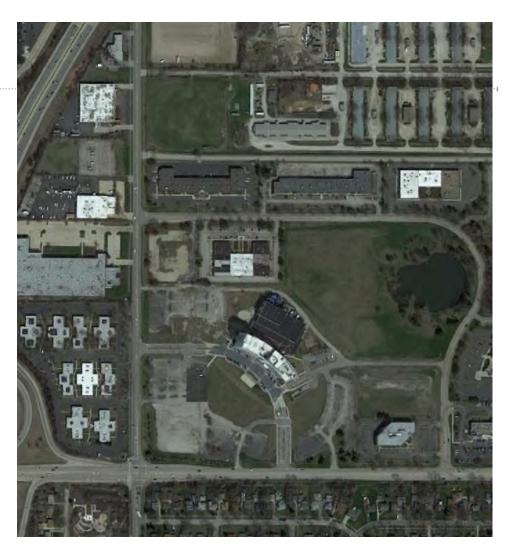
# Arlington Downs Traffic Study Arlington Hts., Illinois

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# **1 – INTRODUCTION**

This traffic report summarizes an analysis of the traffic conditions relating to proposed modifications to the Arlington Downs Planned Unit Development (PUD) in Arlington Heights, Illinois. It is located in the northeast quadrant of the signalized intersection of Euclid Avenue and Rohlwing Road. The site was originally occupied by the Arlington Sheraton full-service hotel with restaurants, meeting rooms, a water park and banquet facilities.

The purpose of the study was to observe the existing traffic patterns in the area, to determine the traffic characteristics of the development, and to analyze the future traffic conditions and access needs. The following sections of this report present a detailed description of the proposed site, transportation conditions, land-uses, and the proposed development's traffic characteristics.

Based on the following analyses, the following conclusions were developed:

- 1. The revised Arlington Downs PUD proposal will generate between 563 and 777 total vehicle trips during the peak-hours. This volume of site traffic is less than prior PUD proposals.
- 2. The overall road network and site access system can accommodate the projected site and regional traffic growth through the Year 2023 with excess capacity still available.
- 3. The intersection of Euclid Avenue and Rohlwing Road will need a southbound right-turn lane at Euclid Avenue.
- 4. The Stonegate Boulevard intersection on Euclid Avenue requires an eastbound left-turn lane for turns into the site.
- 5. A new access drive is proposed on the northern section of Salt Creek Lane with one inbound and one out bound lane.
- 6. No additional site access is proposed.

# 2 – EXISTING TRANSPORTATION NETWORK

### Site Location and Area Land-Use

The site is located on the northeast corner of Euclid Avenue and Rohlwing Road in Arlington Heights, Illinois. It was previously occupied by the Arlington Sheraton hotel and conference center with an indoor water park. ONE Arlington apartments with 25N Coworking office space currently occupies the property. Access to the site is provided by one full-access drive on Euclid Avenue, one full-access drive on Rohlwing Road, and one full access drove on West Salt Creek Lane. A second access point is proposed on Salt Creek Lane.

Land-uses near the site consist of industrial/business uses to the west across Rohlwing Road and to the north and east along Salt Creek Lane. Further to the northeast is Arlington Race Track and its support facilities. To the south, across Euclid Avenue, there are single-family homes in Rolling Meadows. A park, South Park, operated by the Salt Creek Park District is located to the southwest. **Figure 1** illustrates the site location and the adjacent roadways.

### **Roadway Characteristics**

A description of the area roadways providing access to the site is provided below:

*Euclid Avenue* is an east-west, major arterial roadway extending east from the Lake Michigan lakefront (as Lake Avenue) to Roselle Road. It has two through lanes in each direction. Along the site frontage, no left-turn median exists. Near the site, Euclid Avenue has signalized intersections at Rohlwing Road and at West Salt Creek Lane with center left-turn lanes. Euclid Avenue is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH) and has a posted speed limit of 40 miles per hour (mph).

**Rohlwing Road** is a two-lane north-south arterial road extending north from Kirchoff Road to Lenox Lane in Palatine. At its signalized intersection with Euclid Avenue, each approach provides a shared right-turn/through lane, and a left-turn lane. Rohlwing Road is under the jurisdiction of the Villages of Arlington Heights, and Rolling Meadows with a 40 mph speed limit.

**Salt Creek Lane** is a two lane industrial collector road serving an existing business park. It extends east of Rohlwing Road and then swings south to Euclid Avenue. At its stop sign controlled intersection with Rohlwing Road, it has separate right and left-turn lanes. Salt Creek Lane has a traffic signal at Euclid Avenue with separate right and left-turn lanes. The speed limit is posted at 25 mph and is under the jurisdiction of the Village of Arlington Heights.

**Stonegate Boulevard** is an internal spine road that circulates traffic within the Arlington Downs development. It consists of one travel lane in each direction, typically separated by a landscaped median. There is no median in front of the existing residential tower, where angled parking is also provided. Stonegate Boulevard curves to intersect both Euclid Avenue and Rohlwing Road. It has one right turn lane and one left turn lane at both intersections. A two lane access road continues east from Stonegate Boulevard and intersects Salt Creek Lane. Sidewalks are generally provided along both sides of the roadway.

Figure 2 illustrates the existing roadway geometrics.

### Public Transportation

The site is near the Arlington Park rail station on the Metra Union Pacific Northwest line offering service between Harvard and downtown Chicago.

PACE Route 696 is located approximately one mile to the east at the intersection of New Wilke Road and Euclid Avenue. This route runs from Randhurst Mall in Mount Prospect thru Arlington Heights, Rolling Meadows, and Schaumburg to Harper College in Palatine.

### Bike Routes

Bike routes are adjacent to the site along the west side of Rohlwing Road and south of Euclid Avenue, east of Salt Creek, in the City of Rolling Meadows. These bike paths provide connections to the Villages of Arlington Heights and Palatine bike systems. A bike path is proposed on the north side of Euclid Avenue along the site frontage to be constructed in 2018.

### Existing Traffic Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual traffic counts were conducted at the following study area intersections:

- Euclid Avenue at Rohlwing Road
- Euclid Avenue at Stonegate Boulevard
- Euclid Avenue at West Salt Creek Lane
- Rohlwing Road at West Salt Creek Lane
- Rohlwing Road at Stonegate Boulevard
- West Salt Creek Lane at Arlington Downs Access Road

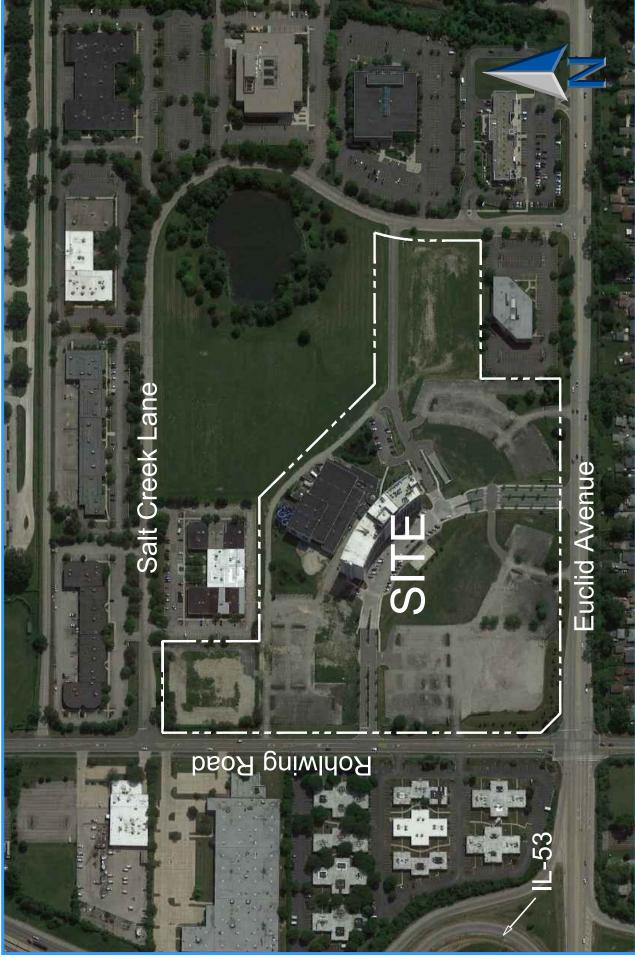
These counts showed the peak-hours of traffic occurring from 7:15 to 8:15 AM and 4:45 to 5:45 PM on a weekday. Euclid Avenue carries two-way traffic volumes ranging from 2,369 to 2,414 vehicles per hour (vph) in front of the site. Rohlwing Road carries significantly less traffic (630 - 644 vph). The existing traffic volumes are shown in **Figure 3** and included in the **Appendix**.

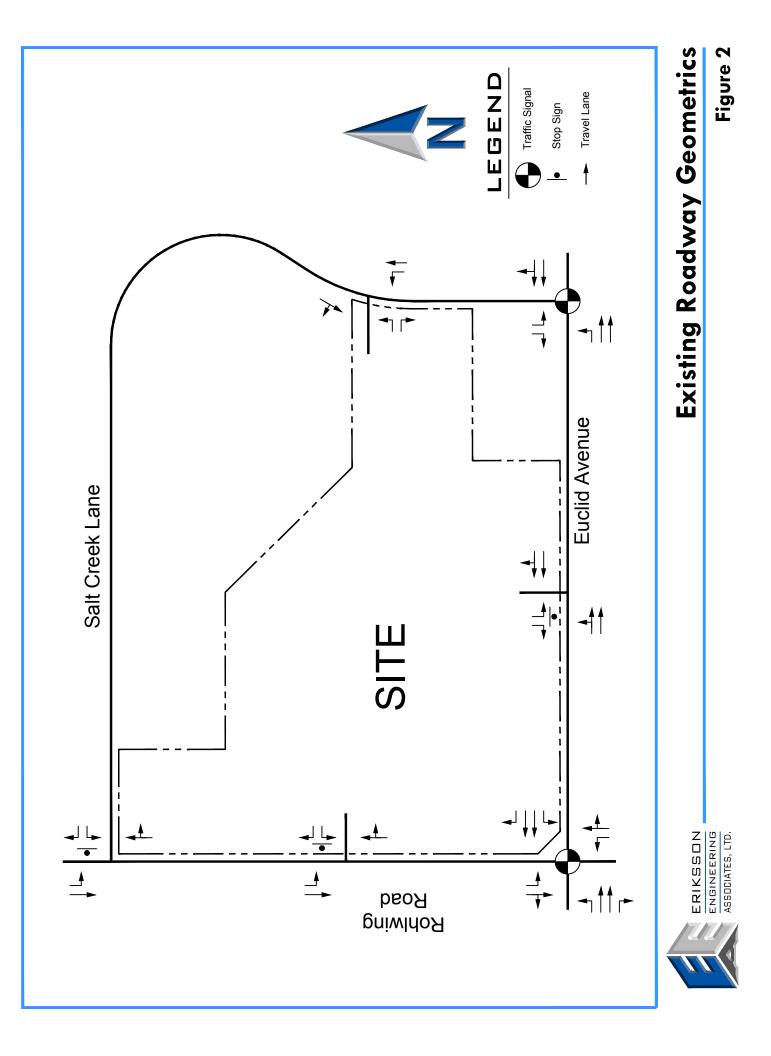
Saturday traffic counts were completed at the intersection of Euclid Avenue at Rohlwing Road with the peak-hour occurring from 11:15 AM to 12:15 PM. The intersection volumes were one third less than the weekday volumes which are approximately 1,100 vehicles per hour lower.

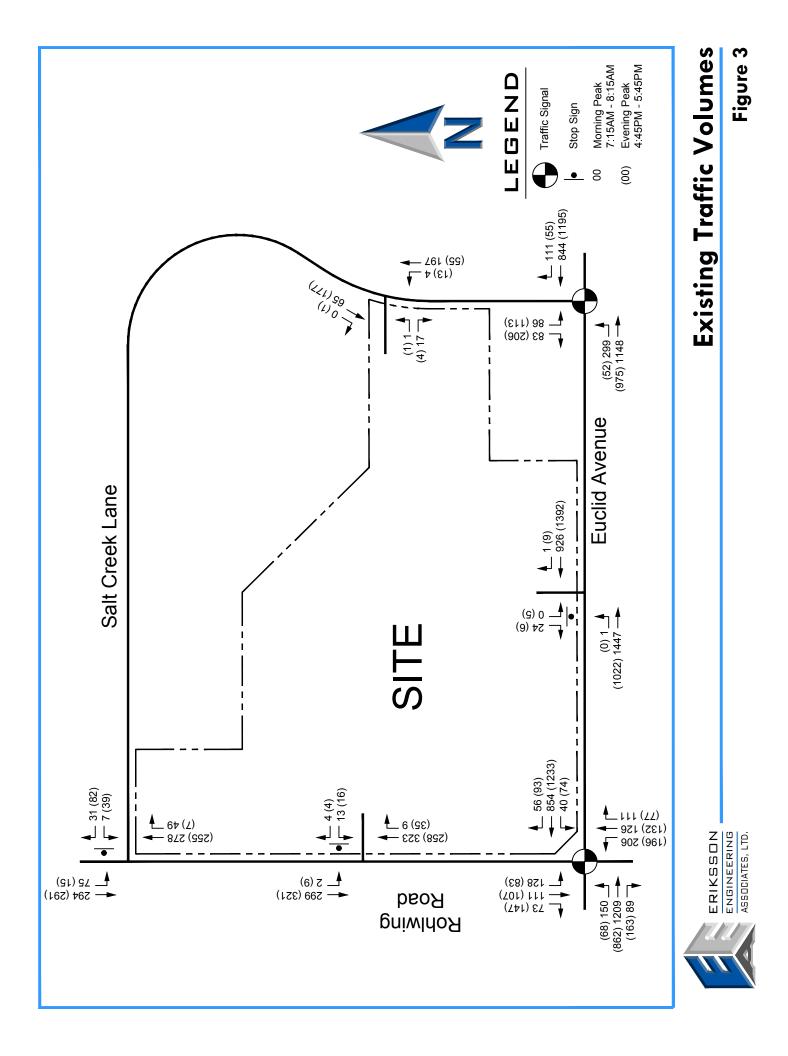


# Site Location & Area Roadways

Figure 1







# **3 – SITE TRANSPORTATION CHARACTERISTICS**

The site was originally occupied by a hotel/convention center/water park. Access to the site was provided by two full-access drives on Euclid Avenue, three full-access drives on Rohlwing Road, and one full access drive on West Salt Creek Lane. Since the initial development approvals, an apartment tower with lower level office space has been built and occupied on the site.

Access is provided by one full access drive on each of Euclid Avenue, Rohlwing Road, and Salt Creek Lane. The ONE Arlington tower contains 214 apartments and 11,722 square feet of co-working office space (25N Coworking). The updated land plan calls for the redevelopment of the site with a combination of apartments, hotel rooms, retail, restaurants, a climbing gym, and a family entertainment area. A second access point is proposed on Salt Creek Lane.

### Site Trip Generation

Traffic estimates were made for the apartments, retail, restaurants, and hotel rooms using data provided by the Institute of Transportation Engineer's <u>Trip Generation</u> 10<sup>th</sup> Ed. manual which contains trip generation surveys of similar land-uses. It serves as the most widely accepted reference guide for establishing vehicle trip generation. Actual traffic counts were used for the trip generation of the existing apartment tower and office space on Lot 1A/2A.

Lot 4 consists of a 116 room hotel and four commercial buildings that could be developed as retail or restaurant uses. For trip generation purposes, all retail and all restaurant scenarios were calculated. A conservative traffic analysis was conducted based on the higher all restaurant scenario because it generates significantly higher volumes than the all retail plan. Most likely, the final development plan will consist of both retail and restaurant uses. The updated plan calls for a maximum of 20,000 square feet of restaurant building area on Lot 4 so the trip estimates are higher than would be expected. **Table 1** summaries the results for the site traffic calculations.

Traffic studies for previous Arlington Downs PUD proposals included more restaurant, retail, and entertainment uses than the current proposal which resulted in higher overall site generated traffic volumes. **Table 2** provides a comparison of the traffic generated by the current proposal and the 2014 and 2016 PUD plans. Overall the current plan generates less traffic than before. During the PM and Saturday peak periods, the 2014 traffic analysis was based on 75% more traffic than the current proposal.

[			(	r			r			1		
				AM	Peak	Hour	PM	Peak	Hour	Sat	urday	Peak
Lot	Land Use	ITE LUC	Size	In	Out	Total	In	Out	Total	In	Out	Total
Existing	Uses (ONE A	rlingto	n and 25N Cow	orking	)							
1A/2A	Apartments	222	214 units	17	59	76	67	36	103	50	50	100
IAVZA	Office	710	11,722 sq. ft.	17	29	70	07	30	103	50	50	100
Propose	d Uses											
5/16/2B	Apartments	221	623 units	58	166	224	167	107	274	137	137	274
3	Senior Living	252	180 units	12	24	36	26	21	47	38	23	61
4A	Hotel	312	116 rooms	35	30	65	29	23	52	15	12	27
1A/2A	First Ascent	434	34,082 sq. ft.	15	33	48	32	24	56	44	44	88
1A/2A	Funtopia	435	19,218 sq. ft.	-	-	-	35	35	70	60	60	120
Resi	Subt dential/Lodgi		ertainment	120	253	373	289	210	499	294	276	570
	•	•	r All Restaurant	s			I	I <u></u>				
<b>4A</b> Retail 820 30,300				17	10	27	55	55	110	65	65	130
4A	Restaurant				5	10	76	37	113	93	62	155
4A	Family				65	144	88	54	142	81	81	162
Restaurant Restaurant Totals				84	70	154	164	91	255	174	143	317
Total Nev	w Trips (with	25N (	Cowor	king)	1	1						
Assu	ming All Rest	aurant	s on Lot 4A	204	323	527	453	301	754	468	419	887
Internal	Interaction/P	ublic T	ransportation	-20	-20	-40	-40	-40	-80	-40	-40	-80
Net N	ew Traffic on	Roady	vay System	184	303	487	413	261	674	428	379	807
	Tot	al Arlir	igton Downs Tri	ip Ger	eratio	n (Exis	ting a	nd Pro	posed)			
	Total Site Tri	p Gene	ration	201	362	563	480	297	777	478	429	907

 Table 1

 Arlington Downs Trip Generation Estimates

Use	Мо	orning F	Peak	Ev	ening P	eak	Sa	turday	Peak
	In	Out	Total	In	Out	Total	In	Out	Total
2018 PUD Proposal	201	362	563	480	297	777	478	429	907
2016 V3 Plan	360	465	825	549	357	906	502	474	976
2014 EEA Plan	296	337	633	765	587	1,352	832	781	1,613

Table 2Comparison of Previous PUD Proposals

### **Directional Distribution**

The trip distribution for the development is based on a combination of the existing traffic volumes going by the site, the existing road system and the distribution of residents in the area,. The trip distribution for the site is shown on **Table 3** and **Figure 4**.

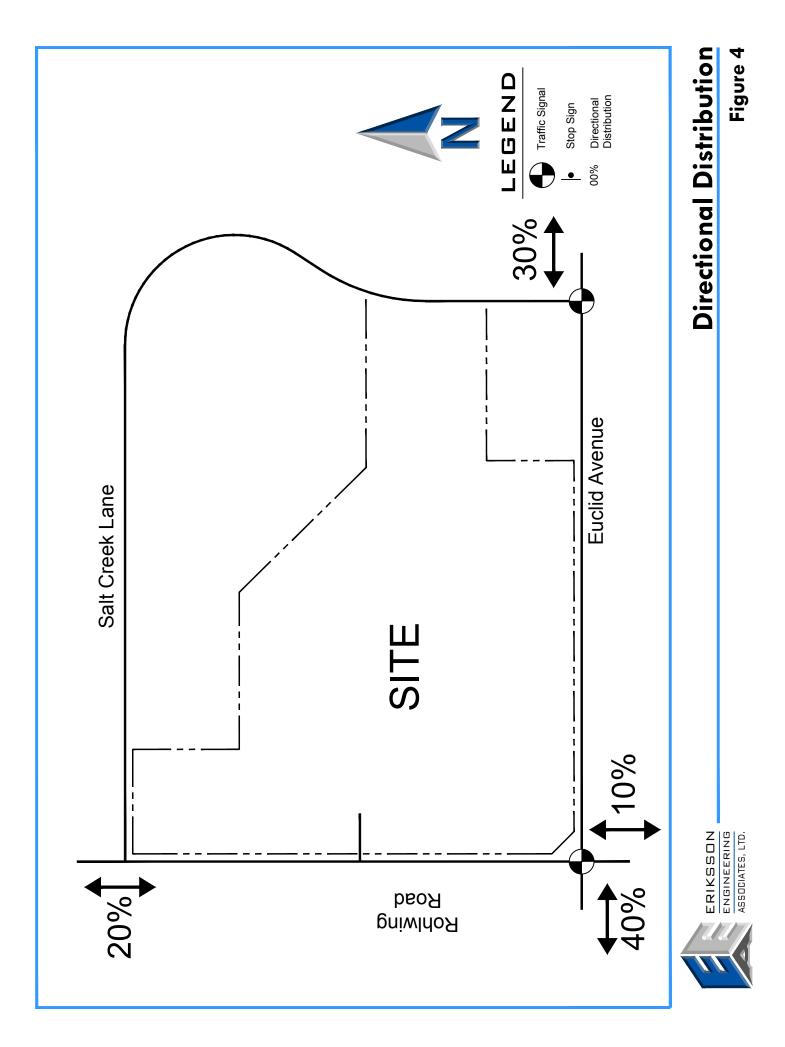
Direction	Distribution
North on Rohlwing Road	20%
East on Euclid Avenue	30%
West on Euclid Avenue	40%
South on Rohlwing Road	10%
Total	100%

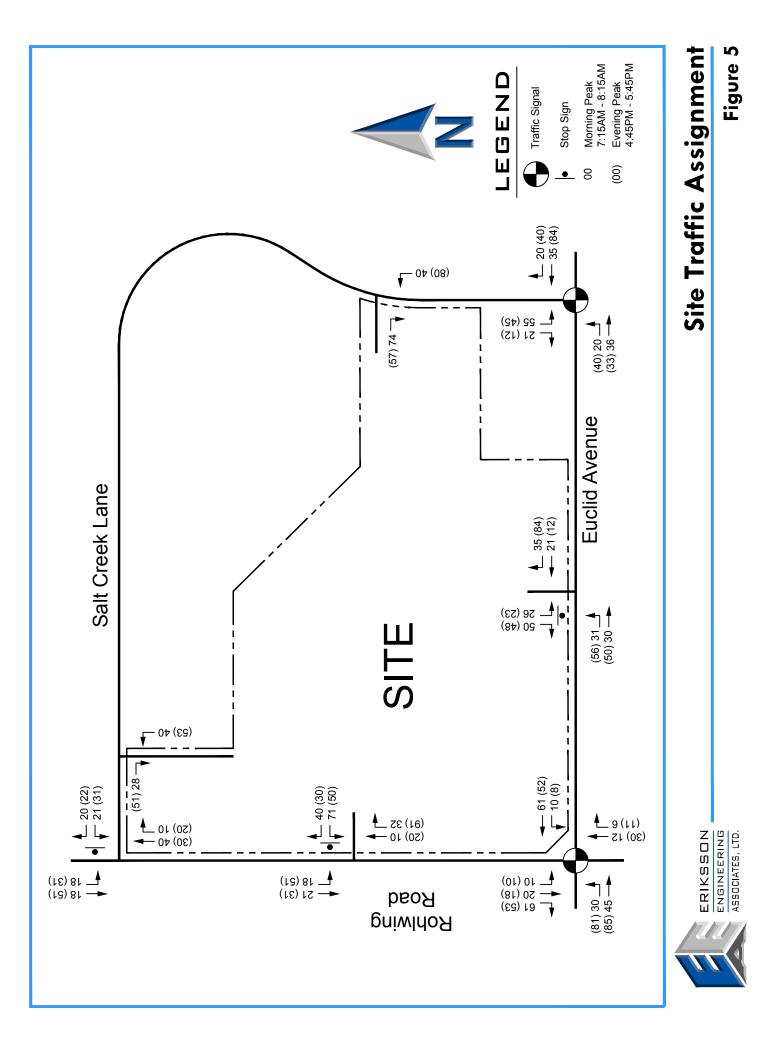
Table 3Directional Distribution on Adjacent Roadways

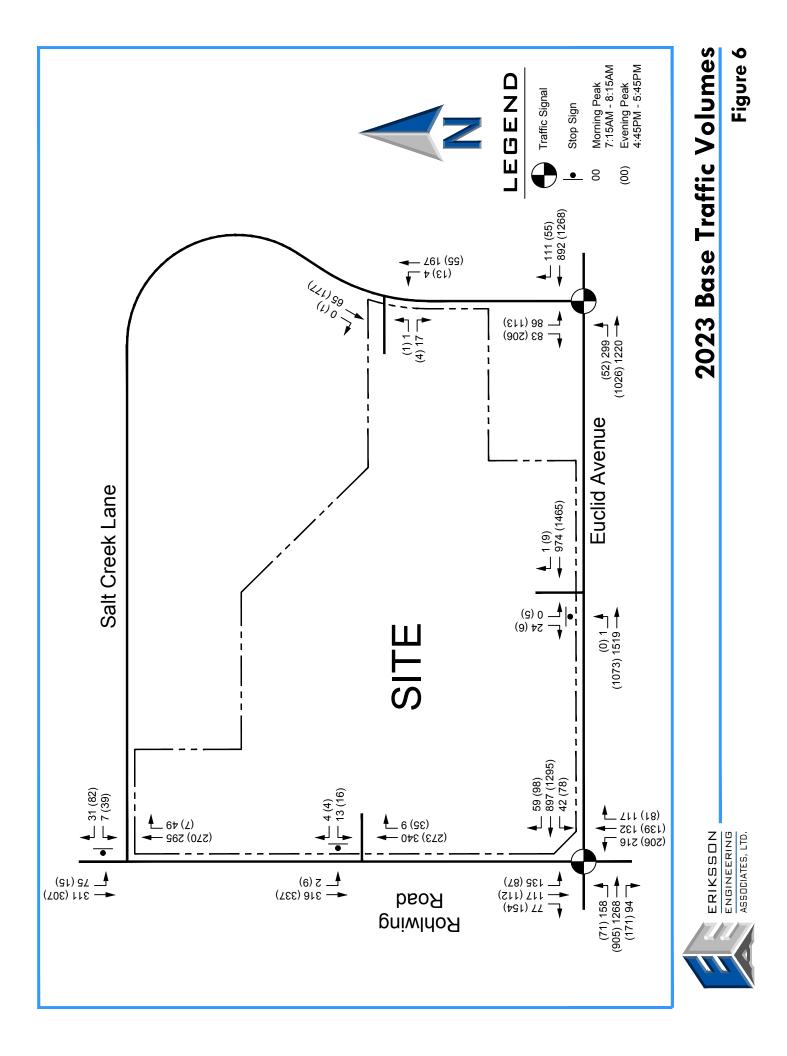
### Site Traffic and Total Traffic Volumes

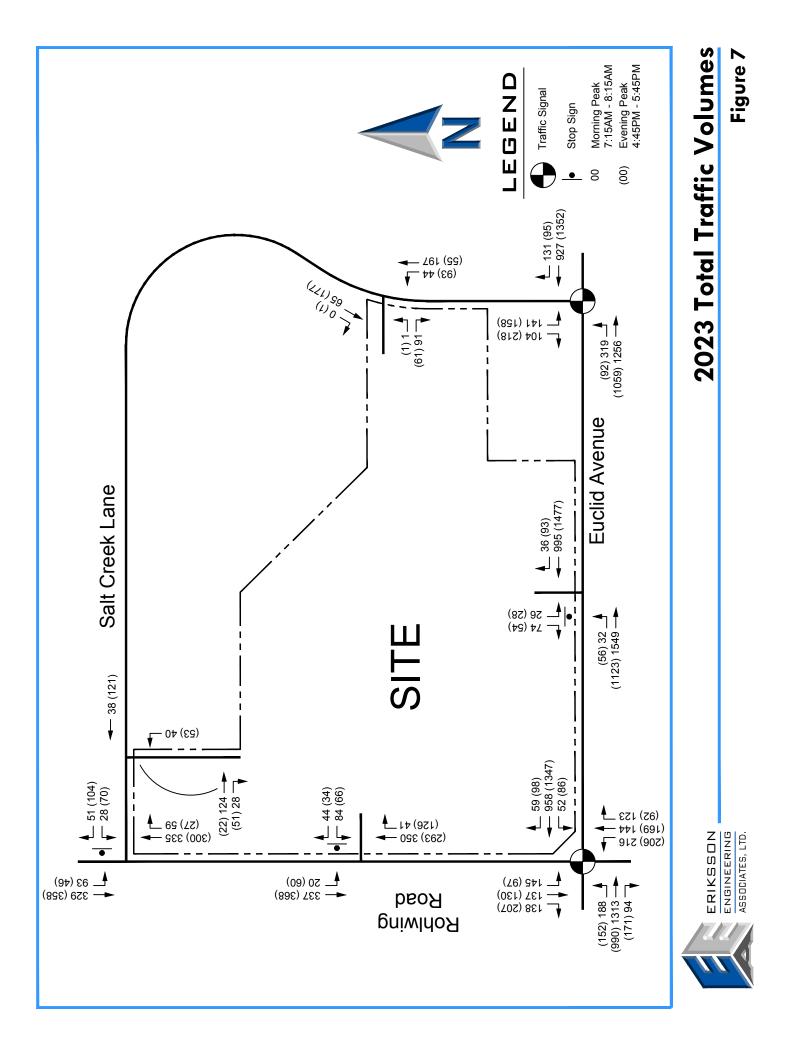
Development traffic was assigned to the road system and access drives based on the directional distribution from **Table 3** and the worst case trip generation assumption of all restaurants on Lot 4. **Figure 5** illustrates the development turning movements at each intersection or driveway.

Total traffic volumes are a combination of the existing traffic volumes, projected non-site growth in those volumes, and the site related traffic. Traffic projections were estimated for a period five years in the future (Year 2023). A regional growth rate of 1% per year was applied to the existing traffic volumes to obtain the base 2023 volumes (see **Figure 6**). The volumes from Figure 6 were combined with the site traffic volumes (Figure 5) to generate the Year 2023 total traffic volumes with full Arlington Downs development and are shown on **Figure 7**.









## 4 – ANALYSES

### **Intersection Capacity Analyses**

In order to determine the operation of the study area intersections and the access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

Level of	Description		ol Delay s/vehicle)
Service	•	Signals	Stop Signs
А	Minimal delay and few stops	<10	<10
В	Low delay with more stops	>10-20	>10-15
С	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Table 4 Level of Service Criteria for Intersections

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection using the Highway Capacity Software (version 7.5) to determine the existing and future operations of the road network and access system. These analyses were performed for the weekday peak-hours. The capacity analyses are summarized in **Table 5 and 6** and are included in the **Appendix**.

### Rohlwing Road and Euclid Avenue

The traffic signal at the intersection of Rohlwing Road and Euclid Avenue will continue to operate at an acceptable level of service with the growth in regional and site traffic. A southbound right-turn lane is proposed on Rohlwing Road at Euclid Avenue to help manage the existing and proposed traffic queueing on Rohlwing Road.

### Salt Creek Lane at Euclid Avenue

This signalized intersection will experience additional turning traffic from the development onto Salt Creek Lane. No additional improvements are needed.

### Salt Creek Lane at Rohlwing Road

With the proposed site access drive on Salt Creek Lane to the east, there will be additional traffic volumes turning onto Rohlwing Road. The left-turn onto Rohlwing Road in the evening peak hour will operate at LOS C as employees exit the industrial park and patrons exit Arlington Downs. No additional improvements are recommended.

Intersection	Approach	Mornir	ig Peak	Evenir	ng Peak	
intersection	Approach	2017	2023	2017	2023	
Euclid Avenue at Rohlwing Road (Traffic Signal)	Intersection	LOS C (21.3 sec)	LOS C (23.7 sec)	LOS C (20.2 sec)	LOS C (19.8 sec)	
Euclid Avenue at Salt Creek Lane (Traffic Signal)	Intersection	LOS A (5.5 sec)	LOS A (8.1 sec)	LOS A (8.1 sec)	LOS A (9.5 sec)	
Rohlwing Road	SB Left	LOS A	LOS A	LOS A	LOS A	
at Salt Creek Lane	WB Left	LOS B	LOS B	LOS C	LOS C	
(Stop Controlled)	WB Right	LOS B	LOS B	LOS B	LOS B	

Table 5External Intersection Level of Service

Table 6Site Access Level of Service

Intersection	Annroach	Mornir	ng Peak	Evenin	g Peak
Intersection	Approach	2017	2023	2017	2023
Arlington Downs North Access on Salt Creek Lane	WB Left		LOS A		LOS A
(Stop Controlled)	NB Left/Right		LOS A		LOS A
Rohlwing Road	SB Left	LOS A	LOS A	LOS A	LOS A
at Stonegate Boulevard	WB Left	LOS B	LOS B	LOS B	LOS C
(Stop Controlled)	WB Right	LOS B	LOS B	LOS A	LOS B
Euclid Avenue	EB Left	LOS B	LOS B	LOS B	LOS C
at Stonegate Boulevard	SB Left	LOS F	LOS F	LOS F	LOS F
(Stop Controlled)	SB Right	LOS B	LOS B	LOS C	LOS C
Arlington Downs South Access	NB Left	LOS A	LOS A	LOS A	LOS A
on Salt Creek Lane	EB Left	LOS B	LOS B	LOS B	LOS B
(Stop Controlled)	EB Right	LOS A	LOS A	LOS A	LOS A

### South Salt Creek Lane Access

The existing full access point on Salt Creek Lane is located approximately 560 feet north of Euclid Avenue. It will remain under stop sign control. A northbound left-turn lane should be striped within the existing cross-section of Salt Creek Lane so that left-turns into the site will not block through traffic continuing to the business park. The northbound left-turn lane should provide 115 feet of storage. For exiting traffic, separate left- and right-turn lanes should be provided which would require the entrance road to be widened approximately seven feet. This will allow the right-turns to turn without being blocked by left-turning vehicles. The eastbound left-turn lane should provide 115 feet of storage.

### North Salt Creek Lane Access

A new full access point on Salt Creek Lane is proposed approximately 300 feet east of Euclid Avenue. That location was previously a driveway to a small industrial building. It will have one inbound and one outbound lane with exiting traffic under stop sign control. No improvements are proposed on Salt Creek Lane.

### **Euclid Avenue at Stonegate Boulevard**

Stonegate Boulevard has been constructed with two inbound lanes and two outbound lanes (left and right). Leftturns from Euclid Avenue into the site are prohibited during peak time of the day. A left-turn lane will be needed on Euclid Avenue for traffic turning into the site so it does not block thru traffic on Euclid Avenue. Euclid Avenue will be widened to five lanes between the signalized intersections at Rohlwing Road and Salt Creek Lane.

### **Rohlwing Road at Stonegate Boulevard**

Stonegate Boulevard has been constructed with two inbound lanes and two outbound lanes (left and right). It will be under stop sign control. The center median on Rohlwing Road has been stripped with a southbound left-turn lane.

# **5 - CONCLUSIONS**

Based on the analysis of the existing and projected traffic conditions for the revised Arlington Downs PUD, the following conclusions were developed:

- 1. The revised Arlington Downs PUD proposal will generate between 563 and 777 total vehicle trips during the peak-hours. This volume of site traffic is less than prior PUD proposals.
- 2. The overall road network and site access system can accommodate the projected site and regional traffic growth through the Year 2023 with excess capacity available.
- 3. The intersection of Euclid Avenue and Rohlwing Road will need a southbound right-turn lane at Euclid Avenue.
- 4. The Stonegate Boulevard intersection on Euclid Avenue requires an eastbound left-turn lane for turns into the site.
- 5. A new access drive is proposed on the northern section of Salt Creek Lane with one inbound and one out bound lane.
- 6. No additional site access is proposed.



## **APPENDIX**

- Existing Traffic Counts
- Intersection Capacity Analyses



### Peak Hour Factor 0.88 **0.89** 0.88 0.86 0.97 0.93 0.97 0.94 0.92 0.95 0.97 **0.97** 0.96 0.94 **0.98** Minute Totals 3069 **3117** 3084 3021 3043 3117 3226 **3233** 3191 2037 **2106** 2096 2031 1990 2838 ç Minute Totals 3233 2106 645 751 797 876 693 693 718 734 693 3117 744 759 816 818 818 833 833 766 470 501 526 539 539 491 475 485 15 Left Turn 110 227 227 118 220 220 21 15 115 138 40 41 35 34 34 33 30 30 279 **150 Euclid Avenue** Arlington Heights, IL Eastbound Through 2348 1209 183 188 189 201 216 238 238 238 212 165 197 177 177 177 177 170 174 1410 **732** 277 287 342 325 325 255 277 277 279 306 |634 **862** Right Turn 21 27 27 33 35 35 35 35 24 24 24 24 24 35 24 139 35 23 21 22 25 27 27 27 27 28 28 28 Left Turn 45 51 53 43 43 40 49 49 49 375 375 **206** 37 46 46 44 41 42 43 42 43 336 173 57 45 45 42 42 48 46 46 368 368 Rohlwing Road Northbound Through 23 42 35 35 33 33 33 33 20 221 Right Turn 20 25 25 23 35 22 11 Left Turn 115 21 22 12 17 17 17 17 17 17 17 **7** 8 **6** Euclid Avenue Westbound Through 282 284 315 315 315 315 315 291 307 291 539 8**26** 155 214 195 186 199 189 | 65 | 53 | 76 | 76 | 53 | 16 | 144 | 56 279 562 Right Turn 10 9 13 14 14 13 13 **56 3**2 21 37 4 6 13 7 7 6 6 Left Turn 205 125 16 25 34 37 23 23 23 18 70 35 Thursday April 20, 2017 15 17 16 15 17 16 14 23 24 20 30 35 20 30 35 21 0 30 35 20 30 30 35 21 20 23 37 27 25 25 29 27 26 20 21 12 26 26 20 139 196 20 10 71 108 12 20 2017 2017 **Rohlwing Road** Southbound Through Thursday April 20, Saturday April 22, **2**3 10 13 13 13 13 13 13 13 Right Turn 330 **147** 20 11 15 15 14 14 14 14 **53** 60 51 53 34 30 30 27 27 11:15AM-12:15PM 7:15-8:15 AM 4:45-5:45 PM 12:15 PM 12:30 PM 12:45 PM 11:15 AM 11:30 AM 11:45 AM 12:00 PM 7:00 AM 12:00 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 4:15 PM 4:30 PM 5:00 PM 5:30 PM 7:15 AM 7:30 AM 4:00 PM 4:45 PM 5:15 PM 8:45 AM 5:45 PM Begin Total Time Total Total

**Euclid Avenue at Rohlwing Road** 



# **Euclid Avenue at Stonegate Boulevard**

					<b>Arlington Heights, IL</b>	łeights, IL			
	Stonegate Blvd.	e Blvd.	Euclid	Euclid Avenue	Euclid Avenue	venue			
	Southbound	ound	West	Westbound	Eastbound	ound	15	60	Peak
Begin	Right	Left	Right			Left	Minute	Minute	Hour
Time	Turn	Turn	Turn	Through	Through	Turn	Totals	Totals	Factor
	Thursday April 20,		2017						
7:00 AM	4	0	0	223	340	0	567	2348	06.0
7:15 AM	9	0	0	203	354	0	563	2271	0.87
7:30 AM	6	0	0	187	371	0	567	2243	0.86
7:45 AM	4	0	0	270	377	0	651	2225	0.85
8:00 AM	5	0	-	201	282	-	490	2131	0.96
8:15 AM	5	-	2	218	309	0	535		
8:30 AM	ო	0	-	219	326	0	549		
8:45 AM	-	2	1	203	348	2	557		
Total	37	с	5	1724	2707	3			
7:15-8:15 AM	24	0	-	861	1384	1	2271		
	Thursday April 20,	April 20, 2	2017						
4:00 PM	2	0	0	358	202	l	268	2247	0.94
4:15 PM	-	0	-	321	198	0	521	2306	0.92
4:30 PM	0	-	0	334	228	0	563	2417	0.96
4:45 PM	-	-	2	339	252	0	595	2426	0.96
5:00 PM	0	0	ო	363	261	0	627	2377	0.94
5:15 PM	ო	-	2	353	273	0	632		
5:30 PM	2	ო	2	337	228	0	572		
5:45 PM	2	0	0	292	252	0	546		
Total	11	6	10	2697	1899	-			
4:45-5:45 PM	9	5	6	1392	1014	0	2426		



# **Euclid Avenue at Salt Creek Lane**

					<b>Arlington Heights, IL</b>	Heights, IL			
	Salt Creek Lane	ek Lane	Euclid	Euclid Avenue	Euclid Avenue	Venue			
	Southbound	ound	West	Westbound	Eastbound	ound	15	60	Peak
Begin	Right	Left	Right			Left	Minute	Minute	Hour
Time	Turn	Turn	Turn	Through	Through	Turn	Totals	Totals	Factor
	Wednesday	y April 19,	, 2017						
7:00 AM	10	11	18	157	262	64	522	2418	0.88
7:15 AM	18	19	23	190	264	64	578	2505	0.91
7:30 AM	25	23	16	239	309	73	685	2488	0.91
7:45 AM	18	25	37	219	253	81	633	2356	0.93
8:00 AM	22	19	35	196	256	81	609	2267	0.93
8:15 AM	14	29	28	178	246	66	561		
8:30 AM	6	29	24	176	246	69	553		
8:45 AM	15	30	29	168	240	62	544		
Total	131	185	210	1523	2076	560			
7:15-8:15 AM	83	86	111	844	1082	299	2505		
	Wednesday April 19, 2017	y April 19,	, 2017						
4:00 PM	19	29	4	305	210	18	627	2425	0.97
4:15 PM	58	30	6	254	221	13	585	2421	0.97
4:30 PM	55	29	12	289	213	16	614	2408	0.97
4:45 PM	42	30	23	271	219	14	599	2446	0.94
5:00 PM	75	31	8	279	221	6	623	2412	0.92
5:15 PM	51	26	10	259	215	11	572		
5:30 PM	38	26	14	329	227	18	652		
5:45 PM	33	18	6	266	221	21	565		
Total	413	219	86	2252	1747	120			
4:45-5:45 PM	206	113	55	1138	882	52	2446		



# Salt Creek Lane at 1 Arlington Access Drive

					<b>Arlington Heights, IL</b>	Heights, IL			
	Salt Cré	Salt Creek Lane	Salt Creek Lane	sk Lane	1 Arlington Access	n Access			
	South	Southbound	Northbound	ound	Eastbound	ound	15	60	Peak
Begin	Right			Left	Right	Left	Minute	Minute	Hour
Time	Turn	Through	Through	Turn	Turn	Turn	Totals	Totals	Factor
	Wednesdo	Wednesday April 19,	, 2017						
7:00 AM	0	6	30	0	2	0	41	240	0.67
7:15 AM	0	13	42	0	4	0	59	284	0.80
7:30 AM	0	=	35	0	5	0	51	297	0.83
7:45 AM	0	19	63	2	5	0	89	310	0.87
8:00 AM	0	22	57	2	ო	L	85	287	0.84
8:15 AM	0	12	54	-	4	L	72		
8:30 AM	0	11	51	0	-	L	64		
8:45 AM	0	15	49	1	-	0	66		
Total	0	112	182	9	25	3			
7:15-8:15 AM	0	65	197	4	17	-	284		
	Wednesdo	Wednesday April 19,	, 2017						
4:00 PM	0	56	01	2	2	0	02	271	0.87
4:15 PM	-	42	10	0	0	-	54	271	0.87
4:30 PM	0	54	20	2	2	0	78	273	0.88
4:45 PM	0	42	22	ო	2	0	69	251	0.90
5:00 PM	0	55	12	2	-	0	70	227	0.81
5:15 PM	0	40	1	4	0	-	56		
5:30 PM	-	40	10	4	-	0	56		
5:45 PM	0	31	12	1	-	0	45		
Total	2	360	107	18	6	2			
4:45-5:45 PM	-	177	55	13	4	-	251		



# Rohlwing Road at Stonegate Boulevard

					Arlington	Arlington Heights, IL			
	Rohlwing Road	g Road	Stonegate Blvd.	te Blvd.	Rohlwi	Rohlwing Road			
	Southbound	ound	Westbound	ound	North	Northbound	15	60	Peak
Begin		Left	Right	Left	Right		Minute	Minute	Hour
Time	Through	Turn	Turn	Turn	Turn	Through	Totals	Totals	Factor
	Thursday April 20		2017						
7:00 AM	46	0	-	с	2	87	139	622	0.91
7:15 AM	65	0	0	-	2	79	147	623	0.91
7:30 AM	85	_	2	С	-	79	171	607	0.89
7:45 AM	76	0	-	5	7	81	165	570	0.86
8:00 AM	72	_	-	4	4	58	140	504	0.90
8:15 AM	63	0	0	-	-	66	131		
8:30 AM	64	_	2	с	2	62	134		
8:45 AM	48	3	0	2	2	44	99		
Total	519	9	7	22	16	556			
7:15-8:15 AM	298	2	4	13	6	297	623		
	Thursday April 20, 2017	April 20, 2	017						
4:00 PM	06	2	l	4	4	53	154	608	0.99
4:15 PM	84	-	0	2	4	61	152	632	0.89
4:30 PM	61	0	0	2	9	55	154	649	0.91
4:45 PM	79	ო	0	2	4	60	148	640	0.90
5:00 PM	61	-	4	5	~	70	178	601	0.84
5:15 PM	89	5	0	5	12	58	169		
5:30 PM	62	0	0	4	12	67	145		
5:45 PM	55	1	2	2	5	44	109		
Total	641	13	7	26	54	468			
4:45-5:45 PM	321	6	4	16	35	255	640		



# Rohlwing Road at Salt Creek Lane

					Arlington Heights,	Heights, IL			
	Rohlwing Road	g Road	Salt Creek Lane	ek Lane	Rohlwi	Rohlwing Road			
	Southbound	ound	Westbound	ound	North	Northbound	15	60	Peak
Begin		Left	Right	Left	Right		Minute	Minute	Hour
Time	Through	Turn	Turn	Turn	Turn	Through	Totals	Totals	Factor
	Thursday A	April 20, 2	2017						
7:00 AM	42	15	5	2	17	63	144	679	0.87
7:15 AM	61	14	10	2	10	63	160	669	0.90
7:30 AM	83	19	~	2	11	73	195	698	0.89
7:45 AM	75	22	8	-	13	61	180	650	0.90
8:00 AM	75	20	9	2	15	46	164	580	0.88
8:15 AM	65	21	~	2	6	55	159		
8:30 AM	64	14	5	2	6	53	147		
8:45 AM	56	6	3	2	11	32	110		
Total	521	131	51	15	95	446			
7:15-8:15 AM	294	75	31	7	49	243	669		
	Thursday April 20,		2017						
4:00 PM	23	5	17	13	L	61	170	681	0.92
4:15 PM	61	ო	14	14	4	50	146	688	0.92
4:30 PM	78	4	23	10	2	62	179	709	0.95
4:45 PM	66	ო	38	15	2	62	186	672	0.90
5:00 PM	77	4	18	8	2	68	177	611	0.86
5:15 PM	78	4	17	10	-	57	167		
5:30 PM	53	4	6	6	2	68	142		
5:45 PM	54	6	14	6	0	45	125		
Total	540	33	150	82	14	473			
4:45-5:45 PM	274	15	82	39	~	255	672		

### HCS7 Signalized Intersection Results Summary

	HCS	57 Sig	nalize	ed Int	ersec	tion R	Resul	ts Sun	nmary	/					
General Information							1	Intersect	ion Info	ormatic	n		*	, bala	
Agency	EEA							Duration,		0.25	///		یا ل		
Analyst	AJB		Analys	vic Dot	e May 1	2017		Area Type		Other		 *		N.	
Jurisdiction	Arlington Heights/		Time F			8:15 AN		PHF	5	0.91				* ◆	
Urban Street	CCDOTH Euclid Avenue		Analys	sis Yea	r 2017			Analysis	Period	1> 7:1	15				
Intersection	Euclid Ave/Salt Cre	ekin	File Na			I-Salt Cr		M Exst.xu				_	4145	7 tu 7	
Project Description	Existing Conditions								5						
						1			1						
Demand Information			<u> </u>	EB			WB	1	<u> </u>	NB		<u> </u>	SB	11	
Approach Movement			L	T	R	L	T	R	L	Т	R	L	Т	R	
Demand (v), veh/h			299	1148	3		844	111				86		83	
Signal Information				2		JJ							_		
Cycle, s 120.0	Reference Phase	2	1	₽.	_ <u>_</u> _ *						_	4			
Offset, s 0	Reference Point	End	Green	10.0	86.4	8.6	0.0	0.0	0.0	_	1	2	3	4	
Uncoordinated No	Simult. Gap E/W	On	Yellow		4.0	4.0	0.0	0.0	0.0	_₽	▶	4			
Force Mode Fixed	Simult. Gap N/S	On	Red	0.0	2.0	2.0	0.0	0.0	0.0		5	6	7	8	
												10			
Timer Results			EBL	-	EBT	WB	L	WBT	NBL	-	NBT	SBL	-	SBT	
Assigned Phase			5		2			6					_	4	
Case Number			1.0		4.0			8.3					_	9.0	
Phase Duration, s	```		13.0		105.4	<u> </u>		92.4				<u> </u>	_	14.6	
Change Period, (Y+R			3.0		6.0	<u> </u>		6.0				<u> </u>	-	6.0	
Max Allow Headway (	-		3.1		0.0			0.0				<u> </u>	+	3.2 8.4	
Queue Clearance Time Green Extension Time			7.3		0.0			0.0					-	0.4	
Phase Call Probability	( <i>ye</i> ), s		1.00		0.0			0.0					+	1.00	
Max Out Probability			0.00									<u> </u>	-	0.00	
			0.00									1		0.00	
Movement Group Res	sults			EB			WB			NB			SB		
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Assigned Movement			5	2			6	16				7		14	
Adjusted Flow Rate ( v			329	1262			536	514				95		91	
Adjusted Saturation Flo		ln	1739	1830			1826					1739		1547	
Queue Service Time (			5.3	0.0		<u> </u>	25.6	2.3				6.4		6.4	
Cycle Queue Clearanc	e lime (gc), s		5.3	0.0		<u> </u>	25.6	2.3				6.4		6.4	
Green Ratio ( $g/C$ ) Capacity ( $c$ ), veh/h			0.82 471	0.83			0.72					0.07 125		0.16	
Volume-to-Capacity Ra	$x_{io}(X)$		0.698	0.416			0.407					0.757		0.380	
Back of Queue (Q), ft		)	169.2	8.3	<u></u>		38.5	36.1				134.7		113.6	
Back of Queue (Q), v			6.5	0.3			1.5	1.4				5.2		4.4	
Queue Storage Ratio (	· · ·	-	1.13	0.00	<u> </u>		0.00	0.00				0.00		0.00	
Uniform Delay (d1), s		,	10.2	0.0			0.7	0.7				54.7		45.5	
Incremental Delay ( d a			0.7	0.4			0.9	1.0				3.5		0.4	
Initial Queue Delay ( d	з ), s/veh		0.0	0.0			0.0	0.0				0.0		0.0	
Control Delay (d), s/v	eh		10.9	0.4			1.7	1.7				58.2		45.9	
Level of Service (LOS)			В	Α			A	Α				E		D	
Approach Delay, s/veh			2.6		А	1.7		А	0.0			52.1		D	
Intersection Delay, s/ve	eh / LOS				5	i.5						Α			
, , , , , , , , , , , , , , , , , , ,						5.5									
				ED		WB			NP			СD	SB		
Multimodal Results Pedestrian LOS Score			0.62	EB	A	1.86	1	В	2.16	NB	В	2.33	11	В	

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### **HCS7 Signalized Intersection Results Summary**

		HCS	7 Sig	nalize	ed In	tersec	tion	Re	sult	ts Sun	nmary	/				
1																
General Inforn	nation	1								ntersect		1	on	_	* 1 f	
Agency		EEA								Duration,	h	0.25		_		×
Analyst		AJB		Analys	sis Da	te May '	1, 201	7	Α	Area Type	)	Other		≯		▲ 5-
Jurisdiction		Arlington Heights/ CCDOTH		Time F	Period	4:45 ·	5:45	рМ	F	PHF		0.94		4 hh 45		÷ + + *
Urban Street		Euclid Avenue		Analys	sis Yea	ar 2017			Α	Analysis I	Period	1> 16	:45			
Intersection		Euclid Ave/Salt Cre	ek Ln	File Na	ame	Euclio	d-Salt	Cree	k PN	/I Exst.xu	s			٢	* 1 **	7 4 7
Project Descrip	tion	Existing Conditions	;													
Demand Inform	nation				EB				WB			NB			SB	
Approach Move				L	Т	R			T	R		T	R	L	Т	R
Demand (v), v				52	975		+		1195		<u> </u>	<u> </u>		113		206
Demand (V), V	CH/H			52	570	,			1100	5 00				110		200
Signal Informa	ation				2		JJ	U								
Cycle, s	120.0	Reference Phase	2	1	B.	- <mark></mark> - 1		3						<b>4</b>		$\mathbf{\Lambda}$
Offset, s	0	Reference Point	End		0.4	70.5	47	4	0.0	0.0	0.0	_	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		79.5	17 4.(		0.0 0.0	0.0	0.0		<b>X</b>	4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	2.0	2.0		0.0	0.0	0.0		5	6	7	8
	- mou				10.0	12.0		· 1	0.0		10.0					
Timer Results				EBI	_	EBT	V	/BL		WBT	NBL		NBT	SBL		SBT
Assigned Phas	e			5		2			-	6						4
Case Number				1.0		4.0			+	8.3						9.0
Phase Duration	1.5			11.4		96.9			-	85.5						23.1
Change Period	-			3.0		6.0			+-	6.0						6.0
Max Allow Head				3.1		0.0			+	0.0						3.2
Queue Clearan	• •			2.9		0.0	-		+	0.0						16.9
Green Extensio				0.0		0.0	-		+	0.0						0.2
Phase Call Pro		(90), 3		0.84		0.0			+	0.0						1.00
Max Out Proba				0.00			-		+					<u> </u>		1.00
Max Out 100a	onity			0.00	, 1											1.00
Movement Gro	oup Res	sults			EB			,	WB			NB			SB	
Approach Move	ement			L	Т	R	L		Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2				6	16				7		14
Adjusted Flow I	Rate ( v	), veh/h		55	1037	7		e	669	660				120		219
Adjusted Satura	ation Flo	ow Rate (s), veh/h/	In	1810	1904	l I		1	900	1870				1810		1610
Queue Service				0.9	0.0			2	26.1	9.4				7.3		14.9
Cycle Queue C	learanc	e Time (gc), s		0.9	0.0			2	26.1	9.4				7.3		14.9
Green Ratio ( g				0.75	0.76	;		C	0.66	0.66				0.14		0.21
Capacity (c), v	/eh/h			373	2884	L I		1	258	1238				258		343
Volume-to-Cap	acity Ra	atio(X)		0.148	0.36	D I			.532					0.466		0.639
-	-	/In (95 th percentile)	)	12.8	6.3			1	19.4	118.2				147.8		250.3
Back of Queue	(Q), ve	eh/ln ( 95 th percent	ile)	0.5	0.3				4.8	4.7				5.9		10.0
		RQ) (95 th percen		0.09	0.00			C	0.00	0.00				0.00		0.00
Uniform Delay				7.5	0.0				2.9	2.9				47.2		43.0
Incremental De				0.1	0.4				1.6	1.6				0.5		2.0
Initial Queue De		•		0.0	0.0				0.0	0.0				0.0		0.0
Control Delay (	d ), s/ve	eh		7.6	0.4				4.5	4.6				47.7		45.0
Level of Service	e (LOS)			Α	Α				А	A				D		D
Approach Dela	. ,			0.7		A	4	1.6		A	0.0		1	46.0		D
Intersection De							3.1							A		
	•.													1		
Multimodal Re					EB				WB	_		NB			SB	
Pedestrian LOS				0.65		A		.87		В	2.16		В	2.33		B
Bicycle LOS So	core / LC	05		1.39	)	А	1	.58		В						F

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		Н	CS7	Two-	Way	' Stoj	p-Co	ntrol	l Rep	ort						
neral Information							Site	Inforr	natio	n						
alyst	AJB						Inters	ection			Euclio	d Ave/Sto	onegate	Blvd		
ency/Co.	EEA						Jurisc	liction			CCDC					
te Performed	5/1/2	017					East/	West Str	eet		Euclio	d Avenue	9			
alysis Year	2017						North	n/South :	Street		Stone	egate Bo	ulevard			
ne Analyzed	7:15 -	- 8:15 AN	л				Peak	Hour Fa	ctor		0.87	5				
ersection Orientation	East-	West					Analy	sis Time	Period (	(hrs)	0.25					
ject Description	Existi	ng Cond	litions													
nes	_															
				J 4 1 7 4 7 7		or Street: Ea		4 1 4 4 7 1								
hicle Volumes and A	djustme	ents														
proach		Eastk	bound			West	bound			North	bound			South	bound	
vement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
ority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
mber of Lanes	0	0	2	0	0	0	2	0		0	0	0		1	0	1
nfiguration	_	LT	Т				Т	TR						L		R
ume (veh/h)		1	1447				926	1						0		24
cent Heavy Vehicles (%)		3												3		3
portion Time Blocked																
cent Grade (%)															0	
ht Turn Channelized														Ν	10	
dian Type   Storage				Undi	vided											
tical and Follow-up H	leadwa	ys														
e Critical Headway (sec)		4.1												7.5		6.9
tical Headway (sec)		4.16												6.86		6.96
e Follow-Up Headway (sec)		2.2												3.5		3.3
low-Up Headway (sec)		2.23												3.53		3.33
lay, Queue Length, a	nd Leve	l of S	ervice													
w Rate, v (veh/h)		1												0		28
oacity, c (veh/h)		644												60		489
Ratio		0.00												0.00		0.06
% Queue Length, Q₃₅ (veh)		0.0												0.0		0.2
ntrol Delay (s/veh)		10.6												64.8		12.8
el of Service (LOS)		В												F		В
proach Delay (s/veh)		C	).1											1	2.8	
ntrol Delay (s/veh) rel of Service (LOS)		10.6 B	0.1												64.8 F	64.8

Approach LOS

В

		Н	CS7	Two-	Way	' Stoj	p-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						
Analyst	AJB						Inters	ection			Euclic	d Ave/Ste	onegate	Blvd		
Agency/Co.	EEA						Jurisd	liction			CCDC	отн	-			
Date Performed	5/1/2	017					East/	Nest Str	eet		Euclic	d Avenue	9			
Analysis Year	2017						North	/South	Street		Stone	egate Bo	ulevard			
Time Analyzed	4:45	- 5:45 AN	Л				Peak	Hour Fa	ctor		0.96					
Intersection Orientation	East-	West					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Existi	ng Cond	itions													
Lanes																
				<u> </u>		or Street: Ea	st-West	1 1 4 4 1 1								
Vehicle Volumes and Ad	justme	ents														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		LT	Т				Т	TR						L		R
Volume (veh/h)		0	1022				1392	9						5		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized														Ν	10	
Median Type   Storage				Undi	vided											
<b>Critical and Follow-up H</b>	eadwa	ys														
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)		0												5		6
Capacity, c (veh/h)		454												53		363
v/c Ratio		0.00												0.10		0.02
95% Queue Length, Q <sub>95</sub> (veh)		0.0												0.3		0.1
Control Delay (s/veh)		12.9												80.9		15.1
Level of Service (LOS)		В												F		С
Approach Delay (s/veh)		0	.0											4	5.0	
	-								-							

Approach LOS

Е

		H	CS7 <sup>-</sup>	Two-	Way	Stop	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natior	ı						
Analyst	AJB						Inters	ection			Rohlw	ving Rd/	Salt Cree	ek Ln		
Agency/Co.	EEA						Jurisd	liction			Arling	ton Heig	ghts			
Date Performed	5/1/2	017					East/\	Nest Stre	eet		Salt C	reek Lar	ne			
Analysis Year	2017						North	/South S	Street		Rohlw	ving Roa	d			
Time Analyzed	7:15 -	8:15 AN	1				Peak	Hour Fac	tor		0.90					
Intersection Orientation	North	-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Existir	ng Condi	tions													
Lanes																
				1.												
				14 174 17		۲ ۲ ۲ Street: Nor	↑ ۲ r th-South	14 4 1 1 4 4 1 4 4 4 4 4 4 4 4 4 4 4 4								
Vehicle Volumes and A	Adjustme	nts		141741			<mark>ት ት ሶ</mark> th-South	A 1000								
Vehicle Volumes and A	Adjustme	<b>nts</b> Eastb	ound	141741				4		North	bound			South	bound	
	Adjustme		ound	R		Street: Nor		4	U	North	bound	R	U	South	bound	R
Approach		Eastb		74	Major	Street: Nor	oound	1247	U 1U			R 3	U 4U			R
Approach Movement		Eastb L	Т	R	Major	Street: Nor Westl	oound T	R	-	L	T		-	L	Т	
Approach Movement Priority		Eastb L 10	T 11	R 12	Major	Westl	oound T 8	R 9	10	L 1	T 2	3	4U	L 4	T 5	6

volume (ven/n)						/		51		270	49		/5	294
Percent Heavy Vehicles (%)						3		3					3	
Proportion Time Blocked														
Percent Grade (%)						(	C							
Right Turn Channelized						Ν	lo							
Median Type   Storage				Left	Only						:	1		
Critical and Follow-up H	eadwa	ys												
Base Critical Headway (sec)						7.1		6.2					4.1	
Critical Headway (sec)						6.43		6.23					4.13	
Base Follow-Up Headway (sec)						3.5		3.3					2.2	
Follow-Up Headway (sec)						3.53		3.33					2.23	
Delay, Queue Length, an	d Leve	l of S	ervice	)										
Flow Rate, v (veh/h)						8		34					83	
Capacity, c (veh/h)						430		703					1188	

Flow Rate, v (veh/h)			8		34			83		
Capacity, c (veh/h)			430		703			1188		
v/c Ratio			0.02		0.05			0.07		
95% Queue Length, Q <sub>95</sub> (veh)			0.1		0.2			0.2		
Control Delay (s/veh)			13.5		10.4			8.3		
Level of Service (LOS)			В		В			А		
Approach Delay (s/veh)			11	0				1.	.7	
Approach LOS			E	3						

		H			- )				Rep	ort						
General Information							Site	Inforr	natio	า						
Analyst	AJB						Inters	ection			Rohlv	ving Rd/	Salt Cree	ek Ln		
Agency/Co.	EEA						Jurisc	liction			Arling	gton Hei	ghts			
Date Performed	5/1/2	017					East/	West Str	eet		Salt C	reek Lar	ne			
Analysis Year	2017						North	n/South S	Street		Rohlv	ving Roa	d			
Time Analyzed	4:45 -	- 5:45 PN	1				Peak	Hour Fa	ctor		0.90					
Intersection Orientation	North	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Existi	ng Cond	itions													
Lanes																
				14 4 7 4 ቀ የ	A T Major	۲ ۲ Street: Nor	th-South	14 471								
Vehicle Volumes and A	djustme	nts														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Approach		L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	
Movement	U										2	3			<u> </u>	F
		10	11	12		7	8	9	10	1	2	3	4U	4	5	
Movement			11 0	12 0		7 1	8 0	9 1	1U 0	1	1	0	4U 0	4		
Movement Priority		10					-	-	-				-		5	(
Movement Priority Number of Lanes		10				1	-	1	-			0	-	1	5	-
Movement Priority Number of Lanes Configuration		10				1 L	-	1 R	-		1	0 TR	-	1 L	5 1 T	F

Proportion Time Blocked														
Percent Grade (%)							C							
Right Turn Channelized						Ν	lo							
Median Type   Storage				Left	Only						1			
Critical and Follow-up He	adwa	ys												
Base Critical Headway (sec)						7.1		6.2				4.1		
Critical Headway (sec)						6.43		6.23				4.13		
Base Follow-Up Headway (sec)						3.5		3.3				2.2		
Follow-Up Headway (sec)						3.53		3.33				2.23		
Delay, Queue Length, and	l Leve	l of S	ervice											
Flow Rate, v (veh/h)						43		91				17		
Capacity, c (veh/h)						527		749				1263		
v/c Ratio						0.08		0.12				0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.3		0.4				0.0		
Control Delay (s/veh)						12.4		10.5				7.9		
Level of Service (LOS)						В		В				А		
Approach Delay (s/veh)						11	L.1					0	.4	

Approach LOS

В

### **HCS7 Signalized Intersection Results Summary**

		HCS	7 Sig	nalize	ed Int	ersec	tion F	Resu	lts Sur	nmar	У				
• • • •														비가하기	L I
General Inform	ation	( <u></u> .							Intersec			on	_	4 A 44 +	42 LA
Agency		EEA							Duration	,	0.25				K
Analyst		SBC				e Apr 4			Area Typ	e	Other				
Jurisdiction		Arlington Heights/ CCDOTH		Time F	Period	7:15 -	8:15 AI	M	PHF		0.89		1 1		* ↑ ↓ ☆
Urban Street		Euclid Avenue		Analys	sis Yea	r 2017			Analysis	Period	1> 7:	15		ን ነ	×
Intersection		Euclid Ave/Rohlwing	g Rd	File Na	ame	Euclic	l-Rohlwi	ing AN	1 Exst.xu	S			75	1114Y	1 1
Project Descript	tion	Existing Conditions													
Demand Inform	nation				EB			W	3		NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			150	1209	89	40	85	4 56	206	126	111	128	111	73
				1					1						
Signal Informa	tion				2	2			5	- 20	a	_	ð -	ĸ	<b>X</b>
Cycle, s	120.0	Reference Phase	2		Г " «	TŘ –	- Hế 🕯		5 54	r s	12 -		¥ 2		ктя
Offset, s	0	Reference Point	End	Green	2.7	1.6	63.3	10.		19.4			2		~
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0	4.0	3.0		4.0			<b>Z</b>	5	- <b>N</b> ZZ
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		5	<b>Y</b> 6	7	8
Timer Results				EBI		EBT	WB	1	WBT	NBI		NBT	SBI		SBT
Assigned Phase				<u>ЕВ</u>		6	5		<u>vvы</u> 2	3	-	8	<u>ЗЫ</u> 7		
Case Number				1.1		3.0	5 1.1		3.0	1.1		o 4.0	1.1		4
	Number e Duration, s			10.3	2	73.9	5.7		69.3	15.0		27.3	13.1		25.4
				3.0		6.0	3.0		6.0	3.0		6.0	3.0		6.0
Max Allow Head				3.0		0.0	3.1		0.0	3.0		3.1	3.0		3.1
						0.0			0.0						
Queue Clearan Green Extensio				7.1		0.0	3.4 0.0		0.0	14.0 0.0		20.5 0.7	10.2		15.9 0.8
Phase Call Prot		( <i>g</i> e), s		1.00		0.0	0.0		0.0	1.00		1.00	0.0		1.00
Max Out Probal				0.00			0.00			1.00		0.01	1.00		0.00
	Jiiity			0.00	,		0.00	5		1.00	)	0.01	1.00	,	0.00
Movement Gro	up Res	sults			EB			WB			NB			SB	
Approach Move	ment			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow F	Rate ( v	), veh/h		169	1358	100	45	960	63	231	266	1	144	207	
Adjusted Satura	ation Flo	w Rate (s), veh/h/l	n	1739	1830	1547	1739	1830	) 1547	1739	1684		1739	1704	
Queue Service	Time ( g	g s ), s		5.1	21.6	3.6	1.4	14.3	2.4	12.0	18.5		8.2	13.9	
Cycle Queue Cl	learanc	e Time ( <i>g c</i> ), s		5.1	21.6	3.6	1.4	14.3	2.4	12.0	18.5		8.2	13.9	
Green Ratio ( g	/C )			0.61	0.57	0.57	0.55	0.53	0.53	0.27	0.18		0.25	0.16	
Capacity (c), v	eh/h			399	2071	876	243	1931	816	286	299		213	275	
Volume-to-Capa	acity Ra	itio (X)		0.423	0.656	0.114	0.185	0.497	7 0.077	0.808	0.892		0.675	0.751	
Back of Queue	( Q ), ft/	/In (95 th percentile)		86.8	255.9	58.5	25.5	215.1	1 39.9	287	348.4		171.9	257.6	
Back of Queue	(Q), ve	eh/ln ( 95 th percenti	le)	3.3	9.8	2.3	1.0	8.3	1.5	11.0	13.4		6.6	9.9	
Queue Storage	Ratio (	RQ) (95 th percent	ile)	0.43	0.00	0.00	0.27	0.00	0.00	1.91	0.00		1.43	0.00	
Uniform Delay (				11.9	9.0	12.1	14.2	10.5	14.0	39.6	48.2		38.7	48.0	
Incremental Del				0.3	1.6	0.3	0.1	0.9	0.2	14.6	11.7		4.4	1.6	
Initial Queue De	elay ( <i>d</i>	з), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (	d ), s/ve	eh		12.2	10.7	12.4	14.3	11.4	14.1	54.3	59.9		43.2	49.6	
Level of Service	e (LOS)			В	В	В	В	В	В	D	E		D	D	
Approach Delay	, s/veh	/ LOS		10.9	)	В	11.7	7	В	57.3	3	E	47.0	)	D
Intersection Del						21	1.3						С		
Multimodal Re					EB			WB			NB			SB	
Pedestrian LOS				1.89		В	1.90		В	2.46		В	2.46		В
Bicycle LOS Sc	ore / LC	DS		1.83	3	В	1.37	7	А	1.31		А	1.07	7	А

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### **HCS7 Signalized Intersection Results Summary**

	HCS	7 Sig	nalize	ed Int	ersec	tion F	lesu	Its Sur	nmar	У				
							_		tion Inf				1 ~ 나 나 나	ha L
General Information	v							Intersec		U.	on		ιĻ	4× 4
Agency	EEA							Duration		0.25				K.
Analyst	SBC				e Apr 4,			Area Typ	e	Other				
Jurisdiction	Arlington Heights/ CCDOTH		Time F	Period	4:45 -	5:45 PI	M	PHF		0.97			-I.	1 † * *
Urban Street	Euclid Avenue		Analys	sis Yea	r 2017			Analysis	Period	1> 16	6:45		ካኑ	×
Intersection	Euclid Ave/Rohlwin	g Rd	File Na	ame	Euclic	l-Rohlwi	ing PN	1 Exst.xu	s				14144	7 1
Project Description	Existing Conditions													
Demand Information	n			EB			W	3		NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), veh/h			68	862	163	74	123	3 93	196	132	77	83	107	146
			1	1					1 11:			_		
Signal Information		0		La .	48		` ⊨	6	20.		~	$\rightarrow$	5	人
Cycle, s 120.		2	-			: <b>⊨</b> : '		i l Y	M N	r	1	2	3	4
Offset, s 0	Reference Point	End	Green		0.3	64.6	6.4		21.3	3				•
Uncoordinated No	Simult. Gap E/W	On	Yellow		0.0	4.0	3.0		4.0			<b>A</b>		· Ý
Force Mode Fixed	d Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		5	<b>Y</b> 6	7	8
Timer Results			EBI	_	EBT	WB	L	WBT	NBI	_	NBT	SB		SBT
Assigned Phase			1		6	5		2	3		8	7		4
Case Number					3.0	1.1		3.0	1.1		4.0	1.1		4.0
Phase Duration, s	e Duration, s				70.6	7.1		70.9	15.0	)	32.9	9.4		27.3
Change Period, (Y+	-				6.0	3.0		6.0	3.0		6.0	3.0		6.0
Max Allow Headway	· · ·		3.1		0.0	3.1		0.0	3.1		3.1	3.1		3.1
Queue Clearance Tin			4.2			4.4			13.1		15.4	6.8		20.5
Green Extension Tim			0.1		0.0	0.1		0.0	0.0		0.9	0.0		0.8
Phase Call Probabilit			0.90	)		0.92	2		1.00	)	1.00	0.94	1	1.00
Max Out Probability			0.00	)		0.00	)		1.00		0.00	0.05	5	0.00
Movement Group R				EB	li		WB	1Î		NB	1		SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement			1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (			70	889	168	76	1271		202	215	<u> </u>	86	261	
	Flow Rate (s), veh/h/l	n	1739	1830		1739	1830	_	1739	1712		1739	1654	
Queue Service Time			2.2	12.2	6.7	2.4	21.7		11.1	13.4	ļ	4.8	18.5	<u> </u>
Cycle Queue Clearar	nce Time ( <i>g c</i> ), s		2.2	12.2	6.7	2.4	21.7		11.1	13.4		4.8	18.5	
Green Ratio (g/C)			0.57	0.54	0.54	0.57	0.54		0.29	0.22	<u> </u>	0.23	0.18	<u> </u>
Capacity (c), veh/h			262	1970	833	386	1978		260	383	<u> </u>	262	293	
Volume-to-Capacity F	. ,		0.268			0.197	0.643		0.779	0.562	<u> </u>	0.327	0.889	<u> </u>
	ft/ln (95 th percentile)		38.1	188.9	111.9 4.3	40.9	271 10.4	60.2	244.3 9.4	246.7		94.7 3.6	331.9	
	veh/ln (95 th percention (RQ) (95 th percent		1.5 0.19	7.3 0.00	0.00	0.43	0.00	_	9.4 1.63	9.5 0.00		0.79	12.8 0.00	
Uniform Delay ( d 1),		uie)	14.3	9.5	14.3	12.2	10.7		35.9	41.3		37.8	48.2	
Incremental Delay ( d 1),			0.2	9.5	0.5	0.1	1.6	0.3	12.8	0.5		0.3	7.8	
Initial Queue Delay (			0.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ( <i>d</i> ), s/			14.5	10.3	14.9	12.3	12.3	_	48.7	41.8		38.0	56.0	
Level of Service (LOS			B	B	B	B	B	B	D	-41.0 D		D	E	
Approach Delay, s/ve	,		11.2		В	12.4	<u> </u>	В	45.2	1	D	51.6		D
Intersection Delay, s/ve			11.2	-		).2	•			-		C 51.0		0
			II											
Multimodal Results				EB			WB			NB			SB	
Pedestrian LOS Scor			1.90		В	1.90		В	2.45		В	2.46	3	В
Bicycle LOS Score / I	LOS		1.42	2	А	1.68	3	В	1.18	3	Α	1.06	6	Α

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	HCS7 Two-	Way Stop-Control	Report	
General Information		Site Inform		_
Analyst	AJB	Intersection	Rohlwing Rd/	'Stonegate Blv
Agency/Co.	EEA	Jurisdiction	Arlington Hei	ghts
Date Performed	5/1/2017	East/West Stre	eet Stonegate Bo	oulevard
Analysis Year	2017	North/South S	Street Rohlwing Roa	ad
Time Analyzed	7:15 - 8:15 AM	Peak Hour Fac	ctor 0.91	
Intersection Orientation	North-South	Analysis Time	Period (hrs) 0.25	
Project Description	Existing Conditions		·	
Lanes				
	74 1 74 1 1	A LAA KUU LU A A A A A A A A A A A A A A A A A		
Vehicle Volumes and A	djustments			
Approach	Eastbound	Westbound	Northbound	Southbound

Approach		Eastb	ound			West	oound			North	bound			South	bound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R				
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6				
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0				
Configuration						L		R				TR		L	Т					
Volume (veh/h)						13		4			323	9		2	299					
Percent Heavy Vehicles (%)						3		3						3						
Proportion Time Blocked																				
Percent Grade (%)						(	)													
Right Turn Channelized						Ν	0													
Median Type   Storage				Left	Only							:	1							
Critical and Follow-up He	eadwa	ys																		
Base Critical Headway (sec)						7.1		6.2						4.1						
Critical Headway (sec)						6.43		6.23						4.13						
Base Follow-Up Headway (sec)						3.5		3.3						2.2						
Follow-Up Headway (sec)						3.53		3.33						2.23						
Delay, Queue Length, and	d Leve	l of S	ervice																	
Flow Rate, v (veh/h)						14		4						2						
Capacity, c (veh/h)						511		682						1187						
v/c Ratio						0.03		0.01						0.00						
95% Queue Length, Q <sub>95</sub> (veh)						0.1		0.0						0.0						
Control Delay (s/veh)						12.2		10.3						8.0						
Level of Service (LOS)						В		В						А						
Approach Delay (s/veh)						11	8							0	.1					
Approach LOS						I	3													

	HCS7 Two-Way Stop-Control Report																
General Information							Site Information										
Analyst	AJB	AJB									ving Rd/	Stonega	te Blv				
Agency/Co.	EEA	EEA									Arling	ton Hei	ghts				
Date Performed	5/1/2	5/1/2017							eet		Stone	gate Bo	ulevard				
Analysis Year	2017						North	/South S	Street		Rohlv	ving Roa	d				
Time Analyzed	4:45 -	5:45 PN	1				Peak	Hour Fa	ctor		0.90						
Intersection Orientation	North	North-South Analysis Time Period (hrs) 0.25															
Project Description Existing Conditions																	
Lanes																	
				J 4 1 7 4 P C		۲ ۲ Street: Nor	th-South	1 4 4 7 4 F 7									
Vehicle Volumes and A	djustme	nts															
Approach		Eastbound West								North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0	

Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0			
Configuration						L		R				TR		L	Т				
Volume (veh/h)						16		4			258	35		9	321				
Percent Heavy Vehicles (%)						3		3						3					
Proportion Time Blocked																			
Percent Grade (%)						C	)												
Right Turn Channelized						N	0												
Median Type   Storage	Left Only									1									
Critical and Follow-up Headways																			
Base Critical Headway (sec)						7.1		6.2						4.1					
Critical Headway (sec)						6.43		6.23						4.13					
Base Follow-Up Headway (sec)						3.5		3.3						2.2					
Follow-Up Headway (sec)						3.53		3.33						2.23					
Delay, Queue Length, and Level of Service																			

Flow Rate, v (veh/h)						18		4				10		
Capacity, c (veh/h)						512		731				1227		
v/c Ratio						0.03		0.01				0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.1		0.0				0.0		
Control Delay (s/veh)						12.3		10.0				8.0		
Level of Service (LOS)						В		А				А		
Approach Delay (s/veh)				11.8						0.2				
Approach LOS						E	3							

	HCS7 Two-Way Stop-Control Report																
General Information								Site Information									
Analyst	AJB							Intersection Salt Cre					1 Arling	ton			
Agency/Co.	EEA							liction			Arling	ton Heig	ghts				
Date Performed	5/1/2	017					East/\	Nest Stre	eet		1 Arliı	ngton A	cess Dri	ve			
Analysis Year	2017						North	/South S	Street		Salt C	reek Lar	e				
Time Analyzed	7:15 -	8:15 AN	1				Peak	Hour Fac	ctor		0.80						
Intersection Orientation	North	-South					Analysis Time Period (hrs) 0.25										
Project Description Existing Conditions																	
Lanes																	
				J 4 1 4 4 1 4		ጉ ተ ተ ቍ ጉ Street: Nor	th-South	74 47 1 21									
Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound			West	bound North			North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	т	R	
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0	

Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0		
Configuration		L		R						L	Т					TR		
Volume (veh/h)		1		17						4	197				65	0		
Percent Heavy Vehicles (%)		3		3						3								
Proportion Time Blocked																		
Percent Grade (%)		(	)															
Right Turn Channelized		N	0															
Median Type   Storage				Undi	vided													
Critical and Follow-up Headways																		
Base Critical Headway (sec)		7.1		6.2						4.1								
Critical Headway (sec)		7.13		6.23						4.13								
Base Follow-Up Headway (sec)		3.5		3.3						2.2								
Follow-Up Headway (sec)		3.53		3.33						2.23								
Delay, Queue Length, and	Leve	l of Se	ervice															
Flow Rate, v (veh/h)		1		21						5								
Capacity, c (veh/h)		612		975						1508								
v/c Ratio		0.00		0.02						0.00								
95% Queue Length, Q₅₅ (veh)		0.0		0.1						0.0								

10.9

В

8.9

А

8.8

А

Control Delay (s/veh)

Level of Service (LOS)

Approach LOS

Approach Delay (s/veh)

7.4

А

0.1

		Н	CS7	Two-	Way	' Stoj	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						
Analyst	AJB						Inters	ection			Salt C	reek Ln/	1 Arling	ton		
Agency/Co.	EEA						Jurisc	liction			Arling	jton Hei	ghts			
Date Performed	5/1/2	017					East/	Nest Str	eet		1 Arli	ngton A	ccess Dri	ive		
Analysis Year	2017						North	/South S	Street		Salt C	reek Lar	ne			
Time Analyzed	4:45 -	5:45 PN	1				Peak	Hour Fa	ctor		0.90					
Intersection Orientation	North	n-South					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Existi	ng Cond	itions													
Project Description Existing Conditions																
				J 4 1 1 4 1 4	A T Major	ጉ † <b>ተ ቍ ጕ</b> r Street: Nor	th-South	ነላቀኮሰ								
Vehicle Volumes and A	djustme															
Approach		Eastb	ound			West	oound			North	bound			South	bound	_
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	ł
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	_ (
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	(
Configuration		L		R						L	Т					Т
Volume (veh/h)		1		4						13	55				177	
Percent Heavy Vehicles (%)																

	1										
Proportion Time Blocked											
Percent Grade (%)			0								
Right Turn Channelized		Ν	lo								
Median Type   Storage				Undi	vided						
Critical and Follow-up He	adwa	ys									
Base Critical Headway (sec)		7.1		6.2				4.1			
Critical Headway (sec)		7.13		6.23				4.13			
Base Follow-Up Headway (sec)		3.5		3.3				2.2			
Follow-Up Headway (sec)		3.53		3.33				2.23			
Delay, Queue Length, and	d Leve	l of S	ervice								
Flow Rate, v (veh/h)		1		4				14			
Capacity, c (veh/h)		656		841				1367			
v/c Ratio		0.00		0.01				0.01			
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.0				0.0			
Control Delay (s/veh)		10.5		9.3				7.7			
Level of Service (LOS)		В		А				А			

Approach Delay (s/veh)

Approach LOS

1.5

9.5

А

		HCS	7 Sig	nalize	ed Int	ersec	tion F	Resu	Its Sur	nmary	/				
	ti a m								Interece	lan Inf				444	1 6 1.
General Inform	nation								Intersect		W.	on	_	J	+ + - ×
Agency		EEA							Duration,		0.25				K.
Analyst		SBC				e Apr 3			Area Typ	e	Other				A
Jurisdiction		Arlington Heights/ CCDOTH		Time F	Period	7:15 ·	- 8:15 A	M	PHF		0.91		4	-I.	+ + ¥
Urban Street		Euclid Avenue		Analys	sis Yea	r 2023			Analysis	Period	1> 7:1	15			
Intersection		Euclid Ave/Salt Cre	ek Ln	File Na	ame	Euclio	d-Salt C	reek A	M Total.x	us			1	4 1 4	1 t 1
Project Descrip	tion	Total Conditions													
Demand Inform	nation				EB			W	В		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			319	1256	6		92	7 131				141		104
Signal Informa	tion				2		JJ								
Cycle, s	120.0	Reference Phase	2	1	₽.	- 🛃 1							2		
Offset, s	0	Reference Point	End									1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		79.9	15.0			0.0			4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	4.0	4.0	0.0		0.0		5	6	7	8
	TIXOU	Cirrun: Cup 100		Ittou	0.0	12.0	2.0	0.0	0.0	0.0					
Timer Results				EBI	-	EBT	WE	BL	WBT	NBL	-	NBT	SBL	-	SBT
Assigned Phase	e			5		2			6						4
Case Number				1.0		4.0			8.3						9.0
Phase Duration				13.1		99.0			85.9						21.0
Change Period				3.0		6.0			6.0						6.0
Max Allow Head		·		3.1		0.0			0.0						3.2
Queue Clearan				9.5											12.3
Green Extensio		(ge),s		0.6		0.0			0.0						0.3
Phase Call Pro				1.00									<u> </u>		1.00
Max Out Proba	bility			0.00	)										0.11
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2			6	16				7		14
Adjusted Flow I	Rate ( v	), veh/h		351	1380			594	569				155		114
Adjusted Satura	ation Flo	ow Rate ( s ), veh/h/l	n	1739	1830			1826	6 1746				1739		1547
Queue Service	Time ( g	g s ), S		7.5	0.0			29.8	7.8				10.3		7.6
Cycle Queue C	learanc	e Time ( <i>g c</i> ), s		7.5	0.0			29.8	7.8				10.3		7.6
Green Ratio ( g	ı∕C )			0.77	0.78			0.67	0.67				0.12		0.21
Capacity (c), v	/eh/h			403	2836			1216	6 1163				217		324
Volume-to-Cap	acity Ra	atio (X)		0.869	0.487	·		0.48	8 0.489				0.713		0.353
		/In ( 95 th percentile)		289.5	11.1			103.					214.7		134
	· ·	eh/In ( 95 th percent		11.1	0.4			4.0	3.9				8.3		5.2
-		RQ) (95 th percent	tile)	1.93	0.00			0.00					0.00		0.00
Uniform Delay				17.0	0.0			2.7	2.7				50.4		40.5
Incremental De		•		2.3	0.6			1.4	1.5				5.0		0.2
Initial Queue De				0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (				19.3	0.6			4.1	4.2				55.4		40.8
Level of Service	. ,			В	A			A	A				E		D
Approach Delay				4.4		Α	4.1	1	A	0.0			49.2		D
Intersection De	ntersection Delay, s/veh / LOS					3	3.1						A		
Multimodal Re	ultimodal Results				EB			WB			NB			SB	
Pedestrian LOS		/ LOS		0.64	1	A	1.8		В	2.16	1	В	2.33	11	В
Bicycle LOS Sc				1.92		В	1.4		A						F
,					I	-									

		HCS	7 Sig	nalize	ed Int	ersec	tion I	Resu	Its Sur	nmar	У				
General Inform	action							1	Intersec	tion Inf	ormatic	<b>.</b>		日子李	L b L
L	ation	EEA									0.25	211		J L	
Agency		SBC		Analus	ie Det		0040		Duration	-	O.25 Other				K.
Analyst Jurisdiction		Arlington Heights/		Time F		e Apr 3 4:45 -	5:45 p	M	Area Typ PHF		0.94				
Urban Street		CCDOTH Euclid Avenue		Analyc		r 2023			Analysis	Pariod	1> 16	.45	7		۲ ۲
Intersection		Euclid Ave/Salt Cre	okla	File Na				rook E	M Total.x		1>10	.40	- 1		
Project Descrip	tion	Existing Conditions			ame	Euclic	-San C	леек н	TVI TOTALX	us				* 1 ***	
							1		_	1					
Demand Inform					EB			W	11		NB			SB	1
Approach Move				L	Т	R	L	T		L	Т	R	L	Т	R
Demand (v), v	/eh/h			92	1059	9		13	52 95				158		218
Signal Informa	ation				2				1					_	
Cycle, s	120.0	Reference Phase	2		B	- 🛃 🎙		'					2		
Offset, s	0	Reference Point	End				47.0				_	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		77.6 4.0	17.8 4.0	0.0		0.0		λ.	4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	2.0	2.0	0.0		0.0		5	6	7	8
			л	J.											
<b>Timer Results</b>				EBI	_	EBT	WE	3L	WBT	NBI	-	NBT	SBL	-	SBT
Assigned Phase	е			5		2			6						4
Case Number				1.0		4.0			8.3						9.0
Phase Duration	-			12.6	3	96.2			83.6						23.8
Change Period				3.0		6.0			6.0						6.0
Max Allow Hea				3.1		0.0			0.0						3.2
Queue Clearan				3.7											17.6
Green Extensio		(ge),s		0.1		0.0			0.0						0.2
Phase Call Pro				0.96	3										1.00
Max Out Proba	bility			0.00	)										1.00
Movement Gro	oup Res	sults			EB			WE	3		NB			SB	
Approach Move	-			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2			6	16				7		14
Adjusted Flow I	Rate ( v	′), veh/h		98	1127	1		776	764			i	168		232
Adjusted Satura	ation Flo	ow Rate ( s ), veh/h/l	In	1810	1904	1		190	0 1856				1810		1610
Queue Service	Time (	g s ), s		1.7	0.0			33.3	3 15.1				10.5		15.6
Cycle Queue C	learanc	e Time ( <i>g c</i> ), s		1.7	0.0			33.3	3 15.1				10.5		15.6
Green Ratio (g	ŋ∕C)			0.74	0.75			0.65	5 0.65				0.15		0.23
Capacity (c), v	/eh/h			331	2862			122	3 1200				269		368
Volume-to-Cap	acity Ra	atio (X)		0.295	0.394			0.63	2 0.637				0.625		0.630
Back of Queue	( Q ), ft	/In ( 95 th percentile)	)	38.9	7.3			174.	8 173.8				209.5		259
		eh/ln (95 th percent		1.6	0.3			7.0	_				8.4		10.4
-		RQ) (95 th percent	tile)	0.26	0.00			0.00					0.00		0.00
Uniform Delay				11.0	0.0			4.0	_				48.0		41.7
Incremental De		· .		0.2	0.4			2.5	_				2.1		1.9
Initial Queue De				0.0	0.0			0.0					0.0		0.0
Control Delay (				11.2	0.4			6.4					50.0		43.6
Level of Service	. /			B 1.3	A			A	A				D		D
<u></u>	pproach Delay, s/veh / LOS					A	6.	5	A	0.0			46.3		D
Intersection De	ntersection Delay, s/veh / LOS					9	.5						A		
Multimodal Re	sults				EB			WE	3		NB			SB	
Pedestrian LOS		/ LOS		0.65	11	A	1.8	11	B	2.16	11	В	2.33	11	В
Bicycle LOS Sc				1.50		A	1.7		B			_			F
,															

		Η	CS7	Two	-Way	' Sto	o-Co	ntrol	Rep	ort							
General Information							Site	Inforr	natio	n							
Analyst	SBC						Inters	ection				AD N	Access	on Salt	Creek		
Agency/Co.	EEA						Jurisc	liction				Arlin	gton Hts				
Date Performed	4/3/2	018					East/	West Str	eet			Salt	Creek La	ne			
Analysis Year	2023						North	n/South S	Street			AD A	ccess				
Time Analyzed	AM P	eak Hou	ır				Peak	Hour Fa	ctor			0.90					
Intersection Orientation	East-	West					Analy	sis Time	Period	(hrs)		0.25					
Project Description	Total	Traffic					-										
Lanes																	
				14 174 P 10	hi	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y		14 4 4 4 6 0									
Vehicle Volumes and	Adjustme	nts															
Approach		East	oound			West	bound			No	rthb	ound			Sout	nbound	
Movement	U	L	Т	R	U	L	Т	R	U	L		Т	R	U	L	Т	R

Approach		East	bound			west	ouna			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			124	28		1	38			40		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										(	0					
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)						1					46					
Capacity, c (veh/h)						1403					790					
v/c Ratio						0.00					0.06					
95% Queue Length, Q95 (veh)						0.0					0.2					
Control Delay (s/veh)						7.6					9.8					
Level of Service (LOS)						А					A					
Approach Delay (s/veh)						0	.2			9	.8					
Approach LOS										1	Ą					

		Н	CS7	Two-	Way	Sto	o-Co	ntrol	Rep	ort						
General Information							Site	Inforr	natio	n						
Analyst	SBC						Inters	ection			AD N	Access	on Salt C	Creek		
Agency/Co.	EEA						Jurisc	liction			Arling	ton Hts				
Date Performed	4/3/2	018					East/	West Str	eet		Salt C	reek Lar	ne			
Analysis Year	2023						North	n/South S	Street		AD A	ccess				
Time Analyzed	PM P	eak Hou	r				Peak	Hour Fa	ctor		0.90					
Intersection Orientation	East-\	Vest					Analy	sis Time	Period (	hrs)	0.25					
Project Description Total Traffic																
Lanes																
				J 4 1 1 4 4 1 4		Y or Street: Ea	st-West	14 174 17 1 1								
Vehicle Volumes and A	Adjustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	т	R	U	L	т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0

					-					-	-			
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0	0	0	0
Configuration				TR		LT				LR				
Volume (veh/h)			22	51		1	121		53		1			
Percent Heavy Vehicles (%)						3			3		3			
Proportion Time Blocked														
Percent Grade (%)									(	)				
Right Turn Channelized														
Madian Tuna   Starage				Undi	vided									
Median Type   Storage														
Critical and Follow-up He	adwa	ys												
	adwa	ys				4.1			7.1		6.2			
Critical and Follow-up He	adwa	ys				4.1 4.13			7.1 6.43		6.2 6.23			
Critical and Follow-up He Base Critical Headway (sec)	adwa <u>y</u>	ys												
Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	adwa <u>y</u>	ys				4.13			6.43		6.23			

Flow Rate, v (veh/h)			1				60			
Capacity, c (veh/h)			1510				800			
v/c Ratio			0.00				0.08			
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.2			
Control Delay (s/veh)			7.4				9.9			
Level of Service (LOS)			А				А			
Approach Delay (s/veh)			0.	.1		9.	.9			
Approach LOS						ļ	4			

HCS™ TWSC Version 7.5 AD N Access on Salt Creek PM Total.xtw

		Н	CS7	Two-	Way	Sto	o-Co	ntrol	Rep	ort						
General Information	_	_	_	_	_	_	Site	Inforr	natio	n	_	_	_	_	_	_
Analyst	SBC	_	_	_	_	_	Inters	ection	_	_	Euclio	d Ave/Ste	onegate	Blvd	_	
Agency/Co.	EEA						Jurisd	liction			CCDC	DTH	-			
Date Performed	4/3/2	018					East/	West Stre	eet		Euclio	d Avenue	9			
Analysis Year	2023						North	n/South S	Street		Stone	egate Bo	ulevard			
Time Analyzed	7:15 -	- 8:15 AN	N				Peak	Hour Fac	ctor		0.87					
Intersection Orientation	East-	West					Analy	sis Time	Period (	(hrs)	0.25					
Project Description	Total	Conditio	ons													
Lanes																
				1 ¥ 7		or Street: Ea		1 F C U								
Vehicle Volumes and Ad	justme															
Approach		Eastk	bound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	40	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		1	0	1
Configuration		L	T	<u> </u>			T	TR	<u> </u>				<u> </u>	L	<u> </u>	R
Volume (veh/h)	0	32	1549				995	36						26		74
Percent Heavy Vehicles (%)	3	3				<u> </u>								3		3
Proportion Time Blocked															0	
Percent Grade (%) Right Turn Channelized															0 10	
Median Type   Storage	+			Undi	vidod										10	
Critical and Follow-up H	eadwa	vs		ona	naca				<u> </u>							
Base Critical Headway (sec)		4.1			_									7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33
Delay, Queue Length, an	d Leve		ervice													
Flow Rate, v (veh/h)		37												30		85
Capacity, c (veh/h)		579												39		447
v/c Ratio		0.06												0.76		0.19
95% Queue Length, Q <sub>95</sub> (veh)		0.2												2.8		0.7
Control Delay (s/veh)		11.6												226.5		14.9
						<u> </u>										<u> </u>

Level of Service (LOS) Approach Delay (s/veh)

Approach LOS

В

0.2

69.9

F

F

В

					,				Rep							
General Information							Site I	Inforr	natior	ı						
Analyst	SBC						Inters	ection			Euclic	Ave/Sto	onegate	Blvd		
Agency/Co.	EEA						Jurisd	iction			CCDC	DTH				
Date Performed	4/3/2	018					East/V	Nest Stre	eet		Euclic	l Avenue	2			
Analysis Year	2023						North	/South S	Street		Stone	egate Bo	ulevard			
Time Analyzed	4:45 -	- 5:45 AN	Л				Peak	Hour Fac	ctor		0.96					
Intersection Orientation	East-	West					Analy	sis Time	Period (	hrs)	0.25					
Project Description	Total	Conditio	ons													
Lanes																
				<u> 1 4 1 1 4 5 1 U</u>		or Street: Ea		1 174 <del>4</del>								
Vehicle Volumes and Ad	justme	ents														
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		1	0	1
Configuration	_	LT	Т				Т	TR						L		R
Volume (veh/h)	—	56	1123				1477	93						28		54
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked	-															
Percent Grade (%)															)	
Percent Grade (%) Right Turn Channelized				Lindi	idad										) Io	
Percent Grade (%) Right Turn Channelized Median Type   Storage	Ē			Undi	vided										-	
Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up He	eadwa	-		Undi	vided									N	-	
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec)	eadwa	4.1		Undi	vided									N 7.5	-	6.9
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	eadwa	4.1 4.16		Undi	vided									7.5 6.86	-	6.96
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadwa	4.1 4.16 2.2		Undi	vided									7.5 6.86 3.5	-	6.96 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		4.1 4.16 2.2 2.23			vided									7.5 6.86	-	6.96 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an		4.1 4.16 2.2 2.23	ervice		vided									7.5 6.86 3.5	-	6.96 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up He</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h)		4.1 4.16 2.2 2.23	ervice		vided									7.5 6.86 3.5	-	6.96 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b>		4.1 4.16 2.2 2.23	ervice		vided									N 7.5 6.86 3.5 3.53	-	6.96 3.3 3.33
Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)		4.1 4.16 2.2 2.23 • of S 58	ervice		vided									7.5 6.86 3.5 3.53	-	6.96 3.3 3.33 56 317
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)		4.1 4.16 2.2 2.23 <b>1 of S</b> 58 388 0.15 0.5	ervice		vided									N 7.5 6.86 3.5 3.53 29 28 1.05 3.4	-	6.96 3.3 3.33 56 317 0.18 0.6
Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio		4.1 4.16 2.2 2.23 <b>I of S</b> 58 388 0.15	ervice		vided									N 7.5 6.86 3.5 3.53 29 28 1.05	-	6.96 3.3 3.33 56 317 0.18

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3.7

Approach Delay (s/veh)

Approach LOS

146.8

F

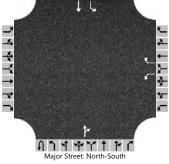
		HCS	7 Sig	nalize	ed Int	ersec	tion F	Resu	Its Sur	nmary	/				
	ti a m								Interece	lan Inf				444	1 6 1.
General Inform	nation								Intersect		W.	on	_	J	+ + - ×
Agency		EEA							Duration,		0.25				K.
Analyst		SBC				e Apr 3			Area Typ	e	Other				
Jurisdiction		Arlington Heights/ CCDOTH		Time F	Period	7:15	- 8:15 A	M	PHF		0.91		4	-I.	+ + ¥
Urban Street		Euclid Avenue		Analys	sis Yea	r 2023			Analysis	Period	1> 7:1	15			
Intersection		Euclid Ave/Salt Cre	ek Ln	File Na	ame	Euclio	d-Salt C	reek A	M Total.x	us			1	4 1 4	r tr r
Project Descrip	tion	Total Conditions													
Demand Inform	nation				EB			W	В		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			319	1256	6		92	7 131				141		104
Signal Informa	tion				2		JJ								
Cycle, s	120.0	Reference Phase	2	1	₽.	- 🛃 1							2		
Offset, s	0	Reference Point	End			-						1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		79.9	15.0			0.0			4		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	4.0	4.0	0.0		0.0		5	6	7	8
	TIXOU	Cirrun: Cup 100		Ittou	0.0	12.0	2.0	0.0	0.0	0.0					
Timer Results				EBI	-	EBT	WE	BL	WBT	NBL	-	NBT	SBL	-	SBT
Assigned Phase	e			5		2			6						4
Case Number				1.0		4.0			8.3						9.0
Phase Duration				13.1		99.0			85.9						21.0
Change Period				3.0		6.0			6.0						6.0
Max Allow Head		· ·		3.1		0.0			0.0						3.2
Queue Clearan				9.5											12.3
Green Extensio		(ge),s		0.6		0.0			0.0						0.3
Phase Call Pro				1.00									<u> </u>		1.00
Max Out Proba	bility			0.00	)										0.11
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2			6	16				7		14
Adjusted Flow I	Rate ( v	), veh/h		351	1380			594	569				155		114
Adjusted Satura	ation Flo	ow Rate ( s ), veh/h/l	n	1739	1830			1826	6 1746				1739		1547
Queue Service	Time ( g	g s ), S		7.5	0.0			29.8	7.8				10.3		7.6
Cycle Queue C	learanc	e Time ( <i>g c</i> ), s		7.5	0.0			29.8	7.8				10.3		7.6
Green Ratio ( g	ı∕C )			0.77	0.78			0.67	0.67				0.12		0.21
Capacity (c), v	/eh/h			403	2836			1216	6 1163				217		324
Volume-to-Cap	acity Ra	atio (X)		0.869	0.487	·		0.48	8 0.489				0.713		0.353
		/In ( 95 th percentile)		289.5	11.1			103.					214.7		134
	· ·	eh/In ( 95 th percent		11.1	0.4			4.0	3.9				8.3		5.2
-		RQ) (95 th percent	tile)	1.93	0.00			0.00					0.00		0.00
Uniform Delay				17.0	0.0			2.7	2.7				50.4		40.5
Incremental De		•		2.3	0.6			1.4	1.5				5.0		0.2
Initial Queue De				0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (				19.3	0.6			4.1	4.2				55.4		40.8
Level of Service	. ,			В	A			A	A				E		D
Approach Delay				4.4		Α	4.1	1	A	0.0			49.2		D
Intersection De	ntersection Delay, s/veh / LOS					3	3.1						A		
Multimodal Re	ultimodal Results				EB			WB			NB			SB	
Pedestrian LOS		/ LOS		0.64	1	A	1.8		В	2.16	1	В	2.33	11	В
Bicycle LOS Sc				1.92		В	1.4		A						F
,					I	-									

HCS7 Two-Way Stop-Control Report												
General Information		Site Information										
Analyst	SBC	Intersection	Rohlwing Rd/Salt Creek Ln									
Agency/Co. EEA Jurisdiction Arlington Heights												
Date Performed	Date Performed     4/3/2018     East/West Street     Salt Creek Lane											
Analysis Year	2023	North/South Street	Rohlwing Road									
Time Analyzed	7:15 - 8:15 AM	Peak Hour Factor	0.90									
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25									
Project Description	Total Conditions											
Lanes												

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<b>同時44年1月1日日</b> 東京省大学会会	
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Major Street: North-South	

Approach		Eastb	ound			West	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	т	
Volume (veh/h)						28		51			335	59		93	329	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						(	)									
Right Turn Channelized						N	0									
Median Type   Storage				Left	Only							:	1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)						31		57						103		
Capacity, c (veh/h)						375		643						1115		
v/c Ratio						0.08		0.09						0.09		
95% Queue Length, Q <sub>95</sub> (veh)						0.3		0.3						0.3		
Control Delay (s/veh)						15.5		11.1						8.6		
Level of Service (LOS)						С		В						A		
Approach Delay (s/veh)						12	2.7							1	.9	
Approach LOS						E	3									

HCS7 Two-Way Stop-Control Report											
General Information		Site Information									
Analyst	AJB	Intersection	Rohlwing Rd/Salt Creek Ln								
Agency/Co.	EEA	Jurisdiction	Arlington Heights								
Date Performed     4/3/2018     East/West Street     Salt Creek Lane											
Analysis Year     2023     North/South Street     Rohlwing Road											
Time Analyzed	4:45 - 5:45 PM	Peak Hour Factor	0.90								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Total Conditions	•	-								
Lanes											

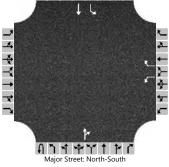


Approach		Eastb	ound			West	ound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0	
Configuration						L		R				TR		L	т		
Volume (veh/h)						70		104			300	27		46	358		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)						(	)										
Right Turn Channelized						N	0										
Median Type   Storage				Left	Only							:	1				
Critical and Follow-up H	eadwa	ys															
Base Critical Headway (sec)						7.1		6.2						4.1			
Critical Headway (sec)						6.43		6.23						4.13			
Base Follow-Up Headway (sec)						3.5		3.3						2.2			
Follow-Up Headway (sec)						3.53		3.33						2.23			
Delay, Queue Length, an	d Leve	l of S	ervice														
Flow Rate, v (veh/h)						78		116						51			
Capacity, c (veh/h)						433		692						1188			
v/c Ratio						0.18		0.17						0.04			
95% Queue Length, Q <sub>95</sub> (veh)						0.6		0.6						0.1			
Control Delay (s/veh)						15.1		11.2						8.2			
Level of Service (LOS)						С		В						A			
Approach Delay (s/veh)						12	2.8							0	0.9		
Approach LOS	1				В												

		HCS	7 Sig	nalize	d Int	ersec	tion F	lesu	ilts Sur	nmar	У					
													1 -			
General Inform	nation	Y							Intersec		1/	on	_	474	474 L <u>a</u>	
Agency		EEA		1					Duration		0.25			· · · ·	×-	
Analyst		SBC				e Apr 4			Area Typ	e	Other		_ →		\$	
Jurisdiction		Arlington Heights/ CCDOTH		Time F	Period	7:15 -	8:15 AI	N	PHF		0.89		4 4 4			
Urban Street		Euclid Avenue		Analys	sis Yea	r 2017			Analysis	Period	1> 7:′	15				
Intersection		Euclid Ave/Rohlwin	g Rd	File Na	ame	Euclic	l-Rohlwi	ing Al	∕I Total.xu	S				4 1 <del>4</del> Y	14	
Project Descrip	tion	Total Conditions														
Demand Inform	nation				EB			W	Έ		NB			SB		
Approach Move	ement			L	Т	R	L	٦	R	L	Т	R	L	Т	R	
Demand (v), v	eh/h			188	1313	3 94	52	95	58 59	206	144	123	145	137	138	
Signal Informa					Ľa.				5	- 203	a <b>↓</b>	λ	$\rightarrow$	ĸ	$\mathbf{A}$	
Cycle, s	120.0	Reference Phase	2	-		R	8.	•   •	S I S	r s	17 <b>–</b> 1	1	2	3	4	
Offset, s	0	Reference Point	End	Green		2.8	58.1	10		22.6						
Uncoordinated	No	Simult. Gap E/W	On	Yellow		3.0	4.0	3.0		4.0			<b>A</b>		· Ý	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		5	<b>Y</b> 6	7	8	
Timer Results				EBL	_	EBT	WB	L	WBT	NBI	-	NBT	SBI	-	SBT	
Assigned Phase	e			1		6	5		2	3		8	7		4	
Case Number				1.1		3.0	1.1		3.0	1.1		4.0	1.1		3.0	
Phase Duration	, S			12.3	3	69.9	6.5		64.1	15.0	)	29.7	13.9	)	28.6	
Change Period	, ( Y+R	c ), S		3.0		6.0	3.0		6.0	3.0		6.0	3.0		6.0	
Max Allow Head	dway( <i>I</i>	MAH ), s		3.1		0.0	3.1		0.0	3.1		3.1	3.1		3.1	
Queue Clearan	ce Time	e ( g s ), s		9.0			4.0			14.0	)	22.8	10.9	)	11.8	
Green Extensio	n Time	(g <sub>e</sub> ), s		0.3		0.0	0.1	0.1		0.0		0.8	0.0		1.1	
Phase Call Pro	bability			1.00	)		0.86	3		1.00	.00 1.00		1.00	)	1.00	
Max Out Proba	bility			0.00	)		0.00	)		1.00	)	0.12	1.00	)	0.00	
Movement Gro		sulte			EB			WE	2		NB			SB		
Approach Move	-	Suits		L	Т	R	L	T	R	L	T	R	1	T	R	
Assigned Move				 1	6	16	5	2	12	3	8	18	7	4	14	
Adjusted Flow F		) veh/h		211	1475		58	107	_	231	300	10	163	154	155	
-	· ·	ow Rate (s), veh/h/l	In	1739	1830	_	1739	183	_	1739	1686		1739	1826	1547	
Queue Service				7.0	30.3	4.1	2.0	20.6		12.0	20.8		8.9	9.0	9.8	
Cycle Queue C		÷ .		7.0	30.3	4.1	2.0	20.6		12.0	20.8		8.9	9.0	9.8	
Green Ratio ( g		o milo ( g c ), o		0.58	0.53	0.53	0.51	0.48		0.29	0.20		0.28	0.19	0.27	
Capacity ( c ), v				354	1948	824	203	177		371	333		226	344	411	
Volume-to-Cap		atio (X)		0.596	0.757		0.288	0.60		0.624	0.901		0.722	0.448	0.377	
	-	/In (95 th percentile)	)	123	365	68.4	37.1	291		249.3	398		196.5	188	171.6	
		eh/In (95 th percent		4.7	14.0	2.6	1.4	11.2		9.6	15.3		7.6	7.2	6.6	
Queue Storage	Ratio (	RQ) (95 th percent	tile)	0.62	0.00	0.00	0.39	0.00	0.00	1.66	0.00		1.64	0.00	1.72	
Uniform Delay (	(d1), s	/veh		15.8	12.5	14.1	18.2	14.6	6 16.7	36.1	47.0		36.5	43.2	36.0	
Incremental De				0.6	2.8	0.3	0.3	1.6	0.2	2.5	16.7		7.9	0.3	0.2	
Initial Queue De	elay ( <i>d</i>	з), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Control Delay (	lay ( d ), s/veh			16.4	15.3	14.4	18.5	16. <sup>-</sup>	1 16.9	38.6	63.8		44.3	43.5	36.2	
Level of Service	e (LOS)			В	В	В	В	В	В	D	E		D	D	D	
Approach Delay	oach Delay, s/veh / LOS			15.4		В	16.3	3	В	52.8	3	D	41.4		D	
Intersection De	lay, s/ve	h / LOS		23.7					C							
Multimodal Re		/1.00		4.00	EB	<b>_</b>	0.41	WE		NB				SB		
Pedestrian LOS				1.90		B	2.10		B	2.46		B	2.46		B	
Bicycle LOS Sc	ore / LC	20		1.97		В	1.48		A	1.36		A	1.27		A	

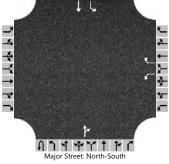
		HCS	7 Sig	nalize	d Int	ersec	tion F	Resi	ults S	Sum	nmary	/				
í									L							
General Inform	nation	1									ion Info	1/	on	_	Ind by the t	4 L
Agency		EEA							Durat			0.25				R.
Analyst		AJB		Analys	sis Date	e May 1	, 2017		Area	Туре	9	Other				2 A
Jurisdiction		Arlington Heights/ CCDOTH		Time F	Period	4:45 -	5:45 PI	M	PHF			0.97		4 4 4		4 ↓ ↓ ↓ ↓ ↓ ↓ ↓
Urban Street		Euclid Avenue		Analys	sis Year	2017			Analysis Period 1> 1				:45			
Intersection		Euclid Ave/Rohlwin	g Rd	File Na	ame	Euclid	l-Rohlwi	ing P	M Tota	l.xus	5			1	11444	17 17
Project Descrip	tion	Existing Conditions														
Demand Inform	nation				EB			V	/B			NB			SB	
Approach Move	ement			L	Т	R	L	-	Г	R	L	Т	R	L	Т	R
Demand (v), v	reh/h			152	990	171	86	13	47	98	206	169	92	97	130	207
Signal Informa	tion													F		
Cycle, s	120.0	Reference Phase	2		Lã ,	-1-2		Ħ	2		203		~	$\rightarrow$	5	$\mathbf{V}$
Offset, s	0	Reference Point	End	-		R			٦	51)	2 N	7	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green		2.3	65.5	7.		1.5	17.7	·	_	_		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	3.0 0.0	0.0	4.0	3. 0.		3.0 ).0	4.0		5	<b>e</b> [		· Y
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.	0 [[	).0	2.0		5	<b>Y</b> 0	1	•
Timer Results				EBI	-	EBT	WB	L	WBT	Г	NBL	-	NBT	SBI	-	SBT
Assigned Phase	е			1		6	5		2		3		8	7		4
Case Number				1.1		3.0	1.1		3.0		1.1		4.0	1.1		3.0
Phase Duration	I, S			9.8		73.7	7.6		71.5		15.0		28.2	10.5	5	23.7
Change Period	, ( Y+R	c ), S		3.0		6.0	3.0		6.0		3.0		6.0			6.0
Max Allow Head	dway(/	MAH ), s		3.1		0.0	3.1		0.0		3.1		3.1	3.1		3.1
Queue Clearan	ce Time	e ( g s ), s		6.6			4.7				14.0		20.2	7.8		16.6
Green Extensio	n Time	(g <sub>e</sub> ), s		0.2		0.0	0.1		0.0		0.0		1.1	0.0		1.1
Phase Call Pro	bability			0.99	)		0.95	5			1.00		1.00	0.96	3	1.00
Max Out Proba	bility			0.00	)		0.00	)			1.00		0.00	0.21	0.21 0.00	
Movement Gro	oup Res	sults			EB			W	3			NB			SB	
Approach Move	-			L	T	R	L	T	F	2	L	T	R	1	Т	R
Assigned Move				1	6	16	5	2	1:	_	3	8	18	7	4	14
Adjusted Flow I		), veh/h		157	1021	176	89	138		-	212	269		100	134	213
-	· ·	ow Rate (s), veh/h/l	n	1739	1830	1547	1739	183	_	-	1739	1717		1739	1826	1610
Queue Service				4.6	13.2	6.7	2.7	25.		-	12.0	18.2		5.8	8.1	14.6
Cycle Queue C		÷ .		4.6	13.2	6.7	2.7	25.		-	12.0	18.2		5.8	8.1	14.6
Green Ratio ( g				0.61	0.56	0.56	0.58	0.5		_	0.26	0.18		0.21	0.15	0.20
Capacity (c), v				286	2065	873	362	199	7 84	14	332	317		187	270	329
Volume-to-Cap		atio (X)		0.547	0.494		0.245	0.69	96 0.1	20	0.639	0.848		0.534	0.497	0.648
	-	/In (95 th percentile)	)	78.9	191.2	109.7	46.6	297	.3 62	.8	239.5	322.7		116	171.4	242.9
		eh/In ( 95 th percent		3.0	7.4	4.2	1.8	11.	4 2.	4	9.2	12.4		4.5	6.6	9.7
Queue Storage	Ratio (	RQ) (95 th percent	tile)	0.39	0.00	0.00	0.49	0.0	0 0.0	00	1.60	0.00		0.97	0.00	2.43
Uniform Delay	( d 1), s	/veh		14.8	8.1	12.9	11.8	10.	9 13	.3	37.7	47.3		40.8	47.0	43.8
Incremental De	lay ( <i>d</i> 2	), s/veh		0.6	0.8	0.5	0.1	2.0	) 0.	3	3.2	2.5		0.9	0.5	0.8
Initial Queue De	elay ( <i>d</i>	з), s/veh		0.0	0.0	0.0	0.0	0.0	) 0.	0	0.0	0.0		0.0	0.0	0.0
Control Delay (	elay ( <i>d</i> ), s/veh			15.4	9.0	13.4	11.9	12.	9 13	.5	40.9	49.7		41.7	47.6	44.6
Level of Service	. ,			В	Α	В	В	В	E	3	D	D		D	D	D
Approach Delay	y, s/veh	/ LOS		10.3	3	В	12.9	9	В		45.8		D	44.8	3	D
Intersection De	lay, s/ve	eh / LOS				19	19.8							В		
Multimodal Re	sulte				EB			W	2			NB			SB	
Pedestrian LOS		/1.05		1.90	11	В	2.09	11			2 /6	11	B	2.46	11	В
Bicycle LOS Sc				1.60		В	1.79		B	B 2.46				1.23		A
Dicycle LOS SC				1.00	,	U	1.78		D		1.28		A	1.23	,	~

		ay Stop-Control Report									
General Information		Site Information									
Analyst	SBC	Intersection	Rohlwing Rd/Stonegate Blv								
Agency/Co.	EEA	Jurisdiction	Arlington Heights								
Date Performed     4/3/2018     East/West Street     Stonegate Boulevard											
Analysis Year	2023	North/South Street	Rohlwing Road								
Time Analyzed	7:15 - 8:15 AM	Peak Hour Factor	0.91								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Total Conditions	·									
.anes	· ·										
14 J J J J J J J J J J J J J J J J J J J											



Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	т	
Volume (veh/h)						84		44			350	41		20	337	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						(	)									
Right Turn Channelized						N	о									
Median Type   Storage				Left	Only							:	1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)						92		48						22		
Capacity, c (veh/h)						454		641						1123		
v/c Ratio						0.20		0.08						0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.8		0.2						0.1		
Control Delay (s/veh)						14.9		11.1						8.3		
Level of Service (LOS)						В		В						A		
Approach Delay (s/veh)		-	-			13	3.6							0	.5	-
Approach LOS						E	3									

General Information		Site Information									
Analyst	SBC	Intersection	Rohlwing Rd/Stonegate Blv								
Agency/Co.	EEA	Jurisdiction	Arlington Heights								
Date Performed         4/3/2018         East/West Street         Stonegate Boulevard											
Analysis Year	2023	North/South Street	Rohlwing Road								
Time Analyzed	4:45 - 5:45 PM	Peak Hour Factor	0.90								
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25								
Project Description	Total Conditions										
Lanes											



Approach		Eastb	ound			West	ound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	0	0	1	1	0
Configuration						L		R				TR		L	Т	
Volume (veh/h)						66		34			126	293		60	368	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						(	)									
Right Turn Channelized						N	0									
Median Type   Storage				Left	Only							:	1			
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)						73		38						67		
Capacity, c (veh/h)						423		734						1089		
v/c Ratio						0.17		0.05						0.06		
95% Queue Length, Q <sub>95</sub> (veh)						0.6		0.2						0.2		
Control Delay (s/veh)						15.3		10.2						8.5		
Level of Service (LOS)					C B								А			
Approach Delay (s/veh)						13	.5							1	.2	
Approach LOS						E	3									

HCS7 Two-Way Stop-Control Report												
General Information		Site Information										
Analyst	AJB	Intersection	Salt Creek Ln/1 Arlington									
Agency/Co.	EEA	Jurisdiction	Arlington Heights									
Date Performed	5/1/2017	East/West Street	1 Arlington Access Drive									
Analysis Year	2023	North/South Street	Salt Creek Lane									
Time Analyzed	7:15 - 8:15 AM	Peak Hour Factor	0.80									
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25									
Project Description	Total Conditions	-	<u>.</u>									
Lanes												

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Major Street: North-South	

Approach	Eastbound				West	bound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0
Configuration		L		R						L	Т					TR
Volume (veh/h)		1		91						44	197				65	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized		N	lo													
Median Type   Storage	Undivided								<u>'</u>							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.13		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	Τ	1		114						55						
Capacity, c (veh/h)		508		975						1508						
v/c Ratio		0.00		0.12						0.04						
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.4						0.1						
Control Delay (s/veh)		12.1		9.2						7.5						
Level of Service (LOS)		В		A						A						
Approach Delay (s/veh)	9.2								1	.4						
Approach LOS	A															

HCS7 Two-Way Stop-Control Report												
General Information		Site Information										
Analyst	AJB	Intersection	Salt Creek Ln/1 Arlington									
Agency/Co.	EEA	Jurisdiction	Arlington Heights									
Date Performed	5/1/2017	East/West Street	1 Arlington Access Drive									
Analysis Year	2023	North/South Street	Salt Creek Lane									
Time Analyzed	4:45 - 5:45 PM	Peak Hour Factor	0.90									
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25									
Project Description	Total Conditions	-	-									
Lanes	- -											
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Vehicle Volumes and Ad	justme	ents															
Approach	Eastbound				Westbound					North	bound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	0	
Configuration		L		R						L	Т					TR	
Volume (veh/h)		1		61						93	55				177	1	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		Ν	lo														
Median Type   Storage		Undivided															
Critical and Follow-up H	eadwa	ys															
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		7.13		6.23						4.13							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							
Delay, Queue Length, an	nd Leve	l of S	ervice														
Flow Rate, v (veh/h)	T	1		68						103							
Capacity, c (veh/h)		467		841						1367							
v/c Ratio		0.00		0.08						0.08							
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.3						0.2							
Control Delay (s/veh)		12.7		9.7						7.8							
Level of Service (LOS)		В		A						A							
Approach Delay (s/veh)		. 9	.7		· · · · ·					. 4	.9		· · · · · · · · · · · · · · · · · · ·				
Approach LOS			4														