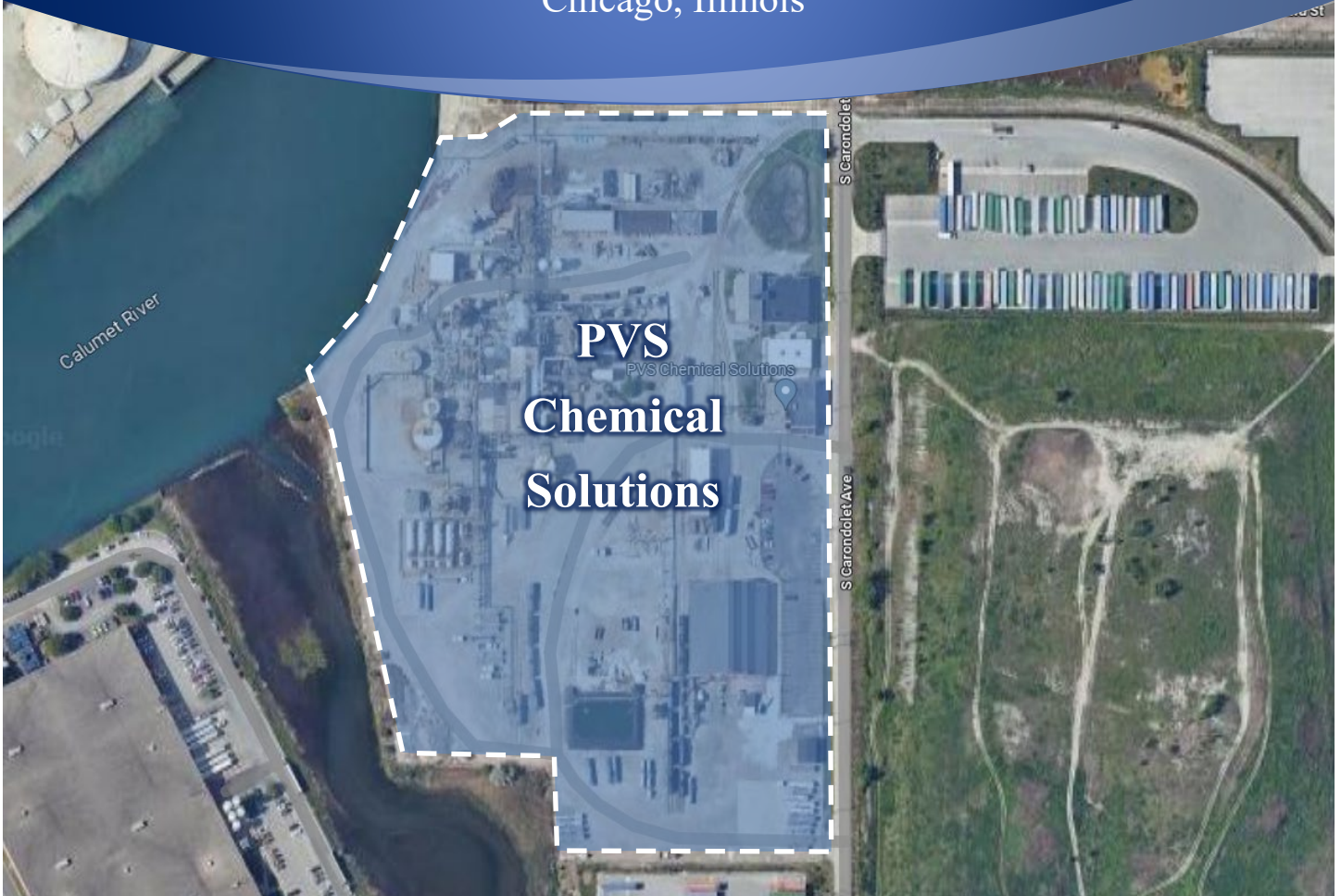


# Traffic Impact Study 12260 S. Carondelet Avenue

Chicago, Illinois



Prepared For:



July 12, 2024

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# I. Executive Summary

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for PVS Chemical Solutions located at 12260 S. Carondolet Avenue in Chicago, Illinois. The objectives of the traffic study are as follows:

- Determine the existing vehicular conditions in the study area to establish a base condition.
- Assess the impact that the facility has on transportation conditions in the area.
- Determine any street modifications and/or improvements that will be necessary to effectively accommodate traffic generated by the facility.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday morning and weekday evening peak periods at the intersection of 126<sup>th</sup> Place with Carondolet Avenue in order to determine the general peak hour of traffic activity during these time periods.

As proposed, an existing condemned building on site will be demolished to build a new Ultra High Purity (UPH) process building. The product produced by this building will be replacing some of the existing products made by the facility resulting in a ton for ton replacement. As such, the traffic generated by the facility is not anticipated to change and there is no proposed change to the access system serving the site.

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

- The facility generates an average of 97 passenger vehicles and 69 trucks per day.
- The facility generates 25 total vehicle trips during the weekday morning peak hour and 19 trips during the weekday evening peak hour which is approximately three percent and two percent of the total traffic traversing the intersection of 126<sup>th</sup> Place with Carondolet Avenue during the peak hours, respectively.
- During the weekday morning peak hour, the facility generated a total of eight trucks and during the weekday evening peak hour, the facility generated a total of one truck which is less than one percent of the total traffic traversing the intersection of 126<sup>th</sup> Place and Carondolet Avenue during both peak hours.
- Furthermore, the results of the capacity analysis for the intersection of 126<sup>th</sup> Place with Carondolet Avenue during the weekday evening peak hour are primarily the results of the operations of the eastbound through/right-turn lane in which the facility is not attributing any traffic to this movement.

# 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 PVS Chemical Solutions located at 12260 S. Carondolet Avenue in Chicago, Illinois.

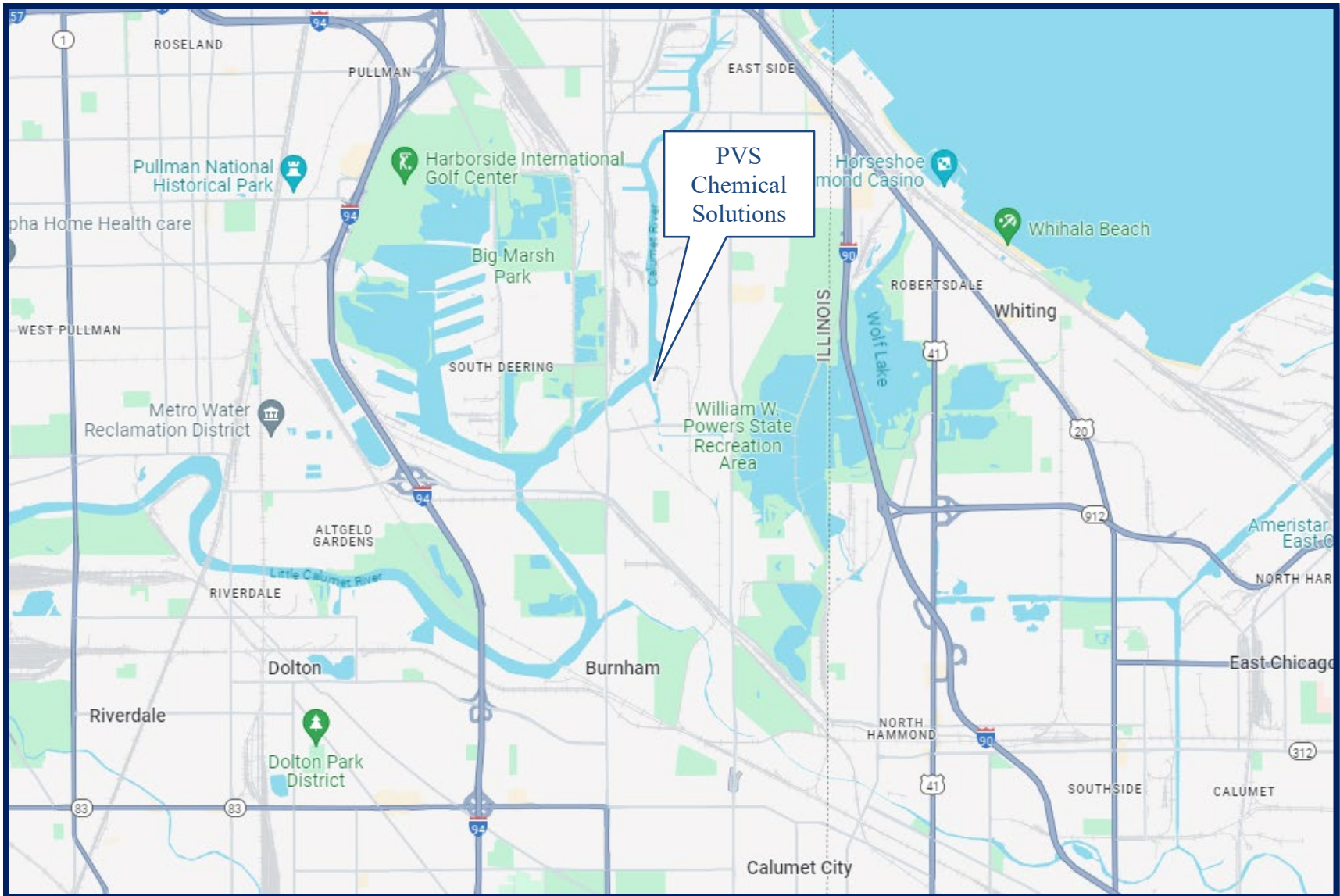
As proposed, an existing condemned building on site will be demolished to build a new Ultra High Purity (UPH) process building. The product produced by this building will be replacing some of the existing products made by the facility resulting in a ton for ton replacement. As such, the traffic generated by the facility is not anticipated to change and there is no proposed change to the access system serving the site.

The purpose of this study was to examine existing traffic conditions, assess the impact (if any) the existing development has on traffic conditions in the area, and determine recommendations (if necessary) to mitigate any impacts and enhance the area's streets. **Figure 1** shows the location of the site in relation to the area street system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

- Existing street conditions
- A description of the proposed on-site modifications
- Vehicle trip generation for the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Evaluation and recommendations with respect to adequacy of the access to the site, the adjacent street system, and alternate forms of transportation

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the existing conditions which analyze the capacity of the existing street system using existing peak hour traffic volumes in the surrounding area.





Site Location

Figure 1

12260 S. Carondolet Avenue  
Chicago, Illinois



Aerial View of Site

Figure 2

12260 S. Carondolet Avenue  
Chicago, Illinois





## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented 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 street system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

The site located at 12260 S. Carondolet Avenue and is bounded by the Calumet River on the north/west, the Indian Creek on the west, Carondolet Avenue on the east, and a trailer storage parking lot to the south.

### Existing Street System Characteristics

The characteristics of the existing streets near the development are described below and illustrated in **Figure 3**. All streets are under the jurisdiction of the Chicago Department of Transportation (CDOT) unless otherwise noted.

*S. Carondolet Avenue* is a south-north street that is designated as a minor collector south of 126<sup>th</sup> Place and a local street north of 126<sup>th</sup> Place. S Carondolet Avenue provides one travel lane in each direction. Carondolet Avenue has an all-way stop sign-controlled intersection with 126<sup>th</sup> Place in which the Carondolet Avenue approaches provide an exclusive left-turn lane and a shared through/right-turn lane. Carondolet Avenue carries an Average Annual Daily Traffic (AADT) volume of 1,550 vehicles and has a posted speed limit of 15 miles per hour (mph) south of 126<sup>th</sup> Place.

*E. 126<sup>th</sup> Place* is an east-west major collector street, providing one travel lane in each direction. At its all-way stop sign-controlled intersection with S. Carondolet Avenue, E. 126<sup>th</sup> Place provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. E. 126<sup>th</sup> Place is under the jurisdiction of the City of Chicago, carries an AADT volume of 6,850 vehicles (IDOT 2022), and has a posted speed limit of 30 mph.

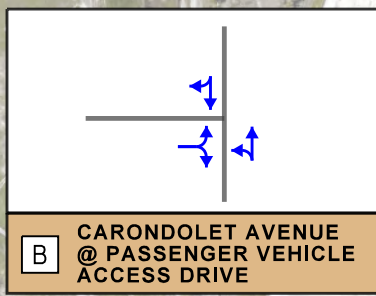
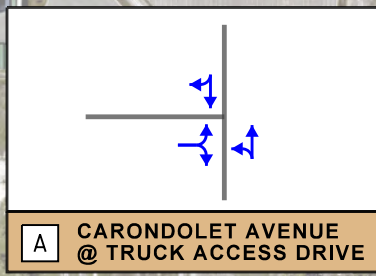
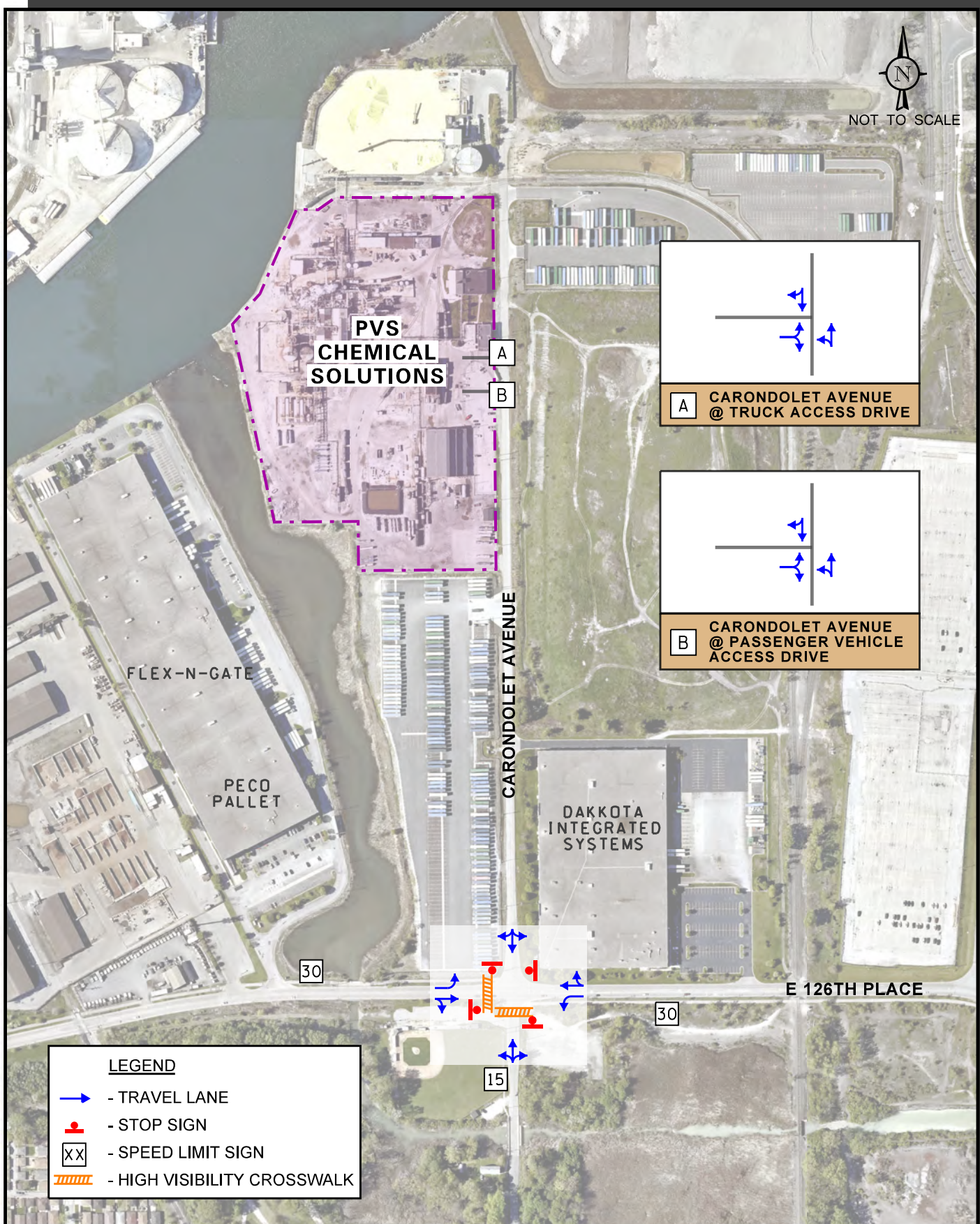
### Existing Traffic Volumes

In order to assess current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Collection Units at the intersection of S. Carondolet Avenue with E. 126<sup>th</sup> Place. These counts were conducted on Tuesday, March 19, 2024, during the weekday morning peak period (6:00 A.M. to 9:00 A.M.) and the weekday evening peak period (3:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts indicated that the weekday morning peak hour traffic generally occurs between 6:30 A.M. and 7:30 A.M. and the weekday evening peak hour of traffic generally occurs between 3:15 P.M. and 4:15 P.M. Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the existing traffic volumes.









NOT TO SCALE



**LEGEND**

-  - TRAVEL LANE
-  - STOP SIGN
-  - SPEED LIMIT SIGN
-  - HIGH VISIBILITY CROSSWALK

12260 S  
Carondolet Avenue  
Chicago, Illinois

Existing Street Characteristics

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 24-073      Figure: 3



**LEGEND**

- 00** - AM PEAK HOUR (6:30-7:30 AM)
- (00)** - PM PEAK HOUR (3:15-4:15 PM)

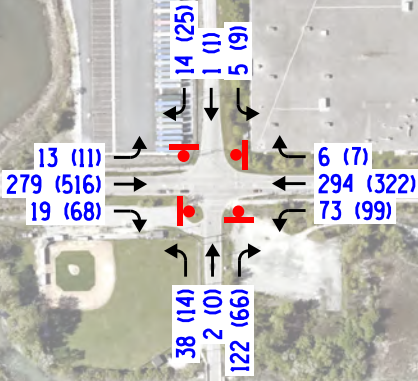
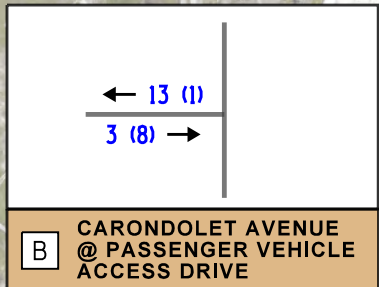
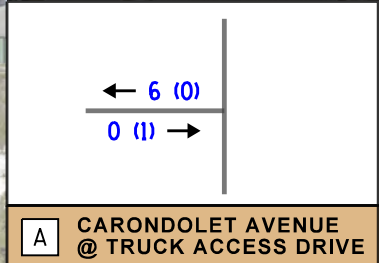


NOT TO SCALE

**PVS  
CHEMICAL  
SOLUTIONS**

CARONDOLET AVENUE

E 126TH PLACE



12260 S  
Carondolet Avenue  
Chicago, Illinois

**Existing Traffic Volumes**



Job No: 24-073 Figure: 4

### 3. Traffic Characteristics of the Facility

In order to properly evaluate the traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the facility, including the volumes of traffic generated by the facility.

#### Proposed Development Plan

The existing PVS Chemical Solutions facility is located at 1226 S. Carondolet Avenue. Access to the employee parking lot is provided via a full movement access drive on Carondolet Avenue located 1,785 feet north of 126<sup>th</sup> Place. Access for trucks is provided via a gated full movement access drive on Carondolet Avenue located approximately 1,890 feet north of 126<sup>th</sup> Place. The gated access drive is also occasionally utilized by personal vehicles. Given that Carondolet Avenue terminates approximately 2,700 feet north of 126<sup>th</sup> Place, all traffic generated by the facility approaches/departs the site via the intersection of 126<sup>th</sup> Place with Carondolet Avenue.

As proposed, an existing condemned building on site will be demolished to build a new Ultra High Purity (UPH) process building. The product produced by this building will be replacing some of the existing products made by the facility resulting in a ton for ton replacement. As such, the traffic generated by the facility is not anticipated to change and there is no proposed change to the access system serving the site.

#### Facility Trip Generation

To determine the traffic currently generated by the facility, traffic counts were also conducted at the two existing access drives serving the facility over a 72-hour period on Tuesday, March 19, 2024, through Thursday, March 21, 2024. A summary of the 72-hour traffic counts summarized hourly, by day, can be found in **Tables 1** through **4**. **Table 5** summarizes the facility-generated traffic volumes for the peak hours of the facility and the roadway system. A review of the tables indicates the following:

- The facility generates an average of 97 passenger vehicles per day.
- The facility generates an average of 69 trucks per day.
- On March 19 during the weekday morning peak hour, the facility generated a total of 25 passenger vehicles and eight trucks.
- On March 19 during the weekday evening peak hour, the facility generated a total of 18 passenger vehicles and one truck.
- On March 19 during the weekday morning peak period (6:00 A.M. to 9:00 A.M.), the facility generated a total of 38 passenger vehicles and 24 trucks.
- On March 19 during the weekday evening peak period (3:00 P.M. to 6:00 P.M.), the facility generated a total of 28 passenger vehicles and three trucks.

Table 1

DAILY TRAFFIC BY HOUR – EMPLOYEE PARKING LOT ACCESS DRIVE

Time	Tuesday, March 19, 2024			Wednesday, March 20, 2024			Thursday, March 21, 2024		
	In	Out	Total	In	Out	Total	In	Out	Total
12:00 AM	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	1
3:00 AM	4	0	4	4	1	5	4	0	4
4:00 AM	3	2	5	3	2	5	4	0	4
5:00 AM	13	0	13	12	0	12	9	2	11
6:00 AM	19	6	25	21	5	26	18	4	22
7:00 AM	7	2	9	7	2	9	5	0	5
8:00 AM	2	1	3	0	0	0	1	0	1
9:00 AM	1	0	1	0	0	0	0	0	0
10:00 AM	0	1	1	0	0	0	1	0	1
11:00 AM	4	5	9	4	6	10	2	6	8
12:00 PM	2	3	5	0	4	4	0	2	2
1:00 PM	1	4	5	0	3	3	0	3	3
2:00 PM	4	19	23	3	14	17	3	18	21
3:00 PM	1	17	18	0	11	11	0	11	11
4:00 PM	2	3	5	2	7	9	2	3	5
5:00 PM	1	4	5	1	2	3	1	0	1
6:00 PM	0	0	0	0	1	1	0	1	1
7:00 PM	0	1	1	0	1	1	0	0	0
8:00 PM	0	2	2	0	1	1	0	2	2
9:00 PM	1	0	1	1	0	1	1	0	1
10:00 PM	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	1	0	1	1	0	1
<b>Total</b>	<b>66</b>	<b>70</b>	<b>136</b>	<b>59</b>	<b>60</b>	<b>119</b>	<b>53</b>	<b>52</b>	<b>105</b>



Table 2  
 HOURLY TRAFFIC VOLUMES  
 GATED ACCESS DRIVE TRAFFIC VOLUMES – TUESDAY MARCH 19 2024

Time	Passenger Vehicles			Single-Unit			Multi-Unit		
	In	Out	Total	In	Out	Total	In	Out	Total
12:00 AM	0	0	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	6	4	10
5:00 AM	1	0	1	1	1	2	2	4	6
6:00 AM	4	0	4	0	0	0	4	4	8
7:00 AM	4	0	4	1	1	2	4	2	6
8:00 AM	0	1	1	1	0	1	1	4	5
9:00 AM	1	0	1	0	0	0	1	1	2
10:00 AM	3	2	5	0	0	0	1	1	2
11:00 AM	2	2	4	1	1	2	0	1	1
12:00 PM	3	0	3	0	0	0	2	2	4
1:00 PM	0	3	3	3	1	4	0	0	0
2:00 PM	0	8	8	0	1	1	2	1	3
3:00 PM	0	1	1	0	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	1	0	1
7:00 PM	0	0	0	0	0	0	0	0	0
8:00 PM	1	0	1	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	1	0	1
10:00 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>19</b>	<b>17</b>	<b>36</b>	<b>7</b>	<b>5</b>	<b>12</b>	<b>26</b>	<b>26</b>	<b>52</b>

Table 3  
 HOURLY TRAFFIC VOLUMES  
 GATED ACCESS DRIVE TRAFFIC VOLUMES – WEDNESDAY MARCH 20 2024

Time	Passenger Vehicles			Single-Unit			Multi-Unit		
	In	Out	Total	In	Out	Total	In	Out	Total
12:00 AM	0	0	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	1	0	1	0	1	1
3:00 AM	0	0	0	0	0	0	1	1	2
4:00 AM	0	0	0	0	3	3	3	0	3
5:00 AM	0	0	0	0	1	1	2	2	4
6:00 AM	5	0	5	0	0	0	3	2	5
7:00 AM	2	0	2	0	0	0	4	4	8
8:00 AM	0	0	0	0	0	0	2	5	7
9:00 AM	1	1	2	1	1	2	3	2	5
10:00 AM	0	0	0	3	0	3	3	2	5
11:00 AM	0	2	2	1	4	5	0	2	2
12:00 PM	2	0	2	0	0	0	4	0	4
1:00 PM	0	3	3	0	0	0	2	1	3
2:00 PM	0	6	6	0	0	0	1	0	1
3:00 PM	0	0	0	0	0	0	0	3	3
4:00 PM	0	0	0	0	0	0	2	0	2
5:00 PM	0	2	2	0	0	0	0	0	0
6:00 PM	1	0	1	0	1	1	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>11</b>	<b>14</b>	<b>25</b>	<b>6</b>	<b>10</b>	<b>16</b>	<b>30</b>	<b>26</b>	<b>56</b>

Table 4

HOURLY TRAFFIC VOLUMES

GATED ACCESS DRIVE TRAFFIC VOLUMES – THURSDAY, MARCH 21, 2024

Time	Passenger Vehicles			Single-Unit			Multi-Unit		
	In	Out	Total	In	Out	Total	In	Out	Total
12:00 AM	0	0	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	1	2
3:00 AM	0	0	0	0	0	0	1	2	3
4:00 AM	0	0	0	0	0	0	2	2	4
5:00 AM	1	0	1	3	0	3	1	2	3
6:00 AM	7	0	7	1	0	1	3	3	6
7:00 AM	1	1	2	0	1	1	2	6	8
8:00 AM	3	1	4	1	0	1	1	1	2
9:00 AM	1	2	3	0	1	1	1	1	2
10:00 AM	0	0	0	1	0	1	1	0	1
11:00 AM	3	3	6	3	3	6	4	2	6
12:00 PM	4	4	8	1	1	2	2	3	5
1:00 PM	0	1	1	1	0	1	2	2	4
2:00 PM	0	5	5	0	2	2	1	1	2
3:00 PM	0	2	2	0	0	0	1	1	2
4:00 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	1	0	1
7:00 PM	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	1	0	1
9:00 PM	1	0	1	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>21</b>	<b>19</b>	<b>40</b>	<b>11</b>	<b>8</b>	<b>19</b>	<b>25</b>	<b>28</b>	<b>53</b>

Table 5  
 AVERAGE PEAK HOUR TRAFFIC VOLUMES

Vehicle Type	Weekday Morning Peak Hour of Facility (6:00-7:00 AM)			Weekday Evening Peak Hour of Facility (2:00-3:00 PM)			Weekday Morning Peak Hour of Roadway System (6:30-7:30 AM)			Weekday Evening Peak Hour of Roadway System (3:15-4:15 PM)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Passenger Vehicles	24	5	29	3	23	26	9	2	11	2	3	5
Trucks - Single-Unit	0	0	0	0	1	1	1	1	2	0	0	0
Trucks - Multi-Unit	3	3	6	1	1	2	0	1	1	2	3	5
<b>Total</b>	<b>27</b>	<b>8</b>	<b>35</b>	<b>4</b>	<b>25</b>	<b>29</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>10</b>



As shown in Table 5, the facility generates peak traffic during the weekday morning peak hour between 6:00 AM and 7:00 AM, and during the weekday evening peak hour between 2:00 PM and 3:00 PM. Notably, this peak hour determination is based on the highest traffic generated by the facility over three days to ensure a conservative estimate.

The facility's weekday morning peak hour overlaps with the peak hour of the intersection of S. Carondolet Avenue and E. 126<sup>th</sup> Place for the first 30 minutes. However, there is no overlap between the facility's weekday evening peak hour and the intersection's peak hour.

To determine the volume of passenger vehicles, single-unit trucks, and multi-unit trucks entering and exiting the facility, an average was taken over the three days. For passenger vehicles, the total was calculated by summing the traffic from the employee parking lot access drive and the gated access drive. Similarly, the total for single-unit and multi-unit trucks was determined by averaging the counts from all three days

## 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 intersection of 126<sup>th</sup> Place with Carondolet Avenue.

### Traffic Analyses

Traffic analyses for the intersection were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> 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 existing roadway conditions are presented in **Table 6**. Summary sheets for the capacity analyses are included in the Appendix.

As indicated in Table 6, overall, the intersection of E. 126<sup>th</sup> Place with S. Carondolet Avenue currently operates at a Level of Service (LOS) B during the weekday morning peak hour and at LOS F during the weekday evening peak hour. Furthermore, all the approaches currently operate at LOS C or better during the peak hours except for the eastbound approach which operates at LOS F during the weekday evening peak hour. However, as can be seen from the result of the traffic counts, the facility only generates 19 trips during the weekday evening peak hour which is approximately two percent of the total traffic traversing this intersection during the evening peak hour. During the weekday morning peak hour, the facility generated a total of eight trucks. During the weekday evening peak hour, the facility generated a total of one truck which is less than one percent of the total traffic traversing the intersection during both peak hours. Furthermore, the results of the capacity analysis during the weekday evening peak hour are primarily the results of the operations of the eastbound through/right-turn lane in which the facility is not attributing any traffic to this movement. It should be noted that when the weekday evening peak hour traffic volumes are compared to the peak hour traffic signal warrant (Warrant 3) published in the *Manual on Uniform Traffic Control Devices (MUTCD)* a traffic signal is not warranted.

Table 6

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED - EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>E. 126<sup>th</sup> Place with S. Carondolet Avenue<sup>1</sup></b>				
• Overall	B	13.9	F	67.3
• Eastbound Left Turn	A	9.5	A	9.5
• Eastbound Through/Right	C	15.5	F	115.5
• Westbound Left Turn	A	9.8	B	11.0
• Westbound Through/Right	C	15.1	C	20.3
• Northbound Left Turn	B	10.5	B	12.8
• Northbound Through/Right	B	11.8	B	11.1
• Southbound Left Turn	B	11.4	B	11.7
• Southbound Through/Right	A	9.3	B	10.6
LOS = Level of Service		1 – All-way stop control		
Delay is measured in seconds.				

## 6. Conclusion

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

- The facility generates an average of 97 passenger vehicles and 69 trucks per day.
- The facility generates 25 total vehicle trips during the weekday morning peak hour and 19 trips during the weekday evening peak hour which is approximately three percent and two percent of the total traffic traversing the intersection of 126<sup>th</sup> Place with Carondolet Avenue during the peak hours, respectively.
- During the weekday morning peak hour, the facility generated a total of eight trucks and during the weekday evening peak hour, the facility generated a total of one truck which is less than one percent of the total traffic traversing the intersection of 126<sup>th</sup> Place and Carondolet Avenue during both peak hours.
- Furthermore, the results of the capacity analysis for the intersection of 126<sup>th</sup> Place with Carondolet Avenue during the weekday evening peak hour are primarily the results of the operations of the eastbound through/right-turn lane in which the facility is not attributing any traffic to this movement.
- The proposed modification will not introduce any new traffic to the intersection, and therefore, no improvements are required.



# Appendix

Traffic Count Summary Sheets  
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 mmendoza@kloainc.com

Count Name: 126th Street with Carondelet  
Avenue TMC  
Site Code:  
Start Date: 03/19/2024  
Page No: 1

### Turning Movement Data

Start Time	126th Place Eastbound						126th Place Westbound						Carondelet Avenue Northbound						Carondelet Avenue Southbound						
	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	Int. Total
6:00 AM	0	9	40	2	0	51	0	8	50	4	0	62	0	16	0	9	0	25	0	1	0	0	0	1	139
6:15 AM	0	8	56	5	0	69	0	6	58	0	0	64	0	15	0	21	0	36	0	0	0	2	0	2	171
6:30 AM	0	3	62	4	0	69	0	15	76	1	0	92	0	13	0	47	0	60	0	0	0	4	0	4	225
6:45 AM	0	4	78	5	0	87	0	22	72	3	0	97	0	14	0	38	0	52	0	1	0	3	0	4	240
Hourly Total	0	24	236	16	0	276	0	51	256	8	0	315	0	58	0	115	0	173	0	2	0	9	0	11	775
7:00 AM	0	3	86	5	0	94	0	19	69	1	0	89	0	5	2	25	0	32	0	2	1	5	0	8	223
7:15 AM	0	3	53	5	0	61	0	17	77	1	0	95	0	6	0	12	0	18	0	2	0	2	0	4	178
7:30 AM	0	3	51	5	0	59	0	11	51	1	0	63	0	5	0	13	0	18	0	0	0	1	0	1	141
7:45 AM	0	5	56	5	0	66	0	12	49	0	0	61	0	3	1	12	0	16	0	1	0	4	0	5	148
Hourly Total	0	14	246	20	0	280	0	59	246	3	0	308	0	19	3	62	0	84	0	5	1	12	0	18	690
8:00 AM	0	3	40	4	0	47	0	12	32	1	1	45	0	4	1	0	0	5	0	0	1	3	0	4	101
8:15 AM	0	2	49	1	0	52	0	10	37	2	0	49	0	4	0	9	0	13	0	3	0	1	0	4	118
8:30 AM	0	5	43	3	0	51	0	4	33	2	0	39	0	5	0	16	0	21	0	3	0	2	0	5	116
8:45 AM	0	6	49	6	0	61	0	11	38	2	0	51	0	5	0	12	0	17	0	1	0	4	0	5	134
Hourly Total	0	16	181	14	0	211	0	37	140	7	1	184	0	18	1	37	0	56	0	7	1	10	0	18	469
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	1	98	15	0	114	0	23	52	0	0	75	0	5	0	12	0	17	0	1	0	4	0	5	211
3:15 PM	0	3	128	16	0	147	0	23	60	5	0	88	0	3	0	23	0	26	0	0	0	4	0	4	265
3:30 PM	0	2	167	21	2	190	0	30	113	1	0	144	0	4	0	12	2	16	0	4	0	5	0	9	359
3:45 PM	0	0	95	5	1	100	0	27	72	0	0	99	0	3	0	16	0	19	0	1	0	5	0	6	224
Hourly Total	0	6	488	57	3	551	0	103	297	6	0	406	0	15	0	63	2	78	0	6	0	18	0	24	1059
4:00 PM	0	6	126	26	4	158	0	19	77	1	1	97	0	4	0	15	2	19	0	4	1	11	1	16	290
4:15 PM	0	6	101	15	2	122	0	20	63	1	1	84	0	6	0	19	1	25	0	1	0	7	1	8	239
4:30 PM	0	13	108	18	3	139	0	26	96	1	0	123	0	3	3	21	2	27	0	1	0	4	0	5	294
4:45 PM	0	8	106	12	0	126	0	13	63	1	0	77	0	6	0	19	1	25	0	1	0	7	0	8	236
Hourly Total	0	33	441	71	9	545	0	78	299	4	2	381	0	19	3	74	6	96	0	7	1	29	2	37	1059
5:00 PM	0	1	78	6	0	85	0	14	63	0	0	77	0	4	0	19	0	23	0	0	0	2	0	2	187
5:15 PM	0	2	50	10	0	62	0	17	31	0	0	48	0	5	0	11	0	16	0	1	0	1	0	2	128
5:30 PM	0	1	49	10	0	60	0	18	43	2	0	63	0	4	1	16	0	21	0	0	1	2	0	3	147
5:45 PM	0	0	52	4	0	56	0	14	42	0	0	56	0	3	0	11	0	14	0	0	0	1	0	1	127
Hourly Total	0	4	229	30	0	263	0	63	179	2	0	244	0	16	1	57	0	74	0	1	1	6	0	8	589
Grand Total	0	97	1821	208	12	2126	0	391	1417	30	3	1838	0	145	8	408	8	561	0	28	4	84	2	116	4641
Approach %	0.0	4.6	85.7	9.8	-	-	0.0	21.3	77.1	1.6	-	-	0.0	25.8	1.4	72.7	-	-	0.0	24.1	3.4	72.4	-	-	-
Total %	0.0	2.1	39.2	4.5	-	45.8	0.0	8.4	30.5	0.6	-	39.6	0.0	3.1	0.2	8.8	-	12.1	0.0	0.6	0.1	1.8	-	2.5	-
Lights	0	63	1616	206	-	1885	0	385	1237	12	-	1634	0	138	7	405	-	550	0	19	4	50	-	73	4142

% Lights	-	64.9	88.7	99.0	-	88.7	-	88.9	-	88.9	-	95.2	87.5	99.3	-	98.0	-	67.9	100.0	59.5	-	62.9	89.2	
Buses	0	0	0	0	-	0	0	2	-	2	-	0	0	2	-	2	-	0	0	0	-	0	4	
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.1	-	0.1	-	0.0	0.0	0.5	-	0.4	-	0.0	0.0	0.0	-	0.0	0.1	
Single-Unit Trucks	0	8	59	2	-	69	-	62	-	62	-	0	7	1	-	8	-	0	4	6	-	10	149	
% Single-Unit Trucks	-	8.2	3.2	1.0	-	3.2	-	3.4	-	3.4	-	-	4.8	0.0	0.2	1.4	-	-	14.3	0.0	7.1	-	8.6	3.2
Articulated Trucks	0	26	146	0	-	172	-	140	-	140	-	0	0	1	0	1	-	0	5	0	28	-	33	346
% Articulated Trucks	-	26.8	8.0	0.0	-	8.1	-	7.6	-	7.6	-	-	0.0	12.5	0.0	0.2	-	-	17.9	0.0	33.3	-	28.4	7.5
Bicycles on Road	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
Pedestrians	-	-	-	-	-	12	-	3	-	3	-	-	-	-	-	8	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	100.0	-	100.0	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: 126th Street with Carondolet Avenue TMC  
Site Code:  
Start Date: 03/19/2024  
Page No: 3

### Turning Movement Peak Hour Data (6:30 AM)

Start Time	126th Place Eastbound						126th Place Westbound						Carondolet Avenue Northbound						Carondolet Avenue Southbound												
	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	Int. Total						
6:30 AM	0	3	62	4	0	69	0	15	76	1	0	92	0	13	0	47	0	60	0	0	0	4	0	4	0	0	0	4	0	4	225
6:45 AM	0	4	78	5	0	87	0	22	72	3	0	97	0	14	0	38	0	52	0	1	0	3	0	4	0	1	0	3	0	4	240
7:00 AM	0	3	86	5	0	94	0	19	69	1	0	89	0	5	2	25	0	32	0	2	1	5	0	8	0	2	1	5	0	8	223
7:15 AM	0	3	53	5	0	61	0	17	77	1	0	95	0	6	0	12	0	18	0	2	0	2	0	4	0	2	0	2	0	4	178
Total	0	13	279	19	0	311	0	73	294	6	0	373	0	38	2	122	0	162	0	5	1	14	0	20	0	5	1	14	0	20	866
Approach %	0.0	4.2	89.7	6.1	-	-	0.0	19.6	78.8	1.6	-	-	0.0	23.5	1.2	75.3	-	-	0.0	25.0	5.0	70.0	-	-	0.0	0.6	0.1	1.6	-	2.3	-
Total %	0.0	1.5	32.2	2.2	-	35.9	0.0	8.4	33.9	0.7	-	43.1	0.0	4.4	0.2	14.1	-	18.7	0.0	0.625	0.250	0.700	-	0.625	0.000	0.625	0.250	0.700	-	0.625	0.902
PHF	0.000	0.813	0.811	0.950	-	0.827	0.000	0.830	0.955	0.500	-	0.961	0.000	0.679	0.250	0.649	-	0.675	0.000	0.625	0.250	0.700	-	0.625	0.000	0.625	0.250	0.700	-	0.625	0.902
% Lights	0	10	239	17	-	266	0	73	262	2	-	337	0	37	1	120	-	158	0	2	1	4	-	7	0	2	1	4	-	7	768
% Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	0	1	10	2	-	13	0	0	0	0	-	0	0	1	0	0	-	1	0	2	0	0	-	2	0	2	0	0	-	2	22
% Articulated Trucks	0	2	30	0	-	32	0	0	25	3	-	28	0	0	1	0	-	1	0	1	0	10	-	11	0	1	0	10	-	11	72
% 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
% Pedestrians	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: 126th Street with Carondelet Avenue TMC  
Site Code:  
Start Date: 03/19/2024  
Page No: 4

### Turning Movement Peak Hour Data (3:15 PM)

Start Time	126th Place Eastbound						126th Place Westbound						Carondelet Avenue Northbound						Carondelet Avenue Southbound												
	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	Int. Total						
3:15 PM	0	3	128	16	0	147	0	23	60	5	0	88	0	3	0	23	0	26	0	0	0	4	0	4	0	0	0	4	0	4	265
3:30 PM	0	2	167	21	2	190	0	30	113	1	0	144	0	4	0	12	2	16	0	4	0	5	0	9	0	1	0	5	0	6	359
3:45 PM	0	0	95	5	1	100	0	27	72	0	0	99	0	3	0	16	0	19	0	1	0	5	0	6	0	4	1	11	1	16	224
4:00 PM	0	6	126	26	4	158	0	19	77	1	1	97	0	4	0	15	2	19	0	4	1	11	1	16	0	9	1	25	1	35	290
Total	0	11	516	68	7	595	0	99	322	7	1	428	0	14	0	66	4	80	0	9	1	25	1	35	0	25.7	2.9	71.4	-	-	1138
Approach %	0.0	1.8	86.7	11.4	-	-	0.0	23.1	75.2	1.6	-	-	0.0	17.5	0.0	82.5	-	-	0.0	0.8	0.1	2.2	-	-	0.0	0.8	0.1	2.2	-	-	-
Total %	0.0	1.0	45.3	6.0	-	52.3	0.0	8.7	28.3	0.6	-	37.6	0.0	1.2	0.0	5.8	-	7.0	0.0	0.563	0.250	0.568	-	-	0.000	0.563	0.250	0.568	-	-	0.792
PHF	0.000	0.458	0.772	0.654	-	0.783	0.000	0.825	0.712	0.350	-	0.743	0.000	0.875	0.000	0.717	-	0.769	0.000	0.875	0.000	0.717	-	-	0.000	0.875	0.000	0.717	-	-	0.792
% Lights	0	9	492	68	-	569	0	96	290	4	-	390	0	12	0	65	-	77	0	8	1	21	-	-	0	8	1	21	-	-	1066
% Lights	-	81.8	95.3	100.0	-	95.6	-	97.0	90.1	57.1	-	91.1	-	85.7	-	98.5	-	96.3	-	88.9	100.0	84.0	-	-	-	88.9	100.0	84.0	-	-	93.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-	0	0	0	0	-	-	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0
Single-Unit Trucks	0	1	9	0	-	10	0	3	15	2	-	20	0	2	0	1	-	3	0	0	0	1	-	-	0	0	0	1	-	-	34
% Single-Unit Trucks	-	9.1	1.7	0.0	-	1.7	-	3.0	4.7	28.6	-	4.7	-	14.3	-	1.5	-	3.8	-	0.0	0.0	4.0	-	-	-	0.0	0.0	4.0	-	-	3.0
Articulated Trucks	0	1	15	0	-	16	0	0	17	1	-	18	0	0	0	0	-	0	0	1	0	3	-	-	0	1	0	3	-	-	4
% Articulated Trucks	-	9.1	2.9	0.0	-	2.7	-	0.0	5.3	14.3	-	4.2	-	0.0	-	0.0	-	0.0	-	11.1	0.0	12.0	-	-	-	11.1	0.0	12.0	-	-	11.4
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
% 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
Pedestrians	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	1	-	-	-	-	-	1	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	





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Count Name: 12260 PV Access ATR  
Site Code:  
Start Date: 03/19/2024  
Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
12:15 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	1
3:30 AM	2	0	0	0	0	2
3:45 AM	1	0	0	0	0	1
4:00 AM	0	0	0	0	0	0
4:15 AM	2	0	0	0	0	2
4:30 AM	1	0	0	0	0	1
4:45 AM	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0
5:15 AM	1	0	0	0	0	1
5:30 AM	5	0	0	0	0	5
5:45 AM	7	0	0	0	0	7
6:00 AM	2	0	0	0	0	2
6:15 AM	10	0	0	0	0	10
6:30 AM	2	0	0	0	0	2
6:45 AM	5	0	0	0	0	5
7:00 AM	3	0	0	0	0	3
7:15 AM	2	0	0	0	0	2
7:30 AM	1	0	0	0	0	1
7:45 AM	1	0	0	0	0	1
8:00 AM	1	0	0	0	0	1
8:15 AM	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	1	0	0	0	0	1
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0















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Count Name: 12260 PV Access ATR  
Site Code:  
Start Date: 03/19/2024  
Page No: 7

**Direction (Eastbound)**

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
12:15 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	2	0	0	0	0	2
5:00 AM	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0
6:00 AM	1	0	0	0	0	1
6:15 AM	4	0	0	0	0	4
6:30 AM	1	0	0	0	0	1
6:45 AM	0	0	0	0	0	0
7:00 AM	2	0	0	0	0	2
7:15 AM	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0















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Count Name: 12260 Truck Access ATR  
Site Code:  
Start Date: 03/19/2024  
Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
12:15 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	1	0	1
4:00 AM	0	0	0	1	0	1
4:15 AM	0	0	0	3	0	3
4:30 AM	0	0	0	1	0	1
4:45 AM	0	0	0	0	0	0
5:00 AM	0	0	1	1	0	2
5:15 AM	0	0	0	1	0	1
5:30 AM	0	0	0	0	0	0
5:45 AM	1	0	0	1	0	2
6:00 AM	0	0	0	1	0	1
6:15 AM	2	0	0	2	0	4
6:30 AM	1	0	0	0	0	1
6:45 AM	1	0	0	0	0	1
7:00 AM	3	0	1	1	0	5
7:15 AM	1	0	0	1	0	2
7:30 AM	0	0	0	2	0	2
7:45 AM	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	1
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0
9:45 AM	1	0	0	0	0	1













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Count Name: 12260 Truck Access ATR  
Site Code:  
Start Date: 03/19/2024  
Page No: 7

**Direction (Eastbound)**

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
12:15 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	1	0	1
4:45 AM	0	0	0	3	0	3
5:00 AM	0	0	0	1	0	1
5:15 AM	0	0	1	0	0	1
5:30 AM	0	0	0	3	0	3
5:45 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	1	0	1
6:30 AM	0	0	0	2	0	2
6:45 AM	0	0	0	1	0	1
7:00 AM	0	0	1	0	0	1
7:15 AM	0	0	0	1	0	1
7:30 AM	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	1
8:15 AM	1	0	0	0	0	1
8:30 AM	0	0	0	1	0	1
8:45 AM	0	0	0	2	0	2
9:00 AM	0	0	0	0	0	0
9:15 AM	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0













## Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

<b>Signalized Intersections</b>		
<b>Level of Service</b>	<b>Interpretation</b>	<b>Average Control Delay (seconds per vehicle)</b>
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
<b>Unsignalized Intersections</b>		
<b>Level of Service</b>	<b>Average Total Delay (SEC/VEH)</b>	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 6<sup>th</sup> Edition.

Capacity Analysis Summary Sheets  
Weekday Morning Peak Hour – Existing Conditions

HCM 6th AWSC  
 3: S Carondolet Avenue & E 126th Place

04/19/2024

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	13	279	19	73	294	6	38	2	122	5	1	14
Future Vol, veh/h	13	279	19	73	294	6	38	2	122	5	1	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	23	14	10	0	11	67	3	50	2	60	0	71
Mvmt Flow	14	310	21	81	327	7	42	2	136	6	1	16
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	15.2	14.1	11.5	9.8
HCM LOS	C	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	2%	0%	94%	0%	98%	0%	7%
Vol Right, %	0%	98%	0%	6%	0%	2%	0%	93%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	124	13	298	73	300	5	15
LT Vol	38	0	13	0	73	0	5	0
Through Vol	0	2	0	279	0	294	0	1
RT Vol	0	122	0	19	0	6	0	14
Lane Flow Rate	42	138	14	331	81	333	6	17
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.084	0.258	0.027	0.544	0.138	0.538	0.013	0.029
Departure Headway (Hd)	7.142	6.746	6.617	5.912	6.135	5.805	8.528	6.308
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	532	542	609	586	623	419	566
Service Time	4.883	4.487	4.348	3.642	3.864	3.534	6.284	4.062
HCM Lane V/C Ratio	0.084	0.259	0.026	0.544	0.138	0.535	0.014	0.03
HCM Control Delay	10.5	11.8	9.5	15.5	9.8	15.1	11.4	9.3
HCM Lane LOS	B	B	A	C	A	C	B	A
HCM 95th-tile Q	0.3	1	0.1	3.3	0.5	3.2	0	0.1



Capacity Analysis Summary Sheets  
Weekday Evening Peak Hour – Existing Conditions

HCM 6th AWSC  
 3: S Carondolet Avenue & E 126th Place

04/19/2024

Intersection	
Intersection Delay, s/veh	67.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	11	516	68	99	322	7	14	0	66	9	1	25
Future Vol, veh/h	11	516	68	99	322	7	14	0	66	9	1	25
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	18	5	0	3	10	43	74	0	2	11	0	16
Mvmt Flow	14	653	86	125	408	9	18	0	84	11	1	32
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	113.5	18.1	11.4	10.9
HCM LOS	F	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	0%	0%	88%	0%	98%	0%	4%
Vol Right, %	0%	100%	0%	12%	0%	2%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	66	11	584	99	329	9	26
LT Vol	14	0	11	0	99	0	9	0
Through Vol	0	0	0	516	0	322	0	1
RT Vol	0	66	0	68	0	7	0	25
Lane Flow Rate	18	84	14	739	125	416	11	33
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.045	0.155	0.025	1.175	0.216	0.671	0.026	0.064
Departure Headway (Hd)	9.666	7.13	6.534	5.723	6.488	6.086	8.783	7.377
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	373	506	551	643	556	600	410	488
Service Time	7.366	4.83	4.236	3.425	4.188	3.786	6.483	5.077
HCM Lane V/C Ratio	0.048	0.166	0.025	1.149	0.225	0.693	0.027	0.068
HCM Control Delay	12.8	11.1	9.4	115.5	11	20.3	11.7	10.6
HCM Lane LOS	B	B	A	F	B	C	B	B
HCM 95th-tile Q	0.1	0.5	0.1	24.9	0.8	5.1	0.1	0.2