (ft)	422		38	271	48	16
Queue Length 95th (ft)	528		79	330	90	45
Internal Link Dist (ft)	1053			1541	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	1829		157	2167	511	687
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.72		0.32	0.55	0.16	0.10

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay (s/veh):	21.5
Intersection LOS:	C
Intersection Capacity Utilization:	54.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	4	12	14	1	1	4
Future Vol, veh/h	4	12	14	1	1	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	15	1	1	4
Number of Lanes	1	0	1	0	1	0

Approach	EB	NB	SW
Opposing Approach			
Opposing Lanes	0	0	0
Conflicting Approach Left	SW	EB	NB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SW	EB
Conflicting Lanes Right	1	1	1
HCM Control Delay, s/veh	6.6	7.2	6.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SWLn1
Vol Left, %	93%	25%	20%
Vol Thru, %	0%	0%	0%
Vol Right, %	7%	75%	80%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	15	16	5
LT Vol	14	4	1
Through Vol	0	0	0
RT Vol	1	12	4
Lane Flow Rate	16	17	5
Geometry Grp	1	1	1
Degree of Util (X)	0.019	0.017	0.005
Departure Headway (Hd)	4.12	3.571	3.55
Convergence, Y/N	Yes	Yes	Yes
Cap	873	1006	1010
Service Time	2.124	1.581	1.564
HCM Lane V/C Ratio	0.018	0.017	0.005
HCM Control Delay, s/veh	7.2	6.6	6.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	2	7	0	21	4	87	11	33	73	2
Future Vol, veh/h	4	1	2	7	0	21	4	87	11	33	73	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	5	1	3	9	0	27	5	112	14	42	94	3

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	301	315	95	308	310	119	96	0	0	126	0	0
Stage 1	179	179	-	129	129	-	-	-	-	-	-	-
Stage 2	122	136	-	179	181	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	655	604	967	649	608	939	1510	-	-	1473	-	-
Stage 1	827	755	-	880	793	-	-	-	-	-	-	-
Stage 2	887	788	-	828	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	616	584	967	625	589	939	1510	-	-	1473	-	-
Mov Cap-2 Maneuver	616	584	-	625	589	-	-	-	-	-	-	-
Stage 1	803	733	-	877	791	-	-	-	-	-	-	-
Stage 2	859	785	-	800	732	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Ctrl Dly, s/v	10.35		9.42			0.29			2.3		
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	681	625	939	1473	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.014	0.029	0.029	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	10.4	10.8	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	18	33	19	12	1
Future Vol, veh/h	2	18	33	19	12	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	20	36	21	13	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	57	0	-	0	70 46
Stage 1	-	-	-	-	46 -
Stage 2	-	-	-	-	24 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1548	-	-	-	934 1023
Stage 1	-	-	-	-	976 -
Stage 2	-	-	-	-	999 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1548	-	-	-	933 1023
Mov Cap-2 Maneuver	-	-	-	-	933 -
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	999 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.73	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	180	-	-	-	939
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	18	5	10	95	218	30
Future Vol, veh/h	18	5	10	95	218	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	6	12	117	269	37

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	430	288	306	0	0
Stage 1	288	-	-	-	-
Stage 2	142	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	582	751	1255	-	-
Stage 1	761	-	-	-	-
Stage 2	885	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	576	751	1255	-	-
Mov Cap-2 Maneuver	576	-	-	-	-
Stage 1	753	-	-	-	-
Stage 2	885	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.22	0.75	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	171	-	607	-	-
HCM Lane V/C Ratio	0.01	-	0.047	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	3	1225	1178	3	1	4
Future Vol, veh/h	3	1225	1178	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	1332	1280	3	1	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1284	0	-	0	1954 642
Stage 1	-	-	-	-	1282 -
Stage 2	-	-	-	-	672 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	547	-	-	-	57 422
Stage 1	-	-	-	-	228 -
Stage 2	-	-	-	-	474 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	547	-	-	-	57 422
Mov Cap-2 Maneuver	-	-	-	-	57 -
Stage 1	-	-	-	-	227 -
Stage 2	-	-	-	-	474 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	25.06
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	547	-	-	-	185
HCM Lane V/C Ratio	0.006	-	-	-	0.029
HCM Ctrl Dly (s/v)	11.6	-	-	-	25.1
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1219	7	13	1179	2	7
Future Vol, veh/h	1219	7	13	1179	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1325	8	14	1282	2	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1333	0	1998
Stage 1	-	-	-	-	1329
Stage 2	-	-	-	-	669
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	524	-	54
Stage 1	-	-	-	-	215
Stage 2	-	-	-	-	476
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	524	-	52
Mov Cap-2 Maneuver	-	-	-	-	52
Stage 1	-	-	-	-	215
Stage 2	-	-	-	-	463

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	28.66
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	162	-	-	524	-
HCM Lane V/C Ratio	0.06	-	-	0.027	-
HCM Ctrl Dly (s/v)	28.7	-	-	12.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Capacity Analysis Summary Sheets  
Weekday Evening Peak Hour – Projected Conditions

Lanes, Volumes, Timings  
3: Ranchview Drive & 75th Street

04/10/2026

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	1251	89	95	1136	74	61
Future Volume (vph)	1251	89	95	1136	74	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		60	0
Storage Lanes		0	1		1	1
Taper Length (ft)			215		90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3508	0	1787	3539	1805	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3508	0	1787	3539	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					53
Link Speed (mph)	45			45	25	
Link Distance (ft)	1133			1621	569	
Travel Time (s)	17.2			24.6	15.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	1%	2%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1426	0	101	1209	79	65
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	4.0	3.0
Minimum Split (s)	34.5		9.5	34.5	24.0	9.5
Total Split (s)	101.0		19.0	120.0	40.0	19.0
Total Split (%)	63.1%		11.9%	75.0%	25.0%	11.9%
Yellow Time (s)	4.5		3.5	4.5	4.0	3.5
All-Red Time (s)	2.0		1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		4.5	6.5	6.0	4.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Max		None	C-Max	Max	None
Act Effct Green (s)	96.1		12.9	113.5	34.0	52.9
Actuated g/C Ratio	0.60		0.08	0.71	0.21	0.33

Lanes, Volumes, Timings  
 3: Ranchview Drive & 75th Street

04/10/2026



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.68		0.70	0.48	0.21	0.12
Control Delay (s/veh)	23.6		96.6	11.0	53.6	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.6		96.6	11.0	53.6	12.0
LOS	C		F	B	D	B
Approach Delay (s/veh)	23.6			17.6	34.8	
Approach LOS	C			B	C	
Queue Length 50th (ft)	527		105	276	69	9
Queue Length 95th (ft)	610		173	321	120	45
Internal Link Dist (ft)	1053			1541	489	
Turn Bay Length (ft)			300		60	
Base Capacity (vph)	2109		161	2510	383	574
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.68		0.63	0.48	0.21	0.11

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay (s/veh): 21.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 60.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 3: Ranchview Drive & 75th Street



Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	4	12	22	1	1	5
Future Vol, veh/h	4	12	22	1	1	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	24	1	1	5
Number of Lanes	1	0	1	0	1	0

Approach	EB	NB	SW
Opposing Approach			
Opposing Lanes	0	0	0
Conflicting Approach Left	SW	EB	NB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SW	EB
Conflicting Lanes Right	1	1	1
HCM Control Delay, s/veh	6.7	7.3	6.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SWLn1
Vol Left, %	96%	25%	17%
Vol Thru, %	0%	0%	0%
Vol Right, %	4%	75%	83%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	16	6
LT Vol	22	4	1
Through Vol	0	0	0
RT Vol	1	12	5
Lane Flow Rate	25	17	7
Geometry Grp	1	1	1
Degree of Util (X)	0.029	0.017	0.006
Departure Headway (Hd)	4.14	3.588	3.539
Convergence, Y/N	Yes	Yes	Yes
Cap	869	1000	1012
Service Time	2.144	1.602	1.557
HCM Lane V/C Ratio	0.029	0.017	0.007
HCM Control Delay, s/veh	7.3	6.7	6.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	2	9	0	32	2	77	8	30	100	3
Future Vol, veh/h	3	0	2	9	0	32	2	77	8	30	100	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	65	-	-	65	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	4	0	3	12	0	41	3	99	10	38	128	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	311	321	130	314	318	104	132	0	0	109	0	0
Stage 1	207	207	-	109	109	-	-	-	-	-	-	-
Stage 2	104	114	-	205	209	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	646	599	925	642	602	956	1465	-	-	1494	-	-
Stage 1	800	734	-	901	809	-	-	-	-	-	-	-
Stage 2	907	805	-	801	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	601	583	925	623	585	956	1465	-	-	1494	-	-
Mov Cap-2 Maneuver	601	583	-	623	585	-	-	-	-	-	-	-
Stage 1	779	715	-	900	808	-	-	-	-	-	-	-
Stage 2	866	804	-	779	714	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.2		9.36		0.17		1.69	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1465	-	-	699	623	956	1494	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.019	0.043	0.026	-	-
HCM Ctrl Dly (s/v)	7.5	-	-	10.2	10.9	8.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	2	25	36	26	12	1
Future Vol, veh/h	2	25	36	26	12	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	26	38	27	13	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	65	0	-	0	82 52
Stage 1	-	-	-	-	52 -
Stage 2	-	-	-	-	31 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1550	-	-	-	925 1022
Stage 1	-	-	-	-	976 -
Stage 2	-	-	-	-	997 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1550	-	-	-	924 1022
Mov Cap-2 Maneuver	-	-	-	-	924 -
Stage 1	-	-	-	-	975 -
Stage 2	-	-	-	-	997 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.54	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	133	-	-	-	930
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	13	10	13	136	259	47
Future Vol, veh/h	13	10	13	136	259	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	15	12	15	160	305	55

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	523	332	360	0	0
Stage 1	332	-	-	-	-
Stage 2	191	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	518	714	1210	-	-
Stage 1	731	-	-	-	-
Stage 2	847	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	511	714	1210	-	-
Mov Cap-2 Maneuver	511	-	-	-	-
Stage 1	721	-	-	-	-
Stage 2	847	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.48	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	157	-	583	-	-
HCM Lane V/C Ratio	0.013	-	0.046	-	-
HCM Ctrl Dly (s/v)	8	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	6	1306	1227	3	0	4
Future Vol, veh/h	6	1306	1227	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	160	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	6	1389	1305	3	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1309	0	-	0	2014 654
Stage 1	-	-	-	-	1307 -
Stage 2	-	-	-	-	707 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	536	-	-	-	52 414
Stage 1	-	-	-	-	221 -
Stage 2	-	-	-	-	455 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	536	-	-	-	52 414
Mov Cap-2 Maneuver	-	-	-	-	52 -
Stage 1	-	-	-	-	219 -
Stage 2	-	-	-	-	455 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	13.79
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	536	-	-	-	414
HCM Lane V/C Ratio	0.012	-	-	-	0.01
HCM Ctrl Dly (s/v)	11.8	-	-	-	13.8
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

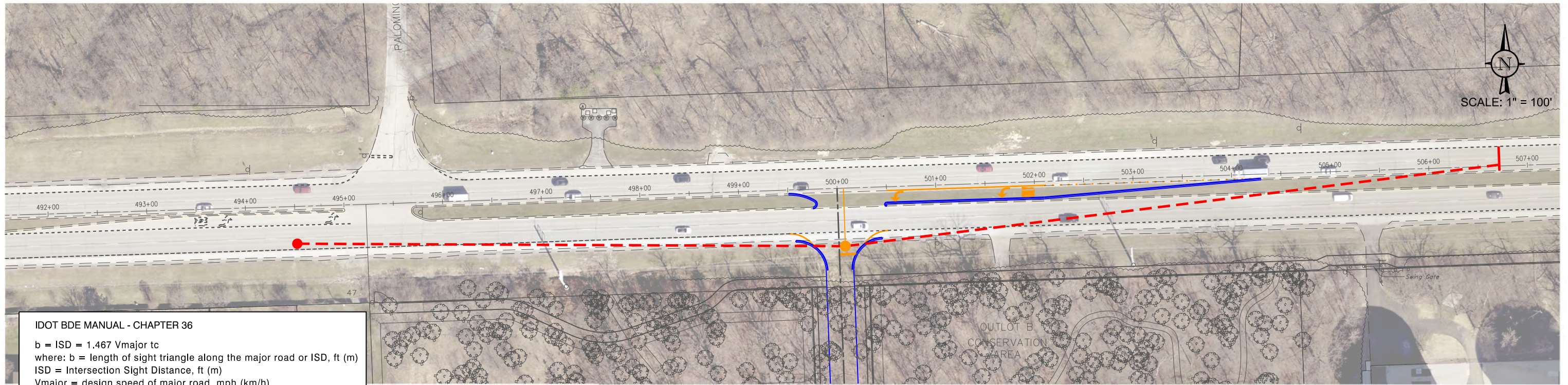
Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1299	7	14	1227	3	11
Future Vol, veh/h	1299	7	14	1227	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1382	7	15	1305	3	12

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1389	0	2068
Stage 1	-	-	-	-	1386
Stage 2	-	-	-	-	682
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	499	-	48
Stage 1	-	-	-	-	201
Stage 2	-	-	-	-	469
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	499	-	47
Mov Cap-2 Maneuver	-	-	-	-	47
Stage 1	-	-	-	-	201
Stage 2	-	-	-	-	455

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	31.41
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	151	-	-	499	-
HCM Lane V/C Ratio	0.099	-	-	0.03	-
HCM Ctrl Dly (s/v)	31.4	-	-	12.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

# Intersection Sight Distance



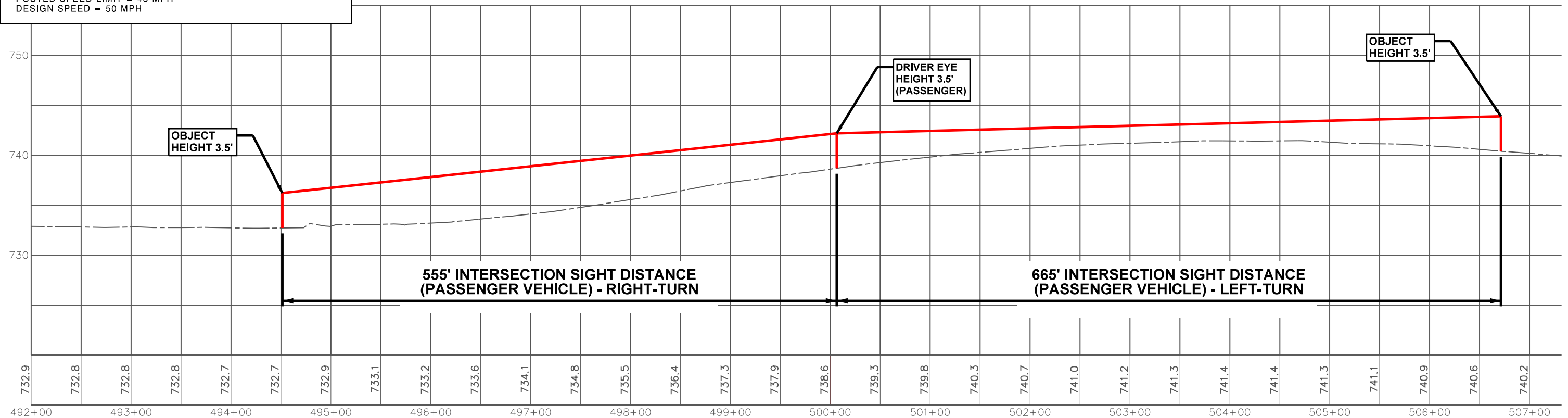
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$b = \text{ISD} = 1.467 V_{\text{major}} t_c$   
 where:  $b$  = length of sight triangle along the major road or ISD, ft (m)  
 ISD = Intersection Sight Distance, ft (m)  
 $V_{\text{major}}$  = design speed of major road, mph (km/h)  
 $t_c$  = critical gap for entering or crossing the major road, sec

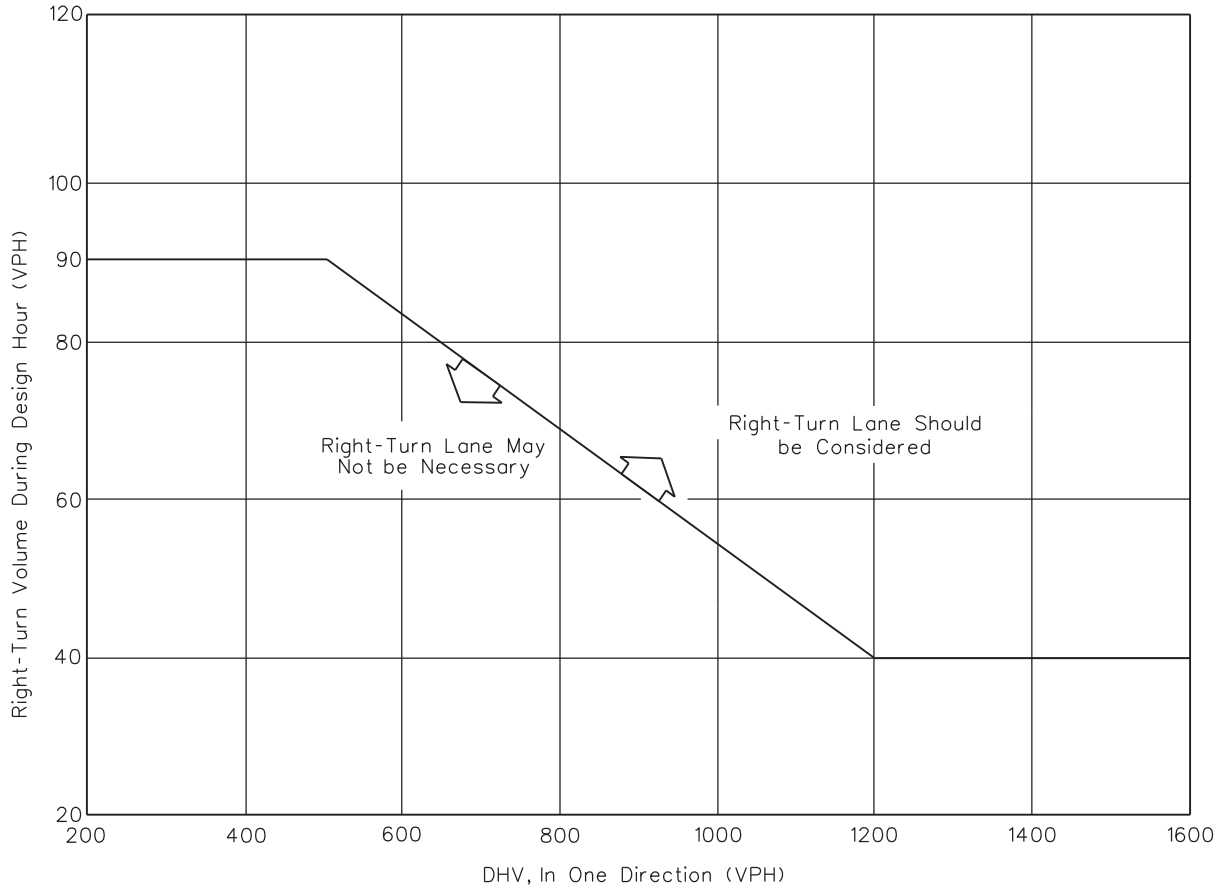
Passenger Vehicle ISD = Right-Turn  $(1.467)(50)(7.5) = 555 \text{ ft}$   
 Passenger Vehicle ISD = Left-Turn  $(1.467)(50)(7.5 + 1.5) = 665 \text{ ft}$

POSTED SPEED LIMIT = 45 MPH  
 DESIGN SPEED = 50 MPH

☐ ROAD C



# Right-Turn Lane Graph



Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION  
ON FOUR-LANE HIGHWAYS  
(Design Speed of 50 mph (80 km/hr) or Greater)**

**Figure 36-3.B**