Traffic Impact Study
Proposed Self-Storage Facility

Arlington Heights, Illinois

Prepared For:

HOLLADAY PROPERTIES

KLOA

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

October 26, 2022

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed self-storage facility to be located on the south side of Golf Road at 401 W. Golf Road in Arlington Heights, Illinois.

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

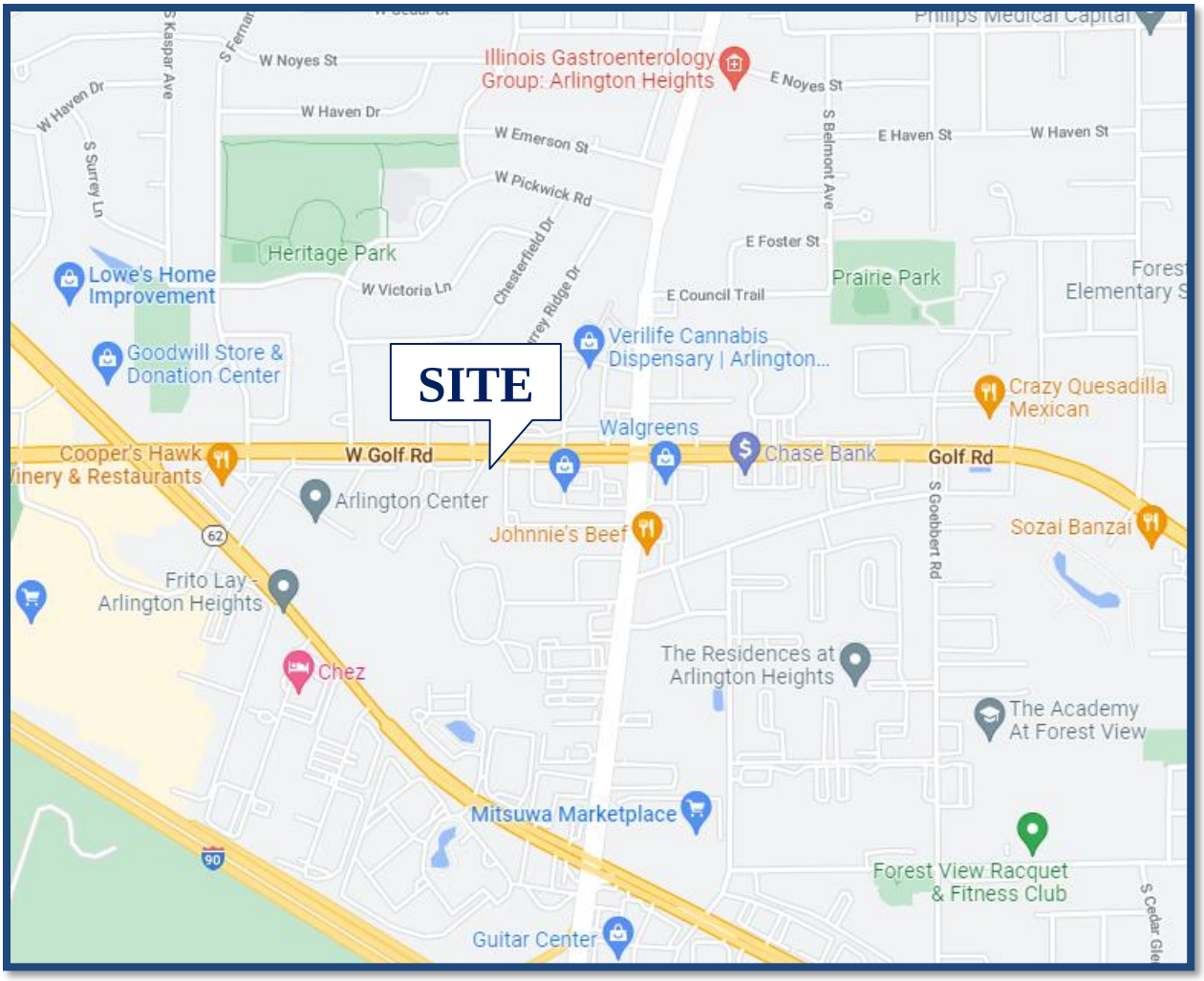
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

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

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

1. Year 2022 Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2022

1. Year 2028 Total Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

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

Site Location

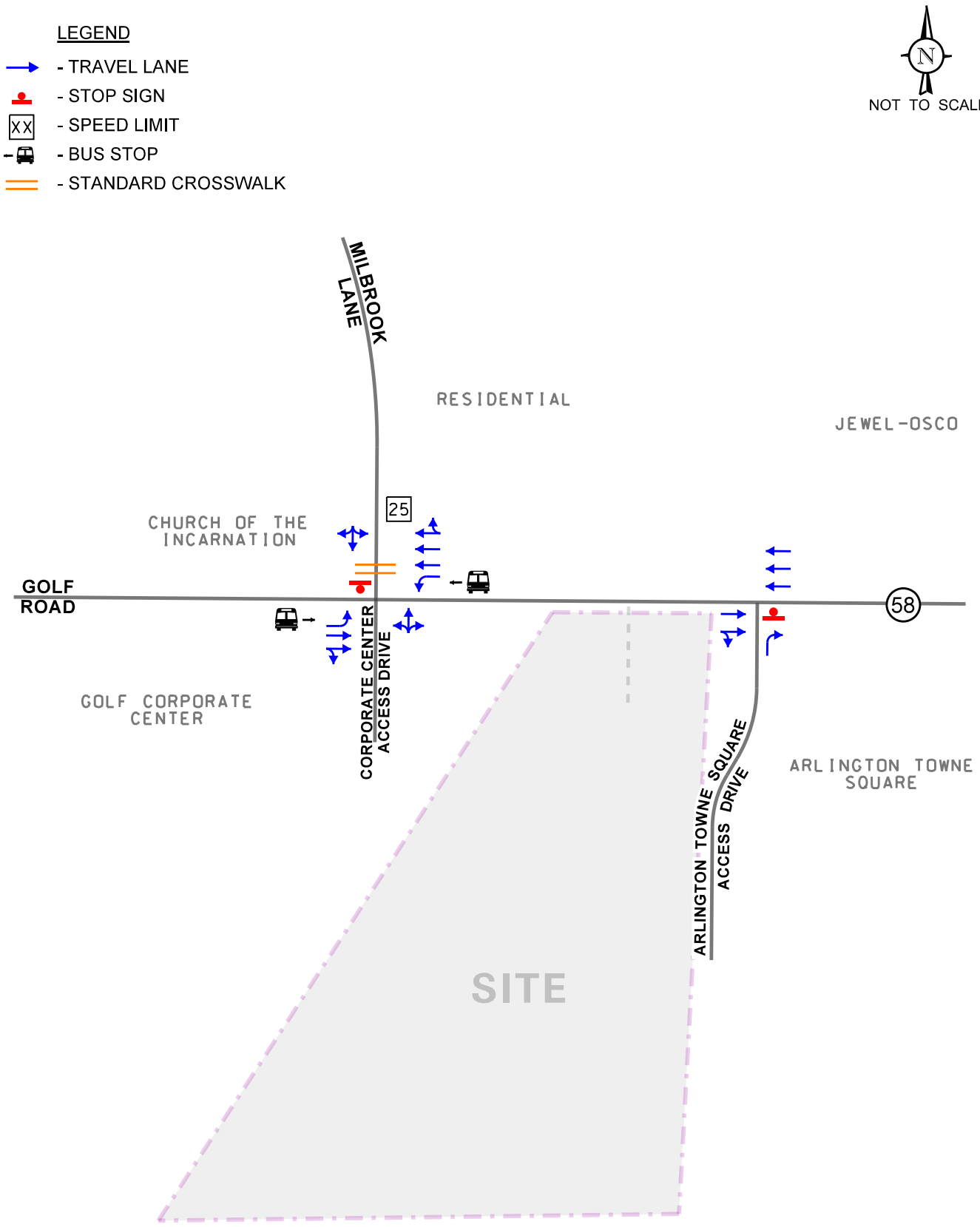
The site is located on the south side of Golf Road at 401 W. Golf Road in Arlington Heights, Illinois. Land uses in the area are primarily commercial along Golf Road including the Arlington Towne Square shopping center to the east, Jewel-Osco to the northeast, Golf Corporate Center to the west, and Osman Construction Corporation to the south. In addition, there are residential developments to the north and north-west of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Golf Road (Illinois Route 58) is an east-west, other principal arterial that in the vicinity of site provides three through lanes on the westbound direction and two through lanes on the eastbound direction. At its unsignalized intersection with Milbrook Lane/Corporate Center access drive, Golf Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, two through lanes and a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with the right-in/right-out access drive serving the Arlington Towne Square shopping center, Golf Road provides a through lane and a shared through/right-turn lane on the eastbound approach. Golf Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit of 40 mph, is designated as a Strategic Regional Arterial (SRA) route, and carries an Annual Average Daily Traffic (AADT) volume of 28,300 vehicles west of Arlington Heights Road and 27,800 vehicles east of Arlington Heights Road (IDOT, 2019).

Milbrook Lane is a north-south local roadway that is located on the north side of Gold Road along the Corporate Center access drive. Milbrook Lane provides one lane in each direction and at its unsignalized intersection with Golf Road, it provides a shared left-turn/through/right-turn lane and a crosswalk on the southbound approach and the Corporate Center access drive provides a shared left-turn/through/right-turn lane on the northbound approach. Milbrook Lane is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 mph.



Self Storage Facility
Arlington Heights, Illinois

Existing Roadway Characteristics

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

Job No: 22-322 Figure: 3

Year 2022 Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Thursday, October 6, 2022 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Golf Road with Milbrook Lane/Corporate Center Access Drive
- Golf Road with Arlington Towne Square Access Drive

The results of the traffic counts show that the peak hours of traffic generally occur between 7:45 A.M. and 8:45 A.M. during the weekday morning peak period and between 4:15 P.M. and 5:15 P.M. during the weekday evening peak period. The Year 2022 existing traffic volumes are illustrated in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.

Crash Analysis

KLOA, Inc. obtained crash data[1] for the most recent available past five years (2017 to 2021) for the intersections of Golf Road with Milbrook Lane/Corporate Center access drive, and Golf Road with Arlington Towne Square access drive. No crashes were reported during the reviewed period at the intersection of Golf Road with Arlington Towne Square access drive. The crash data for the intersection of Golf Road with Milbrook Lane/Corporate Center access drive are summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported at this intersection between 2017 and 2021.

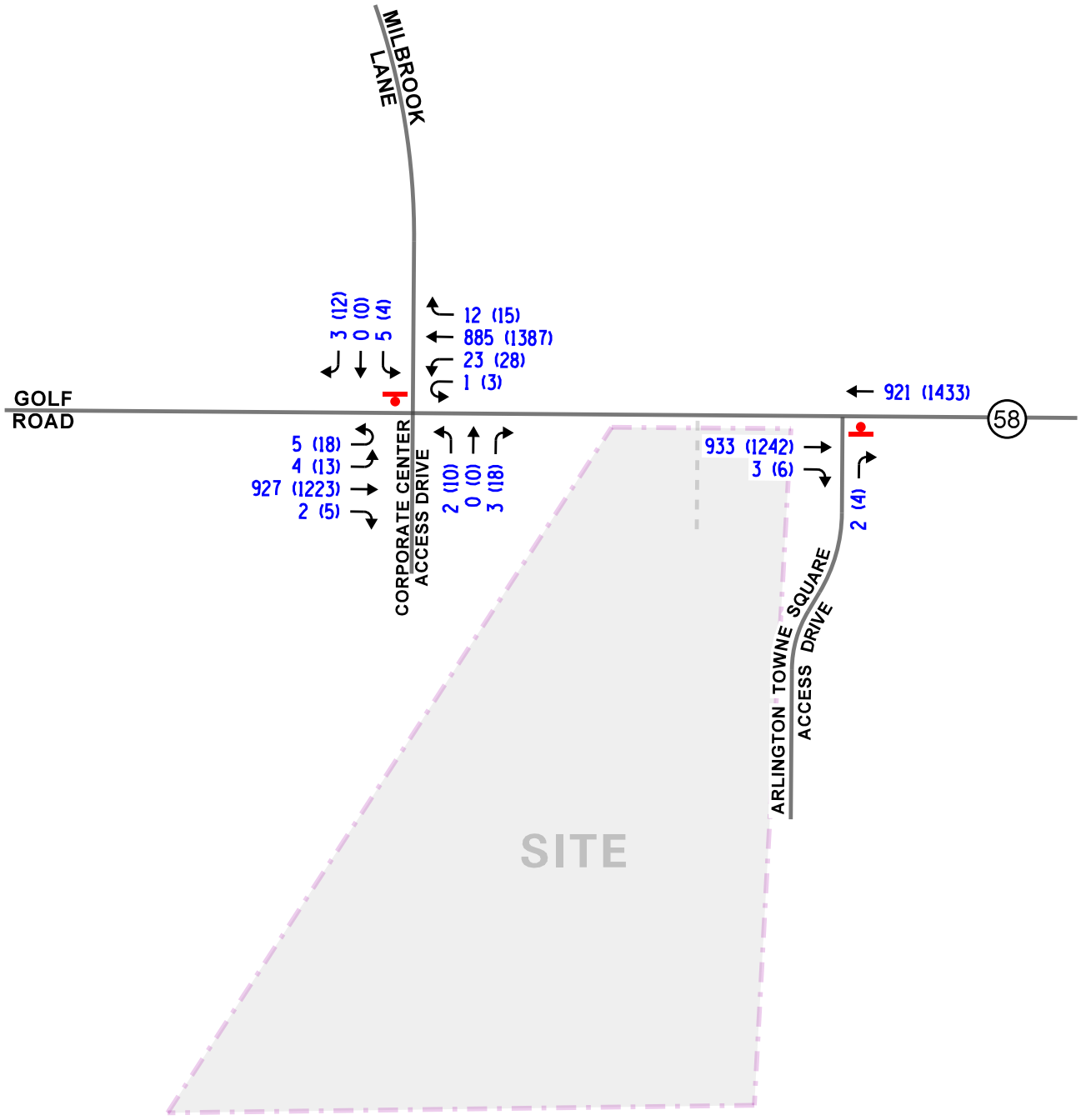
[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

NOT TO SCALE



Self Storage Facility
Arlington Heights, Illinois

Existing Traffic Volumes

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

Job No: 22-322 Figure: 4

Table 1
GOLF ROAD WITH MILBROOK LANE/CORPORATE CENTER ACCESS DRIVE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	1	0	1
2019	0	0	0	1	0	0	0	1
2020	0	0	0	0	0	1	0	1
2021	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**3**
Average	**--**	**--**	**--**	**<1.0**	**--**	**<1.0**	**--**	**<1.0**

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

The plans call for redeveloping the site, which was previously occupied by a pet shop, with approximately 799 storage units, 1,250 square feet of reception/retail area, and approximately 16 off-street parking spaces. The existing access drive serving the site will be eliminated and shifted approximately 50 feet further east. The access drive just as under existing conditions will be limited to right-in/right-out movements.

Directional Distribution

The directions from which patrons and employees of the proposed self-storage facility will approach and depart the site were estimated based on the travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land use and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed self-storage development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). The "Mini-Warehouse" (ITE Land-Use Code 151) rate was used for the proposed self-storage facility. **Table 2** shows the site-generated traffic volumes for the proposed development. Copies of the ITE trip generation sheets are included in the Appendix.

Table 2
ESTIMATED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

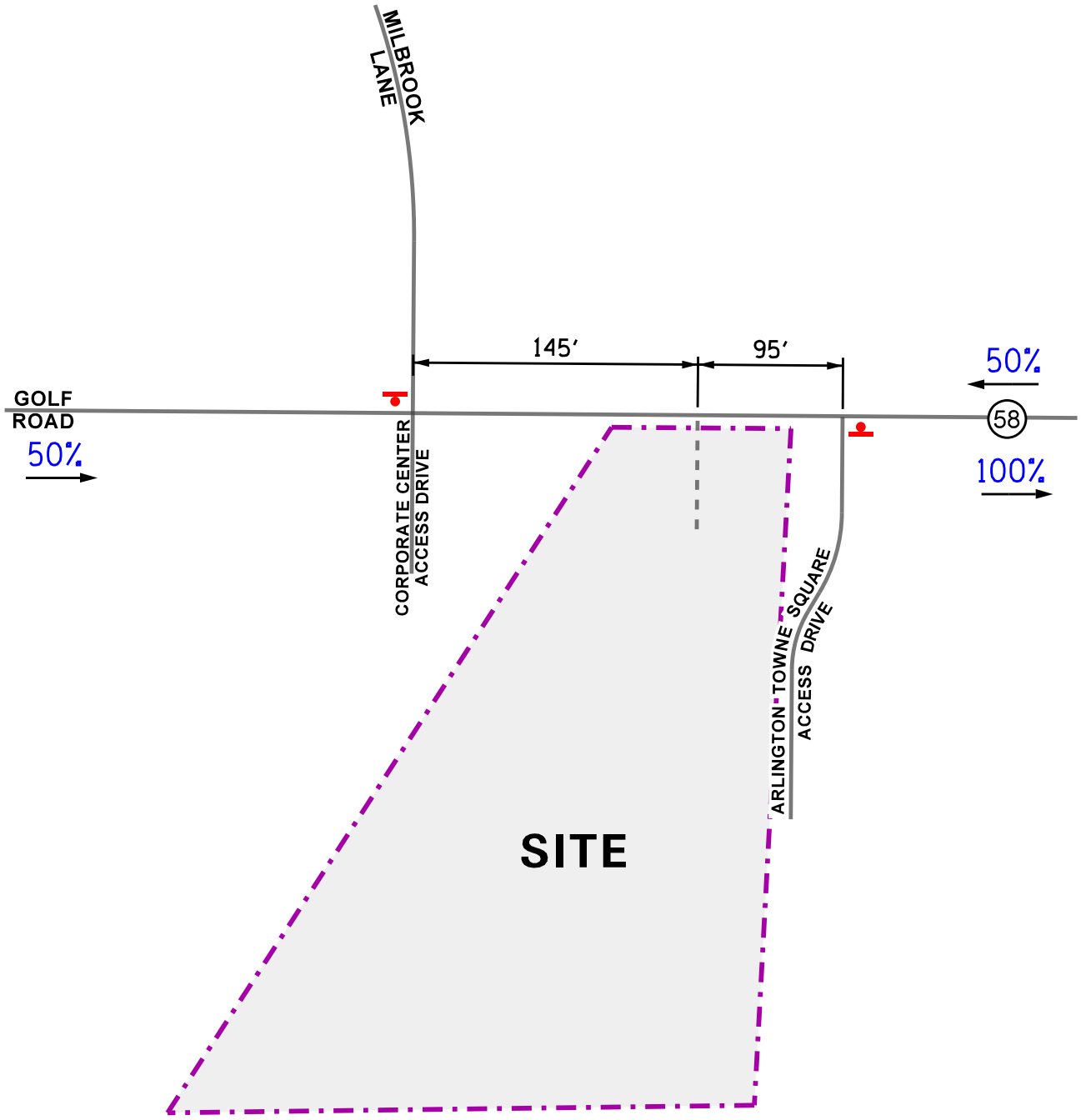
ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
151	Mini-Warehouse 799 units	5	5	10	6	7	13	144

LEGEND

00% - PERCENT DISTRIBUTION

00′ - DISTANCE IN FEET

NOT TO SCALE



Self Storage Facility
Arlington Heights, Illinois

Directional Distribution

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

Job No: 22-322 Figure: 5

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new site-generated traffic assignment for the proposed development is illustrated in **Figure 6**.

Total Projected Traffic Volumes

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.19 percent. As such, traffic volumes were increased by one percent to represent Year 2028 no-build conditions. A copy of the CMAP projections letter is included in the Appendix.

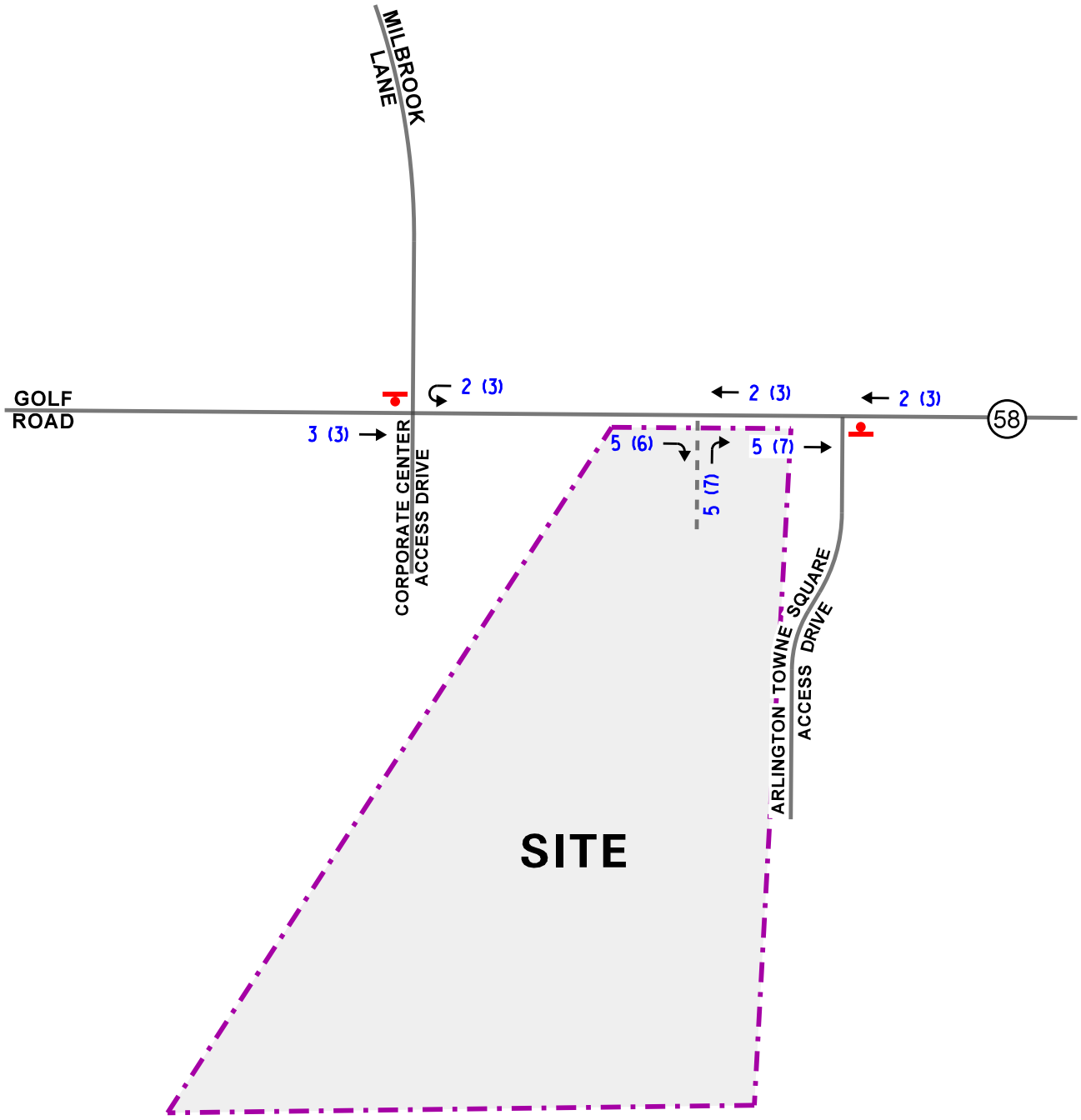
The development-generated traffic (Figures 6) was added to the Year 2028 no-build traffic volumes to determine the Year 2028 total projected traffic volumes, shown in **Figure 7.**

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

NOT TO SCALE

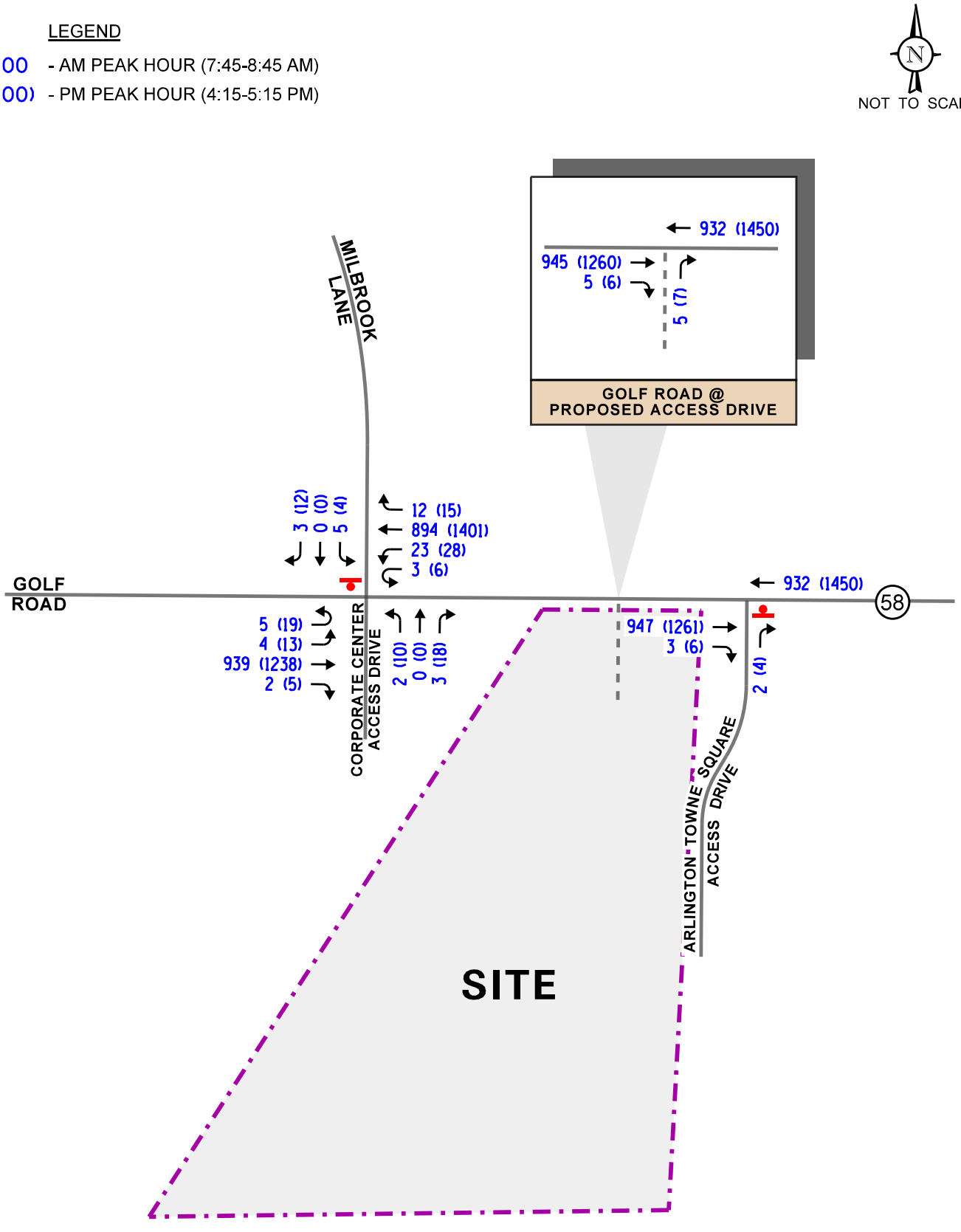


Self Storage Facility
Arlington Heights, Illinois

Site-Generated Traffic Volumes

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

Job No: 22-322 Figure: 6



Self Storage Facility
Arlington Heights, Illinois

Total Projected Traffic Volumes

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

Job No: 22-322 Figure: 7

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the Year 2022 existing and Year 2028 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 11 software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2022 existing and Year 2028 total projected conditions are presented in **Tables 3** and **4**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
YEAR 2022 EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Golf Road with Milbrook Lane/ Corporate Center Access Drive				
• Northbound Approach	C	16.0	C	23.3
• Southbound Approach	B	14.2	B	13.6
• Eastbound Left Turn	A	8.5	A	9.2
• Westbound Left Turn	B	10.7	B	13.1
Golf Road with Arlington Towne Square Access Drive				
• Northbound Approach	B	11.9	B	13.8

LOS = Level of Service
Delay is measured in seconds.

Table 4
YEAR 2028 TOTAL PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Golf Road with Milbrook Lane/ Corporate Center Access Drive				
• Northbound Approach	C	16.1	C	23.2
• Southbound Approach	B	14.4	B	13.7
• Eastbound Left Turn	A	8.5	A	9.2
• Westbound Left Turn	B	11.3	B	14.3
Golf Road with Arlington Towne Square Access Drive				
• Northbound Approach	B	12.0	B	14.0
Golf Road with Proposed Access Drive				
• Northbound Approach	B	12.0	B	14.0

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

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

Golf Road with Milbrook Lane/Corporate Center Access Drive

The results of the capacity analysis indicate that the northbound approach currently operates at LOS C during the weekday morning and weekday evening peak hours and the southbound approach currently operates at LOS B during both peak hours. The eastbound left-turn movement and the westbound left-turn movement currently operate at LOS A and B, respectively, during both peak hours. The 95th percentile queue for the westbound and eastbound left-turn lanes are one to two vehicles during both peak hours which can be accommodated by the existing storage length.

Under Year 2028 total projected conditions, the northbound and southbound approaches are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. The eastbound left-turn movement will operate at LOS A during both peak hours. The westbound left-turn movement will continue operating at LOS B during the weekday morning and weekday evening peak hours with increases in delay of less than one second and less than two seconds respectively. The 95th percentile queue for the westbound and eastbound left-turn lanes are projected to remain one to two vehicles during both peak hours which will be accommodated by the existing storage length. As such, this intersection has sufficient reserved capacity to accommodate the traffic that will be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Golf Road with Arlington Towne Square Access Drive

The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during both peak hours.

Under Year 2028 total projected conditions, the northbound approach is projected to continue operating at LOS B during both peak hours with an increase in delay of less than one second. As such, the traffic that will be generated by the proposed self-storage facility will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

Golf Road with Proposed Access Drive

The access to the proposed self-storage facility will be provided via a proposed right-in/right-out access drive off Golf Road with the outbound movements under stop sign control. The results of the capacity analyses show that under Year 2028 total projected conditions, the outbound movements from this proposed access drive will operate at LOS B during both peak hours with a 95th percentile queue of one to vehicles during both peak hours, which will not interrupt the internal traffic circulation. As such, the proposed access drive will be adequate to accommodate the traffic that will be generated by the proposed development efficiently.

6. Conclusion

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

- The roadway system in the vicinity of the site has the adequate reserved capacity to accommodate the traffic that will be generated by the proposed development.

- The proposed right-in/right-out access drive will be adequate in accommodating the low volume of the site-generated traffic and will ensure that efficient access is provided.

Appendix

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

Traffic Count Summary Sheets

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

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

Count Name: Golf Rd with Arlington Town Square Access Dr
Site Code:
Start Date: 10/06/2022

Turning Movement Data

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Northbound St. Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	187	2	0	189	0	0	177	0	177	0	0	0	0	0	366
7:15 AM	0	187	2	0	189	0	0	180	0	180	0	0	0	0	0	369
7:30 AM	0	238	1	0	239	0	0	243	0	243	0	0	0	0	0	482
7:45 AM	0	270	0	0	270	0	0	223	0	223	0	0	0	0	0	493
Hourly Total	0	882	5	0	887	0	0	823	0	823	0	0	0	0	0	1710
8:00 AM	0	207	3	0	210	0	0	221	0	221	0	0	0	0	0	431
8:15 AM	0	229	0	0	229	0	0	213	0	213	0	0	1	0	1	443
8:30 AM	0	226	0	0	226	0	0	264	0	264	0	0	1	0	1	491
8:45 AM	0	215	0	0	215	0	0	217	0	217	0	0	0	0	0	432
Hourly Total	0	877	3	0	880	0	0	915	0	915	0	0	2	0	2	1797
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	279	1	0	280	0	0	329	0	329	0	0	1	0	1	610
4:15 PM	0	323	1	0	324	0	0	360	0	360	0	0	1	0	1	685
4:30 PM	0	294	3	0	297	0	0	347	0	347	0	0	1	0	1	645
4:45 PM	0	306	1	0	307	0	0	333	0	333	0	0	1	0	1	641
Hourly Total	0	1202	6	0	1208	0	0	1369	0	1369	0	0	4	0	4	2581
5:00 PM	0	319	1	0	320	0	0	314	0	314	0	0	1	0	1	635
5:15 PM	0	330	0	0	330	0	0	350	0	350	0	0	0	0	0	680
5:30 PM	0	302	1	0	303	0	0	341	0	341	0	0	1	0	1	645
5:45 PM	0	292	3	0	295	0	0	306	0	306	0	0	0	0	0	601
Hourly Total	0	1243	5	0	1248	0	0	1311	0	1311	0	0	2	0	2	2561
Grand Total	0	4204	19	0	4223	0	0	4418	0	4418	0	0	8	0	8	8649
Approach %	0.0	99.6	0.4	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	48.6	0.2	-	48.8	0.0	0.0	51.1	-	51.1	0.0	0.0	0.1	-	0.1	-
Lights	0	4117	18	-	4135	0	0	4313	-	4313	0	0	8	-	8	8456
% Lights	-	97.9	94.7	-	97.9	-	-	97.6	-	97.6	-	-	100.0	-	100.0	97.8
Buses	0	18	0	-	18	0	0	21	-	21	0	0	0	-	0	39
% Buses	-	0.4	0.0	-	0.4	-	-	0.5	-	0.5	-	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	51	1	-	52	0	0	50	-	50	0	0	0	-	0	102
% Single-Unit Trucks	-	1.2	5.3	-	1.2	-	-	1.1	-	1.1	-	-	0.0	-	0.0	1.2
Articulated Trucks	0	18	0	-	18	0	0	33	-	33	0	0	0	-	0	51
% Articulated Trucks	-	0.4	0.0	-	0.4	-	-	0.7	-	0.7	-	-	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Golf Rd with Arlington Town Square Access Dr
Site Code:
Start Date: 10/06/2022

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Northbound St. Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	270	0	0	270	0	0	223	0	223	0	0	0	0	0	493
8:00 AM	0	207	3	0	210	0	0	221	0	221	0	0	0	0	0	431
8:15 AM	0	229	0	0	229	0	0	213	0	213	0	0	1	0	1	443
8:30 AM	0	226	0	0	226	0	0	264	0	264	0	0	1	0	1	491
Total	0	932	3	0	935	0	0	921	0	921	0	0	2	0	2	1858
Approach %	0.0	99.7	0.3	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	50.2	0.2	-	50.3	0.0	0.0	49.6	-	49.6	0.0	0.0	0.1	-	0.1	-
PHF	0.000	0.863	0.250	-	0.866	0.000	0.000	0.872	-	0.872	0.000	0.000	0.500	-	0.500	0.942
Lights	0	896	3	-	899	0	0	897	-	897	0	0	2	-	2	1798
% Lights	-	96.1	100.0	-	96.1	-	-	97.4	-	97.4	-	-	100.0	-	100.0	96.8
Buses	0	7	0	-	7	0	0	3	-	3	0	0	0	-	0	10
% Buses	-	0.8	0.0	-	0.7	-	-	0.3	-	0.3	-	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	24	0	-	24	0	0	13	-	13	0	0	0	-	0	37
% Single-Unit Trucks	-	2.6	0.0	-	2.6	-	-	1.4	-	1.4	-	-	0.0	-	0.0	2.0
Articulated Trucks	0	5	0	-	5	0	0	8	-	8	0	0	0	-	0	13
% Articulated Trucks	-	0.5	0.0	-	0.5	-	-	0.9	-	0.9	-	-	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Golf Rd with Arlington Town Square Access Dr
Site Code:
Start Date: 10/06/2022

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Northbound St. Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:15 PM	0	323	1	0	324	0	0	360	0	360	0	0	1	0	1	685
4:30 PM	0	294	3	0	297	0	0	347	0	347	0	0	1	0	1	645
4:45 PM	0	306	1	0	307	0	0	333	0	333	0	0	1	0	1	641
5:00 PM	0	319	1	0	320	0	0	314	0	314	0	0	1	0	1	635
Total	0	1242	6	0	1248	0	0	1354	0	1354	0	0	4	0	4	2606
Approach %	0.0	99.5	0.5	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	47.7	0.2	-	47.9	0.0	0.0	52.0	-	52.0	0.0	0.0	0.2	-	0.2	-
PHF	0.000	0.961	0.500	-	0.963	0.000	0.000	0.940	-	0.940	0.000	0.000	1.000	-	1.000	0.951
Lights	0	1230	5	-	1235	0	0	1330	-	1330	0	0	4	-	4	2569
% Lights	-	99.0	83.3	-	99.0	-	-	98.2	-	98.2	-	-	100.0	-	100.0	98.6
Buses	0	4	0	-	4	0	0	10	-	10	0	0	0	-	0	14
% Buses	-	0.3	0.0	-	0.3	-	-	0.7	-	0.7	-	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	4	1	-	5	0	0	8	-	8	0	0	0	-	0	13
% Single-Unit Trucks	-	0.3	16.7	-	0.4	-	-	0.6	-	0.6	-	-	0.0	-	0.0	0.5
Articulated Trucks	0	4	0	-	4	0	0	6	-	6	0	0	0	-	0	10
% Articulated Trucks	-	0.3	0.0	-	0.3	-	-	0.4	-	0.4	-	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Golf Rd with Millbrook Ln
Site Code:
Start Date: 10/06/2022

Turning Movement Data

Start Time	Golf Rd Eastbound						Golf Rd Westbound						Access Dr Northbound						Millbrook Ln Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	178	0	0	178	0	0	165	0	0	165	0	0	1	0	0	1	0	1	0	4	0	5	349
7:15 AM	0	3	198	0	0	201	1	2	174	0	0	177	0	0	1	1	0	2	0	0	0	1	1	1	381
7:30 AM	0	0	227	1	0	228	0	1	217	0	0	218	0	0	0	0	0	0	0	1	0	0	0	1	447
7:45 AM	1	1	260	0	0	262	0	6	237	7	0	250	0	0	0	0	0	0	0	2	0	0	0	2	514
Hourly Total	1	4	863	1	0	869	1	9	793	7	0	810	0	0	2	1	0	3	0	4	0	5	1	9	1691
8:00 AM	3	1	232	0	0	236	1	5	208	0	1	214	0	2	0	0	1	2	0	1	0	1	1	2	454
8:15 AM	0	1	215	1	0	217	0	7	217	2	0	226	0	0	0	1	0	1	0	0	0	2	1	2	446
8:30 AM	1	1	220	1	1	223	0	5	211	3	0	219	0	0	0	2	1	2	0	2	0	0	0	2	446
8:45 AM	2	0	223	2	0	227	1	9	258	2	0	270	0	0	0	0	0	0	0	1	1	1	0	3	500
Hourly Total	6	3	890	4	1	903	2	26	894	7	1	929	0	2	0	3	2	5	0	4	1	4	2	9	1846
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	4	248	2	0	257	1	6	303	8	0	318	0	3	1	4	0	8	0	1	0	3	0	4	587
4:15 PM	5	3	311	1	0	320	2	8	344	5	0	359	0	2	0	5	0	7	0	2	0	4	0	6	692
4:30 PM	2	1	300	3	0	306	1	5	387	4	0	397	0	3	0	2	0	5	0	1	0	1	1	2	710
4:45 PM	5	3	293	1	0	302	0	6	351	2	0	359	0	1	0	4	0	5	0	0	0	2	1	2	668
Hourly Total	15	11	1152	7	0	1185	4	25	1385	19	0	1433	0	9	1	15	0	25	0	4	0	10	2	14	2657
5:00 PM	6	6	306	0	0	318	0	9	305	4	0	318	0	4	0	7	0	11	0	1	0	5	3	6	653
5:15 PM	8	1	317	1	0	327	0	8	311	6	0	325	0	3	0	8	0	11	0	1	0	2	0	3	666
5:30 PM	7	2	305	0	0	314	0	9	342	8	0	359	0	3	0	6	0	9	0	2	0	1	0	3	685
5:45 PM	5	3	302	4	0	314	1	22	303	6	0	332	0	1	0	5	0	6	0	1	1	4	0	6	658
Hourly Total	26	12	1230	5	0	1273	1	48	1261	24	0	1334	0	11	0	26	0	37	0	5	1	12	3	18	2662
Grand Total	48	30	4135	17	1	4230	8	108	4333	57	1	4506	0	22	3	45	2	70	0	17	2	31	8	50	8856
Approach %	1.1	0.7	97.8	0.4	-	-	0.2	2.4	96.2	1.3	-	-	0.0	31.4	4.3	64.3	-	-	0.0	34.0	4.0	62.0	-	-	-
Total %	0.5	0.3	46.7	0.2	-	47.8	0.1	1.2	48.9	0.6	-	50.9	0.0	0.2	0.0	0.5	-	0.8	0.0	0.2	0.0	0.4	-	0.6	-
Lights	48	30	4057	17	-	4152	8	108	4233	57	-	4406	0	22	3	44	-	69	0	16	2	29	-	47	8674
% Lights	100.0	100.0	98.1	100.0	-	98.2	100.0	100.0	97.7	100.0	-	97.8	-	100.0	100.0	97.8	-	98.6	-	94.1	100.0	93.5	-	94.0	97.9
Buses	0	0	18	0	-	18	0	0	26	0	-	26	0	0	0	0	-	0	0	0	0	0	-	0	44
% Buses	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	45	0	-	45	0	0	40	0	-	40	0	0	0	1	-	1	0	1	0	1	-	2	88
% Single-Unit Trucks	0.0	0.0	1.1	0.0	-	1.1	0.0	0.0	0.9	0.0	-	0.9	-	0.0	0.0	2.2	-	1.4	-	5.9	0.0	3.2	-	4.0	1.0
Articulated Trucks	0	0	15	0	-	15	0	0	34	0	-	34	0	0	0	0	-	0	0	0	0	1	-	1	50
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.2	-	2.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Golf Rd with Millbrook Ln
Site Code:
Start Date: 10/06/2022

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Golf Rd Eastbound						Golf Rd Westbound						Access Dr Northbound						Millbrook Ln Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	1	1	260	0	0	262	0	6	237	7	0	250	0	0	0	0	0	0	0	2	0	0	0	2	514
8:00 AM	3	1	232	0	0	236	1	5	208	0	1	214	0	2	0	0	1	2	0	1	0	1	1	2	454
8:15 AM	0	1	215	1	0	217	0	7	217	2	0	226	0	0	0	1	0	1	0	0	0	2	1	2	446
8:30 AM	1	1	220	1	1	223	0	5	211	3	0	219	0	0	0	2	1	2	0	2	0	0	0	2	446
Total	5	4	927	2	1	938	1	23	873	12	1	909	0	2	0	3	2	5	0	5	0	3	2	8	1860
Approach %	0.5	0.4	98.8	0.2	-	-	0.1	2.5	96.0	1.3	-	-	0.0	40.0	0.0	60.0	-	-	0.0	62.5	0.0	37.5	-	-	-
Total %	0.3	0.2	49.8	0.1	-	50.4	0.1	1.2	46.9	0.6	-	48.9	0.0	0.1	0.0	0.2	-	0.3	0.0	0.3	0.0	0.2	-	0.4	-
PHF	0.417	1.000	0.891	0.500	-	0.895	0.250	0.821	0.921	0.429	-	0.909	0.000	0.250	0.000	0.375	-	0.625	0.000	0.625	0.000	0.375	-	1.000	0.905
Lights	5	4	893	2	-	904	1	23	851	12	-	887	0	2	0	3	-	5	0	4	0	3	-	7	1803
% Lights	100.0	100.0	96.3	100.0	-	96.4	100.0	100.0	97.5	100.0	-	97.6	-	100.0	-	100.0	-	100.0	-	80.0	-	100.0	-	87.5	96.9
Buses	0	0	8	0	-	8	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	0.0	0.0	0.9	0.0	-	0.9	0.0	0.0	0.5	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	23	0	-	23	0	0	8	0	-	8	0	0	0	0	-	0	0	1	0	0	-	1	32
% Single-Unit Trucks	0.0	0.0	2.5	0.0	-	2.5	0.0	0.0	0.9	0.0	-	0.9	-	0.0	-	0.0	-	0.0	-	20.0	-	0.0	-	12.5	1.7
Articulated Trucks	0	0	3	0	-	3	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	13
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	1.1	0.0	-	1.1	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

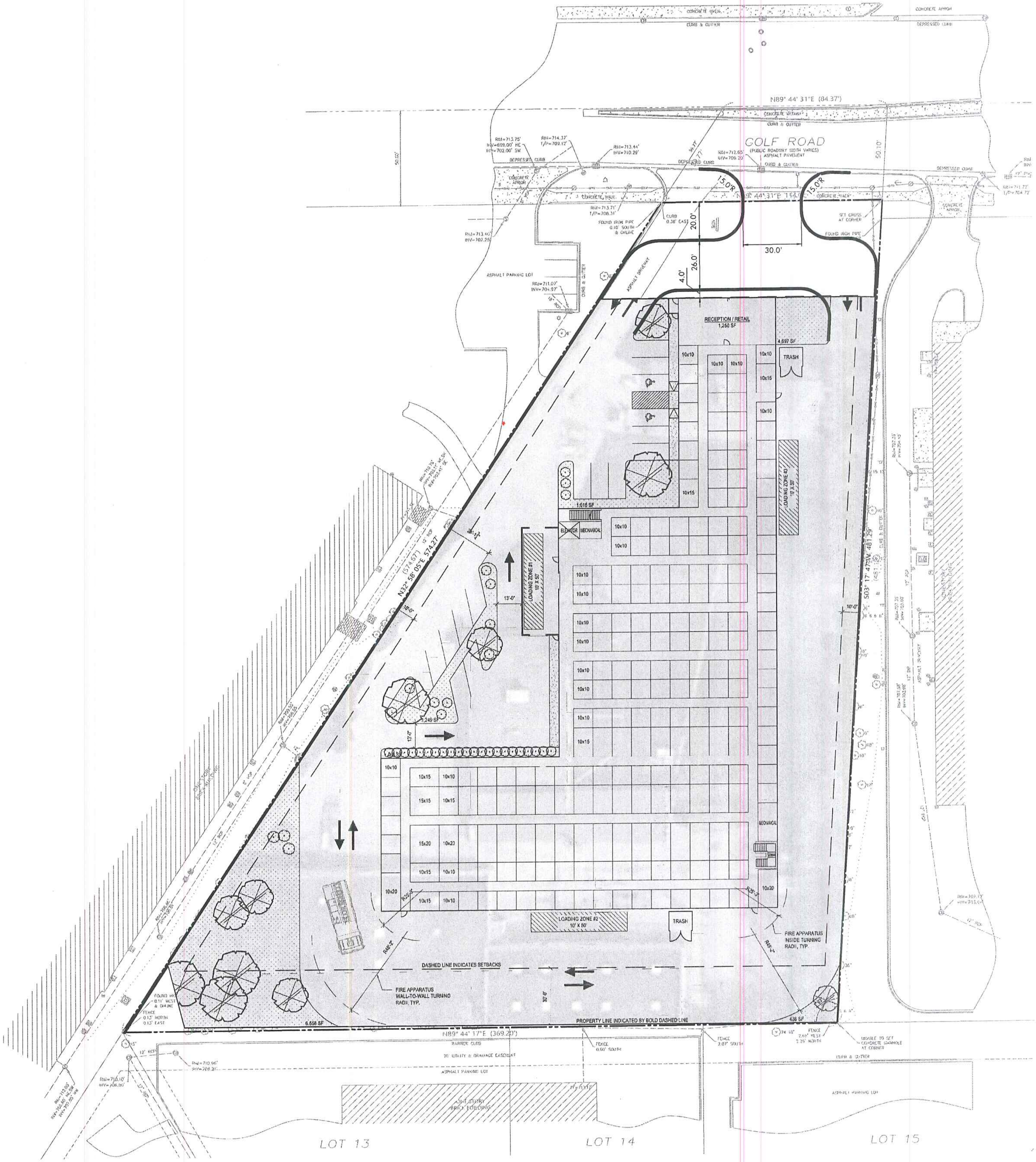
Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Golf Rd with Millbrook Ln
Site Code:
Start Date: 10/06/2022

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Golf Rd Eastbound						Golf Rd Westbound						Access Dr Northbound						Millbrook Ln Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	5	3	311	1	0	320	2	8	344	5	0	359	0	2	0	5	0	7	0	2	0	4	0	6	692
4:30 PM	2	1	300	3	0	306	1	5	387	4	0	397	0	3	0	2	0	5	0	1	0	1	1	2	710
4:45 PM	5	3	293	1	0	302	0	6	351	2	0	359	0	1	0	4	0	5	0	0	0	2	1	2	668
5:00 PM	6	6	306	0	0	318	0	9	305	4	0	318	0	4	0	7	0	11	0	1	0	5	3	6	653
Total	18	13	1210	5	0	1246	3	28	1387	15	0	1433	0	10	0	18	0	28	0	4	0	12	5	16	2723
Approach %	1.4	1.0	97.1	0.4	-	-	0.2	2.0	96.8	1.0	-	-	0.0	35.7	0.0	64.3	-	-	0.0	25.0	0.0	75.0	-	-	-
Total %	0.7	0.5	44.4	0.2	-	45.8	0.1	1.0	50.9	0.6	-	52.6	0.0	0.4	0.0	0.7	-	1.0	0.0	0.1	0.0	0.4	-	0.6	-
PHF	0.750	0.542	0.973	0.417	-	0.973	0.375	0.778	0.896	0.750	-	0.902	0.000	0.625	0.000	0.643	-	0.636	0.000	0.500	0.000	0.600	-	0.667	0.959
Lights	18	13	1200	5	-	1236	3	28	1359	15	-	1405	0	10	0	17	-	27	0	4	0	11	-	15	2683
% Lights	100.0	100.0	99.2	100.0	-	99.2	100.0	100.0	98.0	100.0	-	98.0	-	100.0	-	94.4	-	96.4	-	100.0	-	91.7	-	93.8	98.5
Buses	0	0	4	0	-	4	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	13
% Buses	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.6	0.0	-	0.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	4	0	-	4	0	0	14	0	-	14	0	0	0	1	-	1	0	0	0	0	-	0	19
% Single-Unit Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	1.0	0.0	-	1.0	-	0.0	-	5.6	-	3.6	-	0.0	-	0.0	-	0.0	0.7
Articulated Trucks	0	0	2	0	-	2	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	1	-	1	8
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.4	0.0	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	-	8.3	-	6.3	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan


GOLF ROAD
(PUBLIC ROADWAY WIDTH VARIES)
ASPHALT PAVEMENT
N89° 44' 31"E (84.37')
CONCRETE WALK
CURB & GUTTER
DEPRESSED CURB
15.0'R
20.0'
26.0'
4.0'
30.0'
ASPHALT PARKING LOT
RECEPTION / RETAIL
1,250 SF
4,697 SF
TRASH
1,015 SF
ELEVATOR
MECHANICAL
LOADING ZONE #1
LOADING ZONE #3
13'-0"
3,249 SF
LOADING ZONE #2
10' X 50'
FIRE APPARATUS
INSIDE TURNING
RADII, TYP.
DASHED LINE INDICATES SETBACKS
FIRE APPARATUS
WALL-TO-WALL TURNING
RADII, TYP.
6,658 SF
PROPERTY LINE INDICATED BY BOLD DASHED LINE
436 SF
N32° 58' 05"E 574.27'
S03° 17' 47"W 481.29'
N89° 44' 17"E (369.23')
LOT 13
LOT 14
LOT 15

ITE Trip Generation Summary Sheets

Land Use: 151
Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035

Mini-Warehouse
(151)

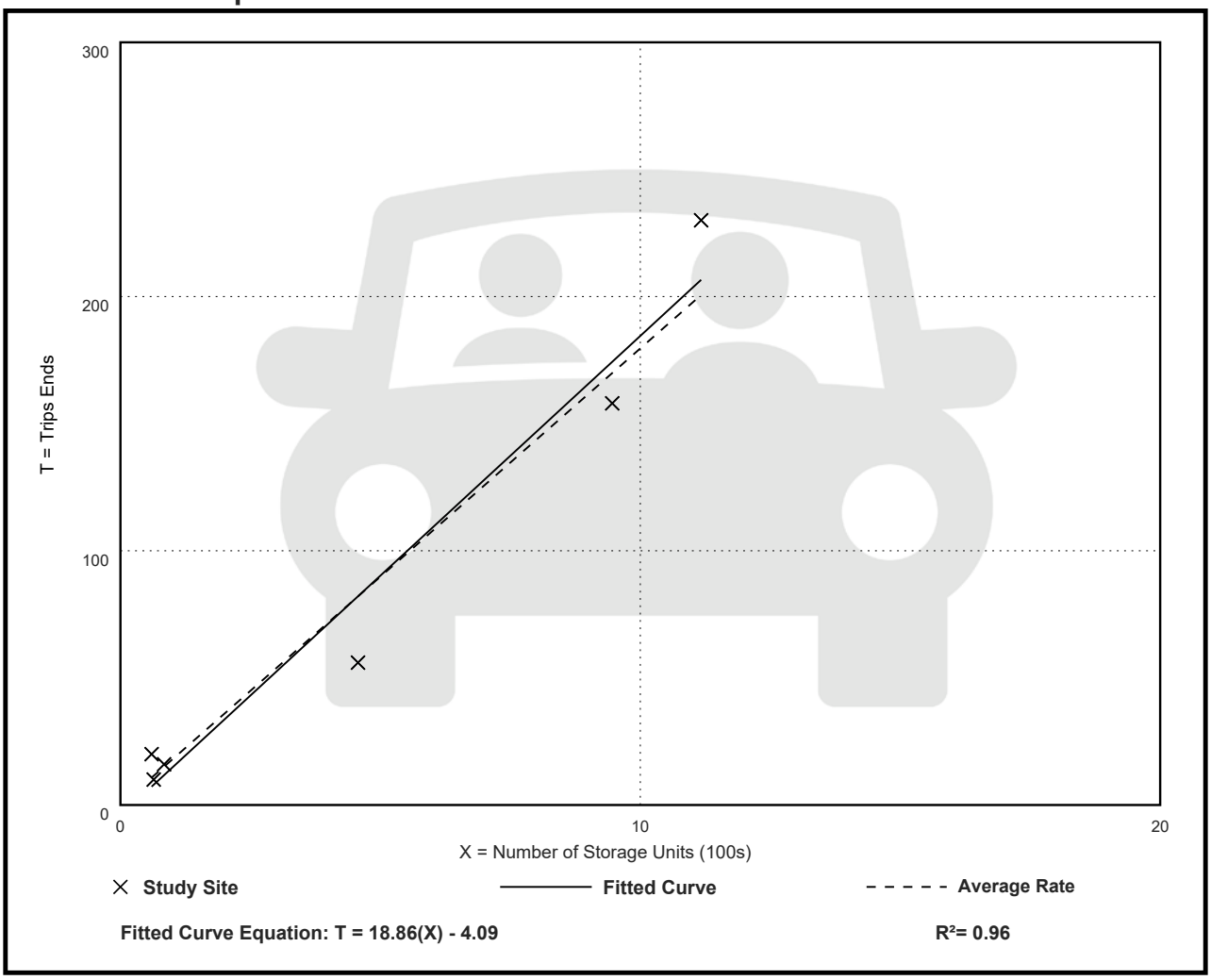
Vehicle Trip Ends vs: Storage Units (100s)
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Storage Units (100s): 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
17.96	12.25 - 33.33	4.13

Data Plot and Equation



Fitted Curve Equation: T = 18.86(X) - 4.09

R^2= 0.96

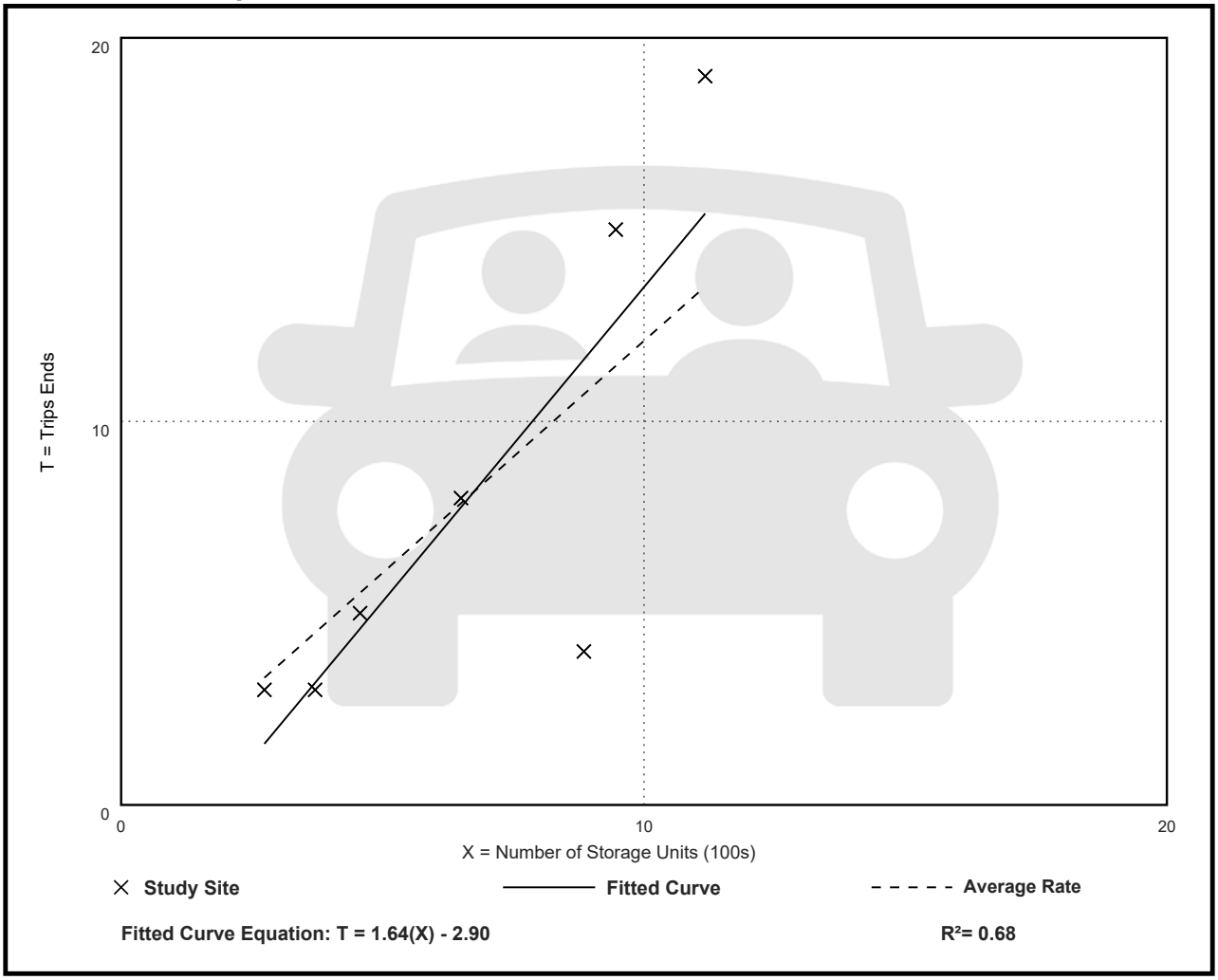
Mini-Warehouse
(151)

Vehicle Trip Ends vs: Storage Units (100s)
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Storage Units (100s): 7
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.21	0.45 - 1.70	0.49

Data Plot and Equation



Fitted Curve Equation: T = 1.64(X) - 2.90

R^2= 0.68

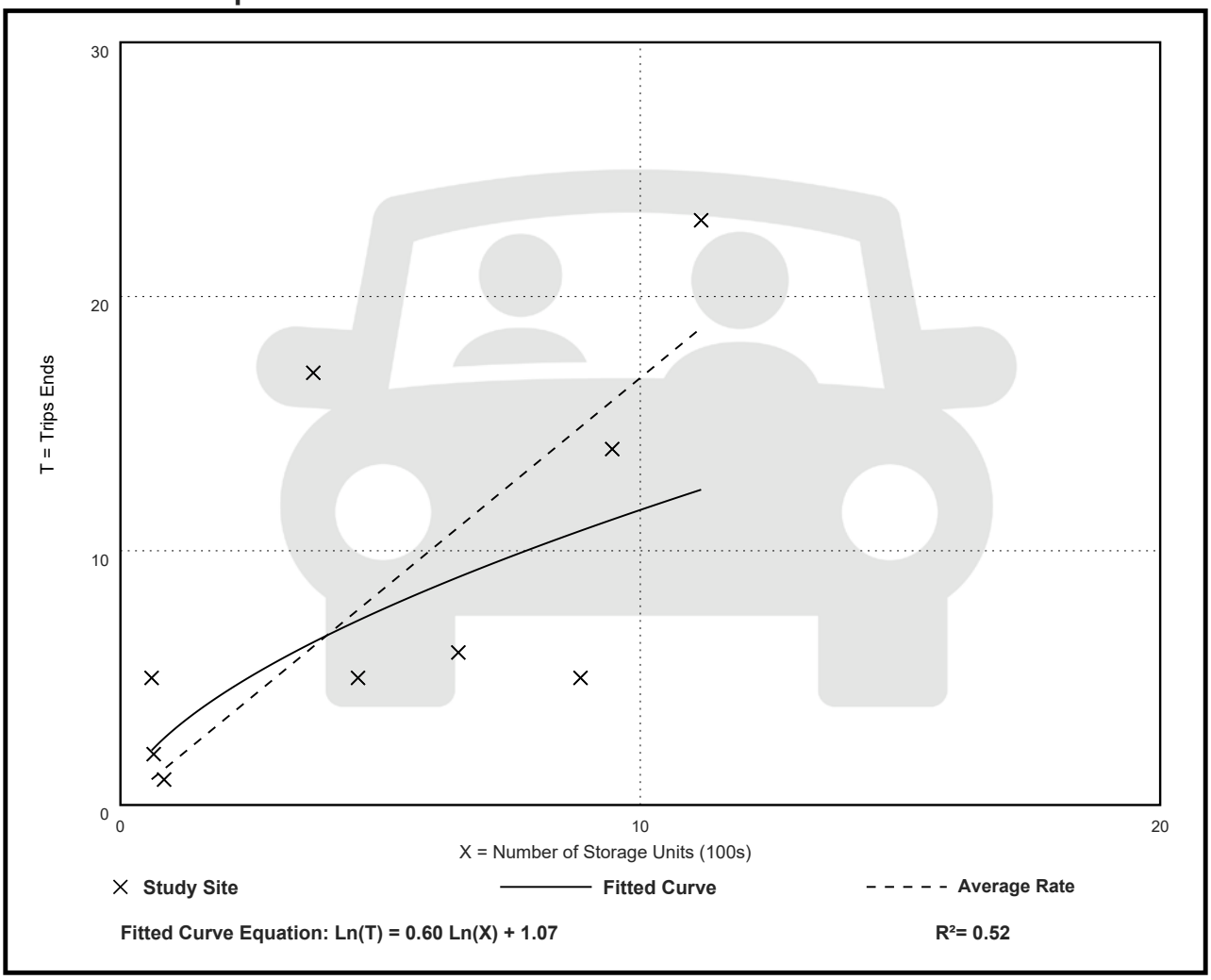
Mini-Warehouse
(151)

Vehicle Trip Ends vs: Storage Units (100s)
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Storage Units (100s): 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Storage Unit (100s)

Average Rate	Range of Rates	Standard Deviation
1.68	0.56 - 8.33	1.37

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.60 Ln(X) + 1.07

R^2= 0.52

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

October 19, 2022

Shahrzad Ainkeshavarzi
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***West Golf Road West of South Arlington Heights Road***
IDOT

Dear Ms. Ainkeshavarzi :

In response to a request made on your behalf and dated October 18, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2019)	Year 2050 ADT
W. Golf Rd west of S. Arlington Hts Rd	28,300	30,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

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

cc: Rios (IDOT)
2022_ForecastTraffic\ArlingtonHeights\ck-131-22\ck-131-22.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high, and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

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

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	933	3	0	921	0	2
Future Vol, veh/h	933	3	0	921	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	993	3	0	980	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	498
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	523
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	523
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	523	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	11.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	4	927	2	1	23	885	12	2	0	3	5	0	3
Future Vol, veh/h	5	4	927	2	1	23	885	12	2	0	3	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	0	3	0	0	0	0	20	0	0
Mvmt Flow	5	4	1019	2	1	25	973	13	2	0	3	5	0	3

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	720	986	0	0	1021	1021	0	0	1479	2076	511	1560	2071	493
Stage 1	-	-	-	-	-	-	-	-	1038	1038	-	1032	1032	-
Stage 2	-	-	-	-	-	-	-	-	441	1038	-	528	1039	-
Critical Hdwy	5.6	5.3	-	-	6.4	4.1	-	-	6.95	6.5	6.9	7.35	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.5	5.5	-	7.7	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.7	5.5	-	6.9	5.5	-
Follow-up Hdwy	2.3	3.1	-	-	2.5	2.2	-	-	3.65	4	3.3	3.85	4	3.9
Pot Cap-1 Maneuver	*1237	863	-	-	327	688	-	-	*289	106	513	220	108	*730
Stage 1	-	-	-	-	-	-	-	-	*245	311	-	611	634	-
Stage 2	-	-	-	-	-	-	-	-	*780	629	-	445	310	-
Platoon blocked, %	1	1	-	-			-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*1035	1035	-	-	657	657	-	-	*277	101	513	211	102	*730
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	*219	225	-	314	214	-
Stage 1	-	-	-	-	-	-	-	-	*243	308	-	605	609	-
Stage 2	-	-	-	-	-	-	-	-	*746	604	-	438	307	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	16	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	1035	-	-	657	-	-	399
HCM Lane V/C Ratio	0.016	0.01	-	-	0.04	-	-	0.022
HCM Control Delay (s)	16	8.5	-	-	10.7	-	-	14.2
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

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

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1242	6	0	1433	0	4
Future Vol, veh/h	1242	6	0	1433	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	17	0	2	0	0
Mvmt Flow	1307	6	0	1508	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	657
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	412
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	412
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	412	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	13.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	18	13	1223	5	3	28	1387	15	10	0	18	4	0	12
Future Vol, veh/h	18	13	1223	5	3	28	1387	15	10	0	18	4	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	0	2	0	0	0	6	0	0	8
Mvmt Flow	19	14	1274	5	3	29	1445	16	10	0	19	4	0	13

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1066	1461	0	0	1279	1279	0	0	1985	2868	640	2220	2862	731
Stage 1	-	-	-	-	-	-	-	-	1343	1343	-	1517	1517	-
Stage 2	-	-	-	-	-	-	-	-	642	1525	-	703	1345	-
Critical Hdwy	5.6	5.3	-	-	6.4	4.1	-	-	6.95	6.5	7.02	6.95	6.5	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	3.1	-	-	2.5	2.2	-	-	3.65	4	3.36	3.65	4	3.98
Pot Cap-1 Maneuver	*1025	*761	-	-	224	550	-	-	*246	*39	409	*144	*39	*592
Stage 1	-	-	-	-	-	-	-	-	*160	*223	-	*646	*590	-
Stage 2	-	-	-	-	-	-	-	-	*646	*590	-	*388	*222	-
Platoon blocked, %	1	1	-	-			-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*886	*886	-	-	477	477	-	-	*222	*35	409	*127	*35	*592
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	*125	*152	-	*245	*136	-
Stage 1	-	-	-	-	-	-	-	-	*154	*215	-	*623	*550	-
Stage 2	-	-	-	-	-	-	-	-	*590	*550	-	*357	*214	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	23.3	13.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	* 886	-	-	477	-	-	437
HCM Lane V/C Ratio	0.129	0.036	-	-	0.068	-	-	0.038
HCM Control Delay (s)	23.3	9.2	-	-	13.1	-	-	13.6
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-	-	0.1

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

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	947	3	0	932	0	2
Future Vol, veh/h	947	3	0	932	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	1007	3	0	991	0	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	505
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	518
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	518	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	12	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	4	939	2	3	23	894	12	2	0	3	5	0	3
Future Vol, veh/h	5	4	939	2	3	23	894	12	2	0	3	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	0	3	0	0	0	0	20	0	0
Mvmt Flow	5	4	1032	2	3	25	982	13	2	0	3	5	0	3

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	727	995	0	0	1034	1034	0	0	1500	2102	517	1579	2097	498
Stage 1	-	-	-	-	-	-	-	-	1051	1051	-	1045	1045	-
Stage 2	-	-	-	-	-	-	-	-	449	1051	-	534	1052	-
Critical Hdwy	5.6	5.3	-	-	6.4	4.1	-	-	6.95	6.5	6.9	7.35	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.5	5.5	-	7.7	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.7	5.5	-	6.9	5.5	-
Follow-up Hdwy	2.3	3.1	-	-	2.5	2.2	-	-	3.65	4	3.3	3.85	4	3.9
Pot Cap-1 Maneuver	*1237	853	-	-	321	680	-	-	*278	101	509	211	103	*730
Stage 1	-	-	-	-	-	-	-	-	*240	306	-	595	624	-
Stage 2	-	-	-	-	-	-	-	-	*780	619	-	441	306	-
Platoon blocked, %	1	1	-	-			-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*1029	1029	-	-	601	601	-	-	*265	95	509	201	97	*730
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	*216	220	-	306	208	-
Stage 1	-	-	-	-	-	-	-	-	*238	303	-	589	594	-
Stage 2	-	-	-	-	-	-	-	-	*739	589	-	434	303	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	16.1	14.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	330	1029	-	-	601	-	-	391
HCM Lane V/C Ratio	0.017	0.01	-	-	0.048	-	-	0.022
HCM Control Delay (s)	16.1	8.5	-	-	11.3	-	-	14.4
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	945	5	0	932	0	5
Future Vol, veh/h	945	5	0	932	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	0	0	3	0	0
Mvmt Flow	995	5	0	981	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	522
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	522
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	522	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	12	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Capacity Analysis Summary Sheets

Year 2028 Total Projected Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1261	6	0	1450	0	4
Future Vol, veh/h	1261	6	0	1450	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	17	0	2	0	0
Mvmt Flow	1327	6	0	1526	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	667
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	406
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	406
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	406	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-
HCM Control Delay (s)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	19	13	1238	5	6	28	1401	15	10	0	18	4	0	12
Future Vol, veh/h	19	13	1238	5	6	28	1401	15	10	0	18	4	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	150	-	-	-	140	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	0	2	0	0	0	6	0	0	8
Mvmt Flow	20	14	1290	5	6	29	1459	16	10	0	19	4	0	13

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1077	1475	0	0	1295	1295	0	0	2015	2906	648	2250	2900	738
Stage 1	-	-	-	-	-	-	-	-	1361	1361	-	1537	1537	-
Stage 2	-	-	-	-	-	-	-	-	654	1545	-	713	1363	-
Critical Hdwy	5.6	5.3	-	-	6.4	4.1	-	-	6.95	6.5	7.02	6.95	6.5	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.5	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.7	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	3.1	-	-	2.5	2.2	-	-	3.65	4	3.36	3.65	4	3.98
Pot Cap-1 Maneuver	*1025	*761	-	-	218	542	-	-	*230	*36	404	*134	*37	*592
Stage 1	-	-	-	-	-	-	-	-	*156	*218	-	*646	*590	-
Stage 2	-	-	-	-	-	-	-	-	*646	*590	-	*382	*218	-
Platoon blocked, %	1	1	-	-			-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*889	*889	-	-	422	422	-	-	*205	*32	404	*117	*32	*592
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	*127	*147	-	*237	*131	-
Stage 1	-	-	-	-	-	-	-	-	*150	*210	-	*622	*541	-
Stage 2	-	-	-	-	-	-	-	-	*580	*541	-	*351	*210	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	23.2	13.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	* 889	-	-	422	-	-	431
HCM Lane V/C Ratio	0.128	0.037	-	-	0.084	-	-	0.039
HCM Control Delay (s)	23.2	9.2	-	-	14.3	-	-	13.7
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.3	-	-	0.1

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

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1260	6	0	1450	0	7
Future Vol, veh/h	1260	6	0	1450	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	1326	6	0	1526	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	666
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	407
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	407
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	407	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-
HCM Control Delay (s)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-