Traffic Impact Study 12260 S. Carondolet Avenue

Chicago, Illinois



Prepared For:





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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 126th 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 126th 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 126th Place and Carondolet Avenue during both peak hours.
- Furthermore, the results of the capacity analysis for the intersection of 126th 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

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 126th Place and a local street north of 126th Place. S Carondolet Avenue provides one travel lane in each direction. Carondolet Avenue has an all-way stop sign-controlled intersection with 126th 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 126th Place.

E. 126th 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. 126th Place provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. E. 126th 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. 126th 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.







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 126th Place. Access for trucks is provided via a gated full movement access drive on Carondolet Avenue located approximately 1,890 feet north of 126th Place. The gated access drive is also occasionally utilized by personal vehicles. Given that Carondolet Avenue terminates approximately 2,700 feet north of 126th Place, all traffic generated by the facility approaches/departs the site via the intersection of 126th 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 – EMPLC	YEE PARKING LOT ACCESS DRIVE	

Time	Tues	day, Mar 2024	rch 19,	Wedne	esday, Ma 2024	arch 20,	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					
Total	66	70	136	59	60	119	53	52	105					



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

Time	Pass	enger Ve	hicles	,	Single-Un	it	Multi-Unit						
Time	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				
Total	19	17	36	7	5	12	26	26	52				



Table 3 HOURLY TRAFFIC VOLUMES

GATED ACC	ESS DRIV	E TRAFFIC VO	LUMES – WEDNESDAY N	MARCH 20 2024
	_			

Timo	Pass	enger Ve	hicles	S	Single-Un	it	Multi-Unit							
Time	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					
Total	11	14	25	6	10	16	30	26	56					



Table 4 HOURLY TRAFFIC VOLUMES

Time	Pass	enger Ve	hicles	S	Single-Un	it	Multi-Unit						
Inne	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				
Total	21	19	40	11	8	19	25	28	53				

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



Table 5 AVERAGE PEAK HOUR TRAFFIC VOLUMES

Vehicle Type	Wee Peak (6:	kday M Hour of 00-7:00	orning Facility AM)	Wee Peak	ekday Ev Hour of 00-3:00	vening Facility PM)	Wee Po Roa (6:	kday M eak Hou dway Sy 30-7:30	orning r of ystem 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				
Total	27	8	35	4	25	29	10	4	14	4	6	10				



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. 126th 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 126th 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)*, 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 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. 126th 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 ne 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.



	Intersection	Weekday Peak	/ Morning Hour	Weekday Evening Peak Hour					
		LOS	Delay	LOS	Delay				
E.	126 th Place with S. Carondolet Avenu	e ¹							
•	Overall	В	13.9	F	67.3				
•	Eastbound Left Turn	А	9.5	А	9.5				
•	Eastbound Through/Right	С	15.5	F	115.5				
•	Westbound Left Turn	А	9.8	В	11.0				
•	Westbound Through/Right	С	15.1	С	20.3				
•	Northbound Left Turn	В	10.5	В	12.8				
•	Northbound Through/Right	В	11.8	В	11.1				
•	Southbound Left Turn	В	11.4	В	11.7				
•	Southbound Through/Right	А	9.3	В	10.6				
LC De	OS = Level of Service elay is measured in seconds.	1 – All-v	vay stop control						

Table 6 CAPACITY ANALYSIS RESULTS – UNSIGNALIZED - EXISTING CONDITIONS

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 126th 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 126th Place and Carondolet Avenue during both peak hours.
- Furthermore, the results of the capacity analysis for the intersection of 126th 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, Ortura, Aboona, Inc. 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 Carondolet Avenue TMC Site Code: Start Date: 03/19/2024 Page No: 1

			Int. Total	139	171	225	240	775	223	178	141	148	690	101	118	116	134	469		211	265	359	224	1059	290	239	294	236	1059	187	128	147	127	589	4641			4142
			App. Total	1	2	4	4	11	8	4	-	5	18	4	4	5	5	18		5	4	6	6	24	16	8	5	8	37	2	2	3	1	8	116		2.5	73
			Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2		,	
	Avenue	pun	Right	0	2	4	3	6	5	2	-	4	12	3	1	2	4	10		4	4	5	5	18	11	7	4	7	29	2	1	2	1	6	84	72.4	1.8	50
	arondolet /	Southbo	Thru	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1		0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	4	3.4	0.1	4
	Ö		Left	1	0	0	1	2	2	2	0	1	5	0	3	3	1	7		+	0	4	1	6	4	1	1	-	7	0	1	0	0	1	28	24.1	0.6	19
			-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0
			App. otal U	25	36	60	52	173	32	18	18	16	84	5	13	21	17	56		17	26	16	19	78	19	25	27	25	96	23	16	21	14	74	561	,	12.1	550
			eds /	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	2	0	2	2	1	2	+	6	0	0	0	0	0	8			
	enue	q	ight P	6	21	47	38	15	25	12	13	12	52	0	6	16	12	37		12	23	12	16	53	15	19	21	19	74	19	11	16	11	57	08	2.7	3.8	05
	ondolet Av	Northboun	hru R	0	0	. 0	0	0	2	0	0	1	3	1	0	0	0	1		0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	8	.4 7	3.2	7
a	Car		eft T	6	5	3	4	58	5	6	5	3	6	4	4	5	5	8		5	3	4	3	5	4	6	3	9	6	4	5	4	3	6	45	5.8	1	38
nt Dai			「urn L	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	.0 2!	0.0	0
/emei			p. U-1 Ital	2	4	2	7	15	6	5	e	-	38	5	6	6	1	34		5	8	4	6	90	7	4	53	7	31	7	8	3	6	44	38	0	.6 0	34
d Mov	,		ds AF	9	9	6	6	õ	8	6	9	9	3(4	4	3	2	18		7	8	1	6	4(6	8	:1	7	36	7	4	9	2	2,	18		36	16
urning	•		ht Pe	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	- 0	- 0	
F	26th Place	/estbound	u Rig	4	0	1	3	8	-	1	-	0	3 3	1	. 2	2	2	7 0	•	0	5	3 1	0	7 6	1	1	-	-	9 4	0	0	2	0	9 2	7 3(1.1.	5 0.1	1:
	÷	>	t Thr	50	56	76	72	25	99	77	51	46	24	32	37	33	36	14		52	90	11:	72	3 29	77	63	96	63	29	63	31	43	42	17:	141	3 77.	30.	123
			rn Lef	8	9	15	22	51	19	17	11	12	59	12	10	4	11	37	•	23	23	30	27	103	19	20	26	13	78	14	17	18	14	63	39,	21.	8.4	386
			i U-Tu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0
			App Tota	51	69	69	87	276	94	61	59	66	280	47	52	51	61	211	•	114	147	190	100	551	158	122	139	126	545	85	62	60	56	263	2126		45.8	188
			Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	2	-	3	4	2	3	0	6	0	0	0	0	0	12	1		
	th Place	stbound	Right	2	5	4	5	16	5	5	5	5	20	4	1	3	9	14	•	15	16	21	5	57	26	15	18	12	71	9	10	10	4	30	208	9.8	4.5	206
	126	Eas	Thru	40	56	62	78	236	86	53	51	56	246	40	49	43	49	181	•	98	128	167	95	488	126	101	108	106	441	78	50	49	52	229	1821	85.7	39.2	1616
			Left	6	8	3	4	24	З	3	с	5	14	3	2	5	9	16	•	-	3	2	0	9	9	9	13	8	33	1	2	1	0	4	97	4.6	2.1	63
			U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0
_			Start Time	6:00 AM	6:15 AM	6:30 AM	6:45 AM	Hourly Total	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Hourly Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Hourly Total	*** BREAK ***	3:00 PM	3:15 PM	3:30 PM	3:45 PM	Hourly Total	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Hourly Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Hourly Total	Grand Total	Approach %	Total %	Liahts

89.2	4	0.1	149	3.2	346	7.5	0	0.0		
62.9	0	0.0	10	8.6	33	28.4	0	0.0		
									2	100.0
59.5	0	0.0	9	7.1	28	33.3	0	0.0		
100.0	0	0.0	0	0.0	0	0.0	0	0.0		
67.9	0	0.0	4	14.3	5	17.9	0	0.0		
	0		0		0	•	0			
98.0	2	0.4	8	1.4	1	0.2	0	0.0		
						·			8	100.0
99.3	2	0.5	1	0.2	0	0.0	0	0.0		
87.5	0	0.0	0	0.0	1	12.5	0	0.0		
95.2	0	0.0	7	4.8	0	0.0	0	0.0		
	0		0		0		0			
88.9	2	0.1	62	3.4	140	7.6	0	0.0		-
									3	100.0
40.0	0	0.0	8	26.7	10	33.3	0	0.0		
87.3	2	0.1	49	3.5	129	9.1	0	0.0		
98.5	0	0.0	5	1.3	1	0.3	0	0.0		
	0	-	0		0		0			
88.7	0	0.0	69	3.2	172	8.1	0	0.0		-
		-							12	100.0
99.0	0	0.0	2	1.0	0	0.0	0	0.0		
88.7	0	0.0	59	3.2	146	8.0	0	0.0		
64.9	0	0.0	8	8.2	26	26.8	0	0.0		
.	0		0		0		0			
% Lights	Buses	% Buses	Single-Unit Trucks	% Single-Unit Trucks	Articulated Trucks	% Articulated Trucks	Bicycles on Road	% Bicycles on Road	Pedestrians	% Pedestrians

Kenig, Lindgren, Orbara, Aboona, Inc. B575 W. Higgins Rd., Suite 400

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

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

								Turr	√ guir	loven	ient F	eak F	Hour E)ata (i	6:30 /	AM)									
			126th	Place					126th	Place				, -	Carondole	t Avenue				O	arondolet /	Avenue			
			Eastb	puno					Westi	ponnd					Northb	ound					Southbol	pun			
Start Time	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 F	eds	App. Fotal In	t. Total
6:30 AM	0	3	62	4	0	69	0	15	76	-	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
7:00 AM	0	3	86	5	0	94	0	19	69	-	0	89	0	5	2	25	0	32	0	2	٢	5	0	8	223
7:15 AM	0	3	53	5	0	61	0	17	77	+	0	95	0	9	0	12	0	18	0	2	0	2	0	4	178
Total	0	13	279	19	0	311	0	73	294	9	0	373	0	38	2	122	0	162	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			
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	0.6	0.1	1.6	-	2.3	
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) -	.625	0.902
Lights	0	10	239	17		266	0	73	262	2		337	0	37	-	120		158	0	2	٢	4		7	768
% Lights		76.9	85.7	89.5		85.5		100.0	89.1	33.3		90.3		97.4	50.0	98.4		97.5		40.0	100.0	28.6	-	35.0	88.7
Buses	0	0	0	0	-	0	0	0	2	0		2	0	0	0	2	-	2	0	0	0	0	-	0	4
% Buses		0.0	0.0	0.0		0.0		0.0	0.7	0.0		0.5		0.0	0.0	1.6		1.2		0.0	0.0	0.0		0.0	0.5
Single-Unit Trucks	0	÷	10	2	,	13	0	0	5	-	,	9	0	-	0	0		-	0	2	0	0		2	22
% Single-Unit Trucks		7.7	3.6	10.5		4.2		0.0	1.7	16.7		1.6		2.6	0.0	0.0		0.6		40.0	0.0	0.0		10.0	2.5
Articulated Trucks	0	2	30	0		32	0	0	25	3		28	0	0	٢	0		1	0	1	0	10		11	72
% Articulated Trucks		15.4	10.8	0.0		10.3	•	0.0	8.5	50.0		7.5		0.0	50.0	0.0		0.6		20.0	0.0	71.4		55.0	8.3
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						0		
% Pedestrians																									

Kenig, Lindgren, Ortura, Aboona, Inc. 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 Carondolet Avenue TMC Site Code: Start Date: 03/19/2024 Page No: 4

			Int. Total	265	359	224	290	1138			0.792	1066	93.7	0	0.0	34	3.0	38	3.3	0	0.0		
			App. Total	4	9	6	16	35		3.1	0.547	30	85.7	0	0.0	1	2.9	4	11.4	0	0.0		
			Peds	0	0	0	1	1		-	-			-								-	100.0
	Avenue	punc	Right	4	5	5	11	25	71.4	2.2	0.568	21	84.0	0	0.0	1	4.0	3	12.0	0	0.0		
	Carondolet	Southb	Thru	0	0	0	1	1	2.9	0.1	0.250	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0		
	-		Left	0	4	1	4	6	25.7	0.8	0.563	8	88.9	0	0.0	0	0.0	1	11.1	0	0.0		
			U-Turn	0	0	0	0	0	0.0	0.0	0.000	0		0		0	-	0		0			
			App. Total	26	16	19	19	80		7.0	0.769	77	96.3	0	0.0	3	3.8	0	0.0	0	0.0		
			Peds	0	2	0	2	4		-	-		-	-		-						4	100.0
PM)	t Avenue	ound	Right	23	12	16	15	66	82.5	5.8	0.717	65	98.5	0	0.0	1	1.5	0	0.0	0	0.0		
3:151	Carondole	Northb	Thru	0	0	0	0	0	0.0	0.0	0.000	0		0		0		0		0			
Data (Left	3	4	3	4	14	17.5	1.2	0.875	12	85.7	0	0.0	2	14.3	0	0.0	0	0.0		
Hour			U-Turn	0	0	0	0	0	0.0	0.0	0.000	0		0		0		0		0			
eak F			App. Total	88	144	66	97	428		37.6	0.743	390	91.1	0	0.0	20	4.7	18	4.2	0	0.0		
ent P			Peds	0	0	0	1	1			-			-								-	100.0
lover	Place	puno	Right	5	٢	0	1	7	1.6	0.6	0.350	4	57.1	0	0.0	2	28.6	٢	14.3	0	0.0		
ing N	126th	Westb	Thru	60	113	72	77	322	75.2	28.3	0.712	290	90.1	0	0.0	15	4.7	17	5.3	0	0.0		
Turn			Left	23	30	27	19	66	23.1	8.7	0.825	96	97.0	0	0.0	3	3.0	0	0.0	0	0.0		
			U-Turn	0	0	0	0	0	0.0	0.0	0.000	0		0		0		0		0			
			App. Total	147	190	100	158	595		52.3	0.783	569	95.6	0	0.0	10	1.7	16	2.7	0	0.0		
			Peds	0	2	1	4	7			-			-								7	100.0
	Place	puno	Right	16	21	5	26	68	11.4	6.0	0.654	68	100.0	0	0.0	0	0.0	0	0.0	0	0.0		
	126th	Eastb	Thru	128	167	95	126	516	86.7	45.3	0.772	492	95.3	0	0.0	6	1.7	15	2.9	0	0.0		
			Left	3	2	0	9	11	1.8	1.0	0.458	6	81.8	0	0.0	1	9.1	٢	9.1	0	0.0		
			U-Turn	0	0	0	0	0	0.0	0.0	0.000	0		0		0	•	0		0			
			Start Time	3:15 PM	3:30 PM	3:45 PM	4:00 PM	Total	Approach %	Total %	PHF	Lights	% Lights	Buses	% Buses	Single-Unit Trucks	% Single-Unit Trucks	Articulated Trucks	% Articulated Trucks	Bicycles on Road	% Bicycles on Road	Pedestrians	% Pedestrians

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

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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
40.45 MM	c	c	c	c	c	c
MIA CI :21	D	D	0	o	D	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	~
3:30 AM	2	0	0	0	0	2
3:45 AM	L L	0	0	0	0	٢
4:00 AM	0	0	0	0	0	0
4:15 AM	2	0	0	0	0	2
4:30 AM	~	0	0	0	0	-
4:45 AM	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0
5:15 AM	4	0	0	0	0	~
5:30 AM	5	0	0	0	0	5
5:45 AM	2	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	μ	0	0	0	0	1
8:00 AM	£	0	0	0	0	~
8:15 AM	1	0	0	0	0	٤
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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	2	0	0	0	0	5
	2	0	0	0	0	0
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	2	0	0	0	0	0
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-	0	0	0	0	0	0
-	0	0	0	0	0	0
	0	0	0	0	0	0
-	0	0	0	0	0	0

10:00 AM 10:15 AM 11:15 AM 11:15 AM 11:15 AM 11:15 AM 11:15 PM 11:

11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	-	0	0	0	0	-
03/20/2024 12:00 AM	0	0	0	0	0	0
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	e	0	0	0	0	3
3:45 AM	~	0	0	0	0	-
4:00 AM	-	0	0	0	0	-
4:15 AM	2	0	0	0	0	2
4:30 AM	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0
5:00 AM	~	0	0	0	0	-
5:15 AM	2	0	0	0	0	2
5:30 AM	e	0	0	0	0	3
5:45 AM	9	0	0	0	0	9
6:00 AM	5	0	0	0	0	5
6:15 AM	o	0	0	0	0	6
6:30 AM	5	0	0	0	0	5
6:45 AM	2	0	0	0	0	2
7:00 AM	ę	0	0	0	0	3
7:15 AM	ę	0	0	0	0	3
7:30 AM	-	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	0	0	0	0	0	0
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
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	2	0	0	0	0	2
11:45 AM	2	0	0	0	0	2

12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
2:15 PM	~	0	0	0	0	1
2:30 PM	0	0	0	0	0	0
2:45 PM	2	0	0	0	0	2
3:00 PM	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0
4:30 PM	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0
5:30 PM	-	0	0	0	0	-
5:45 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
6:15 PM	c	C	C	C	C	0
6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0
9:45 PM	1	0	0	0	0	1
10:00 PM	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	1	0	0	0	0	•
03/21/2024 12:00 AM	0	0	0	0	0	0
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	1	0	0	0	0	
2:45 AM	0	0	0	0	0	
3:00 AM	0	0	0	0	0	
3:15 AM	1	0	0	0	0 1	
3:30 AM	2	0	0	0	0	
3:45 AM	1	0	0	0	0	
4:00 AM	1	0	0	0	0	
4:15 AM	2	0	0	0	0	
4:30 AM	1	0	0	0	0	
4:45 AM	0	0	0	0	0	
5:00 AM	0	0	0	0	0	
5:15 AM	1	0	0	0	0	
5:30 AM	5	0	0	0	0	
5:45 AM	3	0	0	0	0	
6:00 AM	3	0	0	0	0	~
6:15 AM	12	0	0	0	0 12	2
6:30 AM	2	0	0	0	0	
6:45 AM	t	0	0	0	0	
7:00 AM	2	0	0	0	0	
7:15 AM	0	0	0	0	0	
7:30 AM	5	0	0	0	0	
7:45 AM	-	0	0	0	0	
8:00 AM	-	0	0	0	0	
8:15 AM	0	0	0	0	0	
8:30 AM						
8-45 AM						
MD AM						
9.00 AW						
9:30 AM			0	0		
9:45 AM	0	0	0	0	0	
10:00 AM	+	0	0	0	0	
10:15 AM	0	0	0	0	0 0	
10:30 AM	0	0	0	0	0 0	
10:45 AM	0	0	0	0	0 0	
11:00 AM	0	0	0	0	0 0	
11:15 AM	0	0	0	0	0 0	
11:30 AM	1	0	0	0	0 1	
11:45 AM	1	0	0	0	0	
12:00 PM	0	0	0	0	0 0	
12:15 PM	0	0	0	0	0 0	
12:30 PM	0	0	0	0	0 0	
12:45 PM	0	0	0	0	0 0	
1:00 PM	0	0	0	0	0	
1:15 PM	0	0	0	0	0	
1:30 PM	0	0	0	0	0	
1:45 PM	0	0	0	0	0 0	

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	+	0	2	0	0	0	0	0	2	0	0	0	0	~	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	£	0	0	0	0	0	0	0	-	0	178	100.0	5:45 AM	25	2:15 PM	4
L	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	8:00 PM	8:15 PM	8:30 PM	8:45 PM	9:00 PM	9:15 PM	MG 05:9	9:45 PM	10:00 PM	10:15 PM	10:30 PM	10:45 PM	11:00 PM	11:15 PM	11:30 PM	11:45 PM	03/22/2024 12:00 AM	Total	Total %	AM Times	AM Peaks	PM Times	PM Peaks



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

Direction (Eastbound)

Start Time 12:15 AM 12:30 AM 12:45 AM 1:00 AM 1:15 AM	Lights 0 0 0 0	Buses 0 0 0	Single-Unit Trucks 0 0 0 0	Articulated Trucks 0 0 0 0 0	Bicycles on Road 0 0 0 0 0	Total 0 0 0 0
1:30 AM 1:45 AM 2:00 AM	0 0 0	000	0 0 0	000	0 0 0	000
2:15 AM 2:30 AM 2:45 AM 3:00 AM	0 0 0 0 0	0 0 0 0 0	0000	00000	0 0 0 0 0	00000
3:10 AW 3:30 AM 3:45 AM 4:00 AM 4:15 AM 4:30 AM						
4:45 AM 5:00 AM 5:15 AM 5:30 AM 5:45 AM	0 0 0 0	0 0 0 0 0	000000	0 0 0 0 0	0 0 0 0 0	0000
6:00 AM 6:15 AM 6:30 AM 6:30 AM 7:00 AM 7:15 AM	- 4 - 0 C C	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 - 0 0 c
7:15 AW 7:30 AM 7:45 AM 8:00 AM 8:15 AM	> 0 0 0 -				0000	> 0 0 0 -
8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	0 0 0 0 0 0	000000	000000	0 0 0 0 0 0	0 0 0 0 0 0	

10:00 AM	-	0	0	0	0	
10:15 AM	0	0	0	0	0 0	
10:30 AM	0	0	0	0	0 0	
10:45 AM	0	0	0	0	0 0	
11:00 AM	0	0	0	0	0 0	
11:15 AM	0	0	0	0	0 0	
11:30 AM	0	0	0	0	0 0	
11:45 AM	5	0	0	0	0 5	
12:00 PM	1	0	0	0	0 1	
12:15 PM	0	0	0	0	0 0	
12:30 PM	2	0	0	0	0 2	
12:45 PM	0	0	0	0	0 0	
1:00 PM	0	0	0	0	0 0	
1:15 PM	0	0	0	0	0 0	
1:30 PM	1	0	0	0	0 1	
1:45 PM	з	0	0	0	0 3	
2:00 PM	3	0	0	0	0	
2:15 PM	3	0	0	0	0 3	
2:30 PM	-	0	0	0	0	
2:45 PM	12	0	0	0	0 12	
3:00 PM	12	0	0	0	0 12	
3:15 PM	3	0	0	0	0 3	
3:30 PM	-	0	0	0	0	
3:45 PM	-	0	0	0	0	
4:00 PM	8	0	0	0	0	
4:15 PM	0	0	0	0	0	
4:30 PM	0	0	0	0	0	
4:45 PM	0	0	0	0	0	
5:00 PM	2	0	0	0	0	
5:15 PM	~	0	0	0	0	
5:30 PM	0	0	0	0	0 0	
5:45 PM	1	0	0	0	0	
6:00 PM	0	0	0	0	0 0	
6:15 PM	0	0	0	0	0 0	
6:30 PM	0	0	0	0	0 0	
6:45 PM	0	0	0	0	0 0	
7:00 PM	0	0	0	0	0 0	
7:15 PM	0	0	0	0	0 0	
7:30 PM	0	0	0	0	0 0	
7:45 PM	~	0	0	0	0 1	
8:00 PM	~	0	0	0	0	
8:15 PM	~	0	0	0	0 1	
8:30 PM	0	0	0	0	0 0	
8:45 PM	0	0	0	0	0 0	
9:00 PM	0	0	0	0	0 0	
9:15 PM	0	0	0	0	0 0	
9:30 PM	0	0	0	0	0 0	
9:45 PM	0	0	0	0	0 0	
10:00 PM	0	0	0	0	0 0	
10:15 PM	0	0	0	0	0 0	
10:30 PM	0	0	0	0	0 0	
10:45 PM	0	0	0	0	0 0	

11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
03/20/2024 12:00 AM	o	c	0	C	C	0
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12:30 AM	, c	» c	, c			0
12:45 AM	ò) C	0		ò	0 0
1.00 AM) C) c				
1:15 AM	ò) c	ò) c		0 0
1:30 AM		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	1	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	0	0	0	0	0	0
6:15 AM	1	0	0	0	0	1
6:30 AM	4	0	0	0	0	4
6:45 AM	0	0	0	0	0	0
7:00 AM	1	0	0	0	0	1
7:15 AM	1	0	0	0	0	1
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	0	0	0	0	0	0
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
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
11:00 AM	1	0	0	0	0	-
11:15 AM	0	0	0	0	0	0
11:30 AM	1	0	0	0	0	-
11:45 AM	4	0	0	0	0	4

12:00 PM	2	0	0	0	0	2
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12:30 PM	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0
1:30 PM	2	0	0	0	0	2
1:45 PM	~	0	0	0	0	-
2:00 PM	-	0	0	0	0	-
2:15 PM	4	0	0	0	0	4
2:30 PM	2	0	0	0	0	2
2:45 PM	2	0	0	0	0	7
3:00 PM	7	0	0	0	0	7
3:15 PM	-	0	0	0	0	-
3:30 PM	~	0	0	0	0	-
3:45 PM	2	0	0	0	0	2
4:00 PM	2	0	0	0	0	2
4:15 PM	~	0	0	0	0	-
4:30 PM	~	0	0	0	0	+
4:45 PM	з	0	0	0	0	3
5:00 PM	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0
6:00 PM	~	0	0	0	0	-
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6:30 PM	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0
7:15 PM	1	0	0	0	0	1
7:30 PM	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0
8:00 PM	1	0	0	0	0	1
8:15 PM	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
03/21/2024 12:00 AM	0	0	0	0	0	0
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	
3:00 AM	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	
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4:15 AM	0	0	0	0	0 0	
4:30 AM	0	0	0	0	0	
4:45 AM	0	0	0	0	0	
5:00 AM	2	0	0	0	0	
5:15 AM	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	0	0	0	0	0 0	
6:15 AM	0	0	0	0	0 0	
6:30 AM	4	0	0	0	0	
6:45 AM	0	0	0	0	0	
7:00 AM	0	0	0	0	0	
7:15 AM	0	0	0	0	0	
7:30 AM	0	0	0	0	0	
7:45 AM	0	0	0	0	0	
8:00 AM	0	0	0	0	0	
8:15 AM	0	0	0	0	0	
8:30 AM	0	0	0	0	0	
8:45 AM	0	0	0	0	0	
9:00 AM	0	0	0	0	0	
9:15 AM	0	0	0	0	0	
9:30 AM	0	0	0	0	0	
9:45 AM	0	0	0	0	0 0	
10:00 AM	0	0	0	0	0 0	
10:15 AM	0	0	0	0	0 0	
10:30 AM	0	0	0	0	0 0	
10:45 AM	0	0	0	0	0 0	
11:00 AM	2	0	0	0	0	
11:15 AM	0	0	0	0	0 0	
11:30 AM	0	0	0	0	0 0	
11:45 AM	4	0	0	0	0 4	
12:00 PM	0	0	0	0	0 0	
12:15 PM	0	0	0	0	0 0	
12:30 PM	2	0	0	0	0 2	
12:45 PM	0	0	0	0	0 0	
1:00 PM	2	0	0	0	0	
1:15 PM	0	0	0	0	0	
1:30 PM	0	0	0	0	0	
1:45 PM	4	0	0	0	0 1	

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	2	5	4	2	2	2	0	2	0	0	~	5	0	0	0	0	0	~	0	0	0	0	0	0	£	£	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	100.0	5:45 AM	2	2:15 PM	28
L	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	8:00 PM	8:15 PM	8:30 PM	8:45 PM	0:00 PM	9:15 PM	MG 05:6	9:45 PM	10:00 PM	10:15 PM	10:30 PM	10:45 PM	11:00 PM	11:15 PM	11:30 PM	11:45 PM	03/22/2024 12:00 AM	Total	Total %	AM Times	AM Peaks	PM Times	PM Peaks



95/5 W. Higgins Kd., Suite 400 Rosemont, Illinois, United States 60018 (847)518-9990 mmendoza@kloainc.com

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

Direction (Westbound)

les 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	3	0	0 0	0 2	0 1	0 0	0	0	0	0	0 1	0	0 2	0	0	0 0	0 0	0 0	0	0	0	0	
Articulated Trucks Bicycl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	1	1	0	1	1	2	0	0	1	1	2	1	0	0	0	0	0	1	0	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	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	0	0	
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	+	1	3	t	0	0	0	0	0	0	0	0	0	
Start Time	12:15 AM	12:30 AM	12:45 AM	1:00 AM	1:15 AM	1:30 AM	1:45 AM	2:00 AM	2:15 AM	2:30 AM	2:45 AM	3:00 AM	3:15 AM	3:30 AM	3:45 AM	4:00 AM	4:15 AM	4:30 AM	4:45 AM	5:00 AM	5:15 AM	5:30 AM	5:45 AM	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	

10:00 AM	2	0	0	-	0 3	
10:15 AM	-	0	0	0	0	
10:30 AM	0	0	0	0	0	
10:45 AM	0	0	0	0	0	
11:00 AM		0		0	0	
11:15 AM	0	0	0	0	0	
11:30 AM	0	0	0	0	0	
11:45 AM	-	0	0	-	0	
12:00 PM	-	0	0	0	0	
12:15 PM	0	0	0	0	0 0	
12:30 PM	2	0	0	1	0 3	
12:45 PM	0	0	0	0	0 0	
1:00 PM	0	0	0	0	0 0	
1:15 PM	0	0	2	0	0 2	
1:30 PM	0	0	0	0	0 0	
1:45 PM	0	0	1	1	0	
2:00 PM	0	0	0	0	0 0	
2:15 PM	0	0	0	-	0	
2:30 PM	0	0	0	0	0 0	
2:45 PM	0	0	0	0	0 0	
3:00 PM	0	0	0	0	0 0	
3:15 PM	0	0	0	0	0 0	
3:30 PM	0	0	0	0	0 0	
3:45 PM	0	0	0	0	0 0	
4:00 PM	0	0	0	0	0 0	
4:15 PM	0	0	0	0	0 0	
4:30 PM	0	0	0	-	0	
4:45 PM	0	0	0	0	0 0	
5:00 PM	0	0	0	0	0 0	
5:15 PM	0	0	0	0	0 0	
5:30 PM	0	0	0	0	0 0	
5:45 PM	0	0	0	0	0 0	
6:00 PM	0	0	0	0	0 0	
6:15 PM	0	0	0	-	0 1	
6:30 PM	0	0	0	0	0 0	
6:45 PM	0	0	0	0	0 0	
7:00 PM	0	0	0	0	0 0	
7:15 PM	0	0	0	0	0 0	
7:30 PM	0	0	0	0	0 0	
7:45 PM	0	0	0	0	0 0	
8:00 PM	0	0	0	0	0	
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8:30 PM	0	0	0	0	0 0	
8:45 PM	0	0	0	0	0 0	
9:00 PM	0	0	0	0	0 0	
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10:45 PM	0	0	0	0	0 0	

11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
03/20/2024 12:00 AM	0	0	0	0	0	0
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
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2:30 AM	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	-
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	1	0	-
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5:30 AM	0	0	0	0	0	0
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6:45 AM	2	0	0	1	0	3
7:00 AM	0	0	0	2	0	2
7:15 AM	2	0	0	0	0	2
7:30 AM	0	0	0	1	0	-
7:45 AM	0	0	0	0	0	0
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8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0
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9:15 AM	0	0	1	1	0	2
9:30 AM	0	0	0	1	0	1
9:45 AM	0	0	0	0	0	0
10:00 AM	0	0	0	1	0	1
10:15 AM	0	0	0	-	0	-
10:30 AM	0	0	0	1	0	1
10:45 AM	0	0	3	0	0	3
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11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	-	0	-

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12:30 PM	<i>с</i> -	0	0	-	0	2
12:45 PM	-	0	0	-	0	2
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1:45 PM	0	0	0	0	0	0
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2:15 PM	0	0	0	-	0	-
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2:45 PM	0	0	0	0	0	0
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3:45 PM	0	0	0	0	0	0
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4:30 PM	0	0	0	0	0	0
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9:45 PM	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
03/21/2024 12:00 AM	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0
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5:30 AM	1	0	0	0	0	
5:45 AM	0	0	1	0	0	
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7:30 AM	0	0	0	0	0	
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8:45 AM	-	0	0	0	0	
9:00 AM	0	0	0	-	1	
9:15 AM	0	0	0	0	0	
9:30 AM	1	0	0	0	1	
9:45 AM	0	0	0	0	0 0	
10:00 AM	0	0	0	0	0 0	
10:15 AM	0	0	0	0	0 0	
10:30 AM	0	0	-	+	0 2	
10:45 AM	0	0	0	-	0	
11:00 AM	2	0	-	-	0 4	
11:15 AM	1	0	2	4	0 4	
11:30 AM	0	0	0	1	0 1	
11:45 AM	0	0	0	0	0	
12:00 PM	1	0	0	0	1	
12:15 PM	2	0	1	1	0 4	
12:30 PM	1	0	0	1	0	
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Rosemont, Illinois, United States 60018 (847)518-9990 mmendoza@kloainc.com

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

Direction (Eastbound)

irt Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
15 AM	0	0	0	0	0	0
:30 AM	0	0	0	0	0	0
:45 AM	0	0	0	0	0	0
00 AM	0	0	0	0	0	0
15 AM	0	0	0	0	0	0
30 AM	0	0	0	0	0	0
45 AM	0	0	0	0	0	0
00 AM	0	0	0	0	0	0
15 AM	0	0	0	0	0	0
30 AM	0	0	0	0	0	0
45 AM	0	0	0	0	0	0
00 AM	0	0	0	0	0	0
15 AM	0	0	0	0	0	0
30 AM	0	0	0	0	0	0
45 AM	0	0	0	0	0	0
00 AM	0	0	0	0	0	0
15 AM	0	0	0	0	0	0
30 AM	0	0	0	-	0	-
45 AM	0	0	0	е	0	З
00 AM	0	0	0	~	0	-
15 AM	0	0	1	0	0	1
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30 AM	0	0	0	2	0	2
45 AM	0	0	0	4	0	-
00 AM	0	0	£	0	0	1
15 AM	0	0	0	~	0	-
30 AM	0	0	0	4	0	-
45 AM	0	0	0	0	0	0
00 AM	0	0	0	~	0	-
15 AM	+	0	0	0	0	-
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30 AM	0	0	0	0	0	0
45 AM	0	0	0	0	0	0

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10:30 AM	0	0	0	0	0	
10:45 AM	0	0	0	0	0	
11:00 AM	0	0		0	0	
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1:30 PM	0	0	0	0	0	
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2:30 PM	3	0	0	0	0 3	
2:45 PM	3	0	0	0	0 3	
3:00 PM	0	0	0	1	0	
3:15 PM	0	0	0	0	0 0	
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7:00 AM	0	0	0	-	0	-
7:15 AM	0	0	0	2	0	2
7:30 AM	0	0	0	5	0	-
7:45 AM	0	0	0	0	0	0
8:00 AM	0	0	0	2	0	2
8:15 AM	0	0	0	0	0	0
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8:00 AM	0	0	0	0	0	
8:15 AM	-	0	0	0	0	
8:30 AM	0	0	0	-	0	
8:45 AM	0	0	0	0	0	
9:00 AM	-	0	0	0	1	
9:15 AM	0	0	0	0	0	
9:30 AM	~	0	~	0	0	
9:45 AM	0	0	0	1	1	
10:00 AM	0	0	0	0	0 0	
10:15 AM	0	0	0	0	0 0	
10:30 AM	0	0	0	0	0 0	
10:45 AM	0	0	0	0	0 0	
11:00 AM	0	0	-	Ţ	0 2	0
11:15 AM	0	0	1	0	0 1	_
11:30 AM	0	0	1	0	0 1	_
11:45 AM	3	0	0	-	0 4	+
12:00 PM	1	0	0	1	0 2	0
12:15 PM	1	0	0	0	0 1	
12:30 PM	0	0	0	0	0 0	0
12:45 PM	2	0	1	2	0	2
1:00 PM	0	0	0	-	0 1	_
1:15 PM	0	0	0	0	0 0	
1:30 PM	0	0	0	0	0	
1:45 PM	4	0	0	-	0	

	0	9	0	2	0	0	0	e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	~	153	100.0	6:30 AM	8	12:00 PM	8
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	~	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	80	52.3	6:30 AM	6	12:00 PM	e
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	15.0	10:15 AM	4	1:00 PM	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	12:15 AM	0	12:00 PM	0
	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	32.7	6:15 AM	1	2:00 PM	8
L	2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM	8:00 PM	8:15 PM	8:30 PM	8:45 PM	0:00 PM	9:15 PM	9:30 PM	9:45 PM	10:00 PM	10:15 PM	10:30 PM	10:45 PM	11:00 PM	11:15 PM	11:30 PM	11:45 PM	03/22/2024 12:00 AM	Total	Total %	AM Times	AM Peaks	PM Times	PM Peaks

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

	Signalize	d Intersections	
Level of Service	Interpre	tation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most green indication and travel throst stopping.	vehicles arrive during the bugh the intersection without	≤10
В	Good progression, with more Level of Service A.	vehicles stopping than for	>10 - 20
С	Individual cycle failures (i.e., o are not able to depart as a re during the cycle) may begin to stopping is significant, althou through the intersection withou	one or more queued vehicles sult of insufficient capacity appear. Number of vehicles gh many vehicles still pass at stopping.	>20 - 35
D	The volume-to-capacity ratio is ineffective or the cycle lengt stop and individual cycle failu	s high and either progression h is too long. Many vehicles res are noticeable.	>35 - 55
E	Progression is unfavorable. Th high and the cycle length is lo are frequent.	e volume-to-capacity ratio is ng. Individual cycle failures	>55 - 80
F	The volume-to-capacity ratio very poor, and the cycle length clear the queue.	is very high, progression is is long. Most cycles fail to	>80.0
	Unsignaliz	ed Intersections	
	Level of Service	Average Total Del	ay (SEC/VEH)
	А	0 -	10
	В	> 10 -	15
	С	> 15 -	25
	D	> 25 -	35
	Е	> 35 -	50
	F	> 50)
Source: Highwa	vy Capacity Manual, 6 th Edition.		

<u>Capacity Analysis Summary Sheets</u> Weekday Morning Peak Hour – Existing Conditions

Intersection

Intersection Delay, s/veh Intersection LOS

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reh 13.9
B
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	eî.		٦	ef 👘		٦	el 🗧		٦	el 🗧	
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	С			В			В			А		

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								
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								
Сар	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	В	В	А	С	А	С	В	А	
HCM 95th-tile Q	0.3	1	0.1	3.3	0.5	3.2	0	0.1	

<u>Capacity Analysis Summary Sheets</u> Weekday Evening Peak Hour – Existing Conditions

Intersection Delay, s/veh 67.3 Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ľ	el el		1	el 🕴		ľ	el el		ľ	eî 👘	
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			С			В			В		

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								
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								
Сар	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	В	В	А	F	В	С	В	В	
HCM 95th-tile Q	0.1	0.5	0.1	24.9	0.8	5.1	0.1	0.2	