

MEMORANDUM TO: Joliet Catholic Academy

FROM: Michael A. Werthmann
Principal

DATE: October 10, 2025

SUBJECT: Traffic Evaluation
Joliet Catholic Academy Proposed Stadium
Joliet, Illinois

This memorandum provides the results and findings of a traffic evaluation prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed athletic stadium to be located on the Joliet Catholic Academy (JCA) campus located in Joliet, Illinois. JCA is a co-educational high school located at the northeast corner of Larkin Avenue (IL 7) with Ingalls Avenue. While the academy currently has a multi-purpose field on the campus, it does not have a stadium to host football games, soccer games, and lacrosse games. JCA varsity football games are currently held at Memorial Stadium, which is located at West Jefferson Street and 129th Infantry Drive just over two miles southwest of the JCA campus.

JCA is embarking on a multi-phase project to construct a stadium on the campus in order to host football games, soccer games, and lacrosse games. The proposed stadium will have bleacher seating for approximately 5,500 guests and will be located on the Our Lady of Angels Village property adjacent to the campus in the northwest corner of Ingalls Avenue with Wyoming Avenue. Other elements of the project include the relocation of the tennis courts, construction of a new softball field, improvements to the track and varsity baseball field, and construction of three new parking lots to expand the campus parking capacity by 94 percent from 481 spaces to approximately 933 spaces.

The purpose of the traffic evaluation was to examine background traffic conditions, assess the impact that the proposed stadium will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed stadium. It should be noted that a separate traffic and parking management plan has been prepared for the stadium project. **Figure 1** shows an aerial view of the campus.

Existing Conditions

The following provides a description of the physical characteristics of the area roadway system including lane usage and traffic control devices and existing traffic volumes.

Study Area

The primary arterial routes serving the JCA campus are Larkin Avenue (IL 7) and Plainfield Road (U.S. Route 30). Direct access to the expanded JCA campus will be provided via Larkin Avenue, Ingalls Avenue, and Wyoming Avenue. As such, based on discussion with City of Joliet officials, the study area consists of Plainfield Road on the northeast, Ingalls Avenue on the south, and Larkin Avenue on the west.



Aerial View of JCA Campus

Figure 1

Existing Roadway System Characteristics

The characteristics of the existing roads near the JCA campus are described below and illustrated in **Figure 2**.

Larkin Avenue (IL 7) is a north-south, arterial roadway that has a five-lane cross section. At its signalized intersection with Ingalls Avenue, Larkin Avenue has a separate left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Larkin Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit of 40 mph, and has an Average Annual Daily Traffic (AADT) volume of 28,700 vehicles (IDOT 2023) north of Ingalls Avenue and 27,300 vehicles (IDOT 2023) south of Ingalls Avenue.

Plainfield Road (U.S. Route 30) is a northwest-to-southeast, arterial roadway that has a four-lane cross section. At its signalized intersection with Ingalls Avenue, Plainfield Road has a separate left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At its unsignalized intersection with Wyoming Avenue/Cleary Avenue, Plainfield Road has a shared left-turn/through lane and a shared through/right-turn lane on both approaches. Plainfield Road is under the jurisdiction of the IDOT, has a posted speed limit of 35 mph, and has an AADT volume of 19,800 vehicles (IDOT 2023) northwest of Ingalls Avenue and 15,500 vehicles (IDOT 2023) southeast of Ingalls Avenue.

Ingalls Avenue is an east-west, collector roadway that has a three-lane cross section between Plainfield Road and Larkin Avenue. At its signalized intersections with Larkin Avenue and Plainfield Road, Ingalls Avenue has a separate left-turn lane and a shared through/right-turn lane on both approaches at each intersection. At its unsignalized intersection with Wyoming Avenue, Ingalls Avenue has a two-way left-turn lane. Ingalls Avenue is under the jurisdiction of the City of Joliet, has a posted speed limit of 30 mph, and has an AADT volume of 5950 vehicles (IDOT 2019).

Wyoming Avenue is a north-south, local road roadway that extends between Plainfield Road and Ingalls Avenue and has one lane in each direction. At its intersection with Plainfield Road, Wyoming Avenue is aligned opposite Cleary Avenue and both approaches have a separate left-turn lane and a shared through/right-turn lane that are under stop sign control. Wyoming Avenue is under the jurisdiction of the City of Joliet and has a posted speed limit of 25 mph.

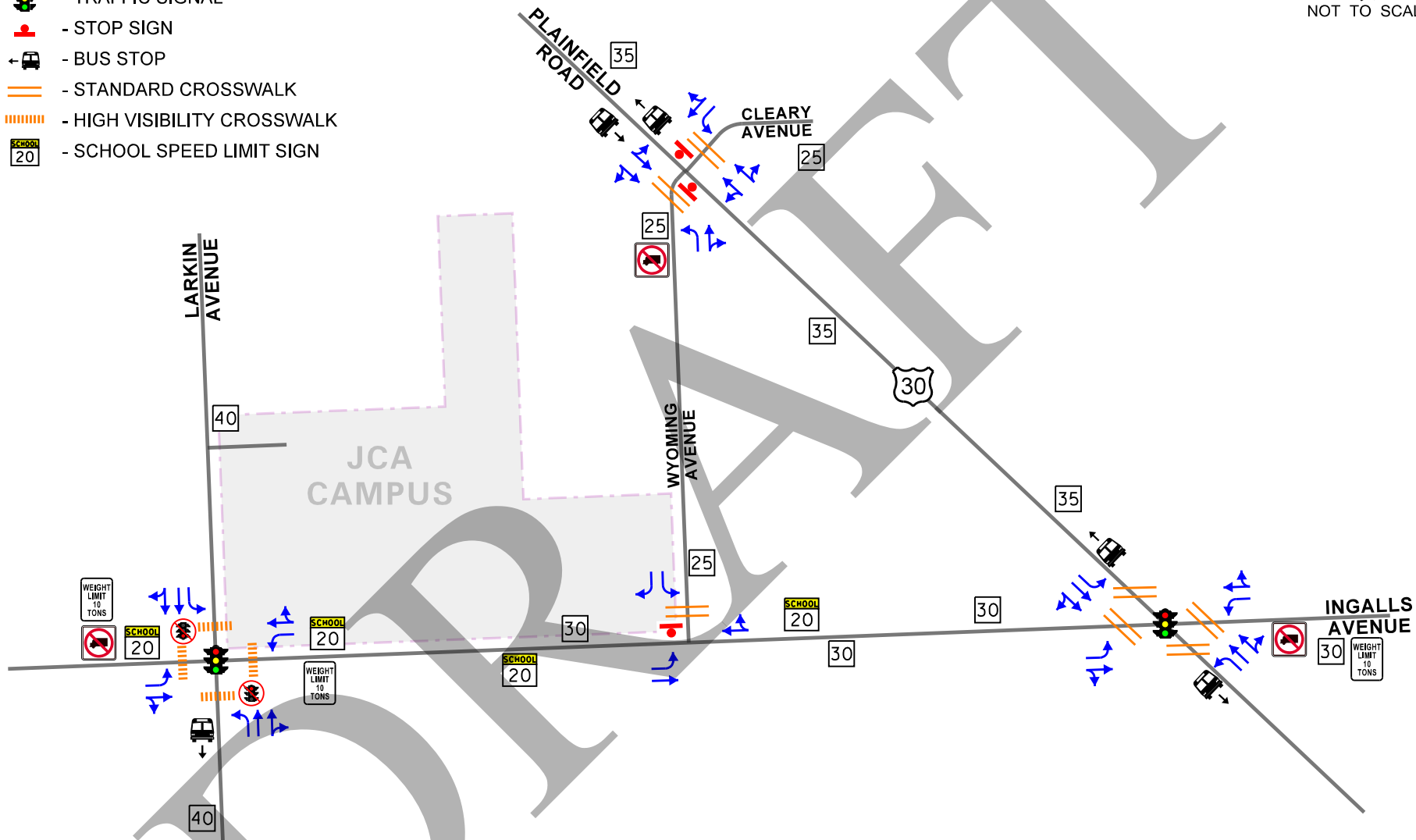
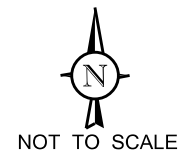
Existing Traffic Volumes

To determine current traffic conditions in the vicinity of the campus, peak period traffic counts were performed during the Friday later evening and Saturday afternoon peak periods at the following intersections:

- Ingalls Avenue with Larkin Avenue
- Ingalls Avenue with Wyoming Avenue
- Ingalls Avenue with Plainfield Road
- Plainfield Road with Wyoming Avenue

LEGEND

-  - TRAVEL LANE
-  - TRAFFIC SIGNAL
-  - STOP SIGN
-  - BUS STOP
-  - STANDARD CROSSWALK
-  - HIGH VISIBILITY CROSSWALK
-  - SCHOOL SPEED LIMIT SIGN



JCA Stadium
Joliet, Illinois

Existing Roadway Characteristics



Job No: 25-146

Figure: 2

The traffic counts were performed on Friday, June 6, 2025 during the later evening (6:00 to 11:00 P.M.) peak period and on Saturday, June 7, 2025 during the midday (2:00 to 4:00 P.M.) peak period. Given that the JCA football games typically start at 7:00 P.M. on a Friday and that the Saturday games occur during the day, the following peak hours were evaluated as part of this study:

- The hour between 6:00 and 7:00 P.M. on Friday, which represents the highest volume of traffic on the area roadway system before a football game at the stadium.
- The hour between 2:00 and 3:00 P.M. on Saturday, which represents the highest volume of traffic on the area roadway system after a football game at the stadium.

Per the request of the area residents, additional traffic counts were performed on Friday and Saturday, September 19 and 20, 2025. A review of the June and September traffic counts revealed the following:

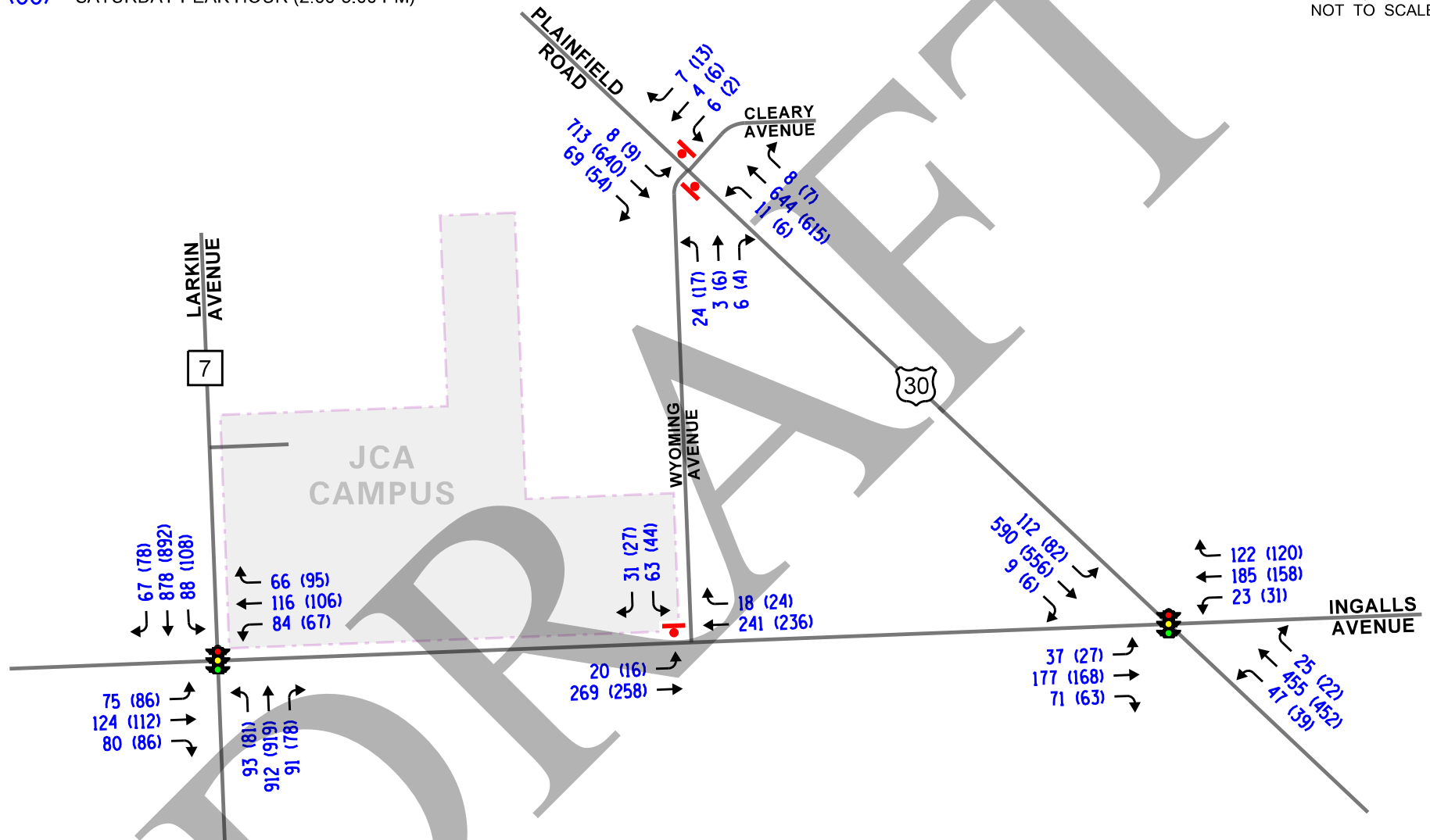
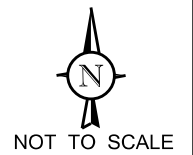
- At the Larkin Avenue/Ingalls Avenue intersection, the September total intersection traffic volumes were approximately two to four percent higher compared to the June total intersection traffic volumes. However, it is important to note that this was due to an increase in the through traffic along Larkin Avenue. In fact, the traffic volumes traveling to and from the east leg of Ingalls Avenue were higher during the June traffic counts than compared to the September traffic counts.
- At the Plainfield Road/Wyoming Avenue intersection, the September total intersection traffic volumes were approximately 10 percent higher during the Friday peak hour and approximately 20 percent higher during the Saturday peak hour compared to the June total intersection traffic volumes. However, similar to the Larkin Avenue/Ingalls Avenue intersection, this was due to an increase in the through traffic along Plainfield Road. In fact, the traffic volumes traveling to and from the south leg of Wyoming Avenue were higher during the June traffic counts than compared to the September traffic counts.
- At the Ingalls Avenue/Wyoming Avenue intersection, the June total intersection traffic volumes were eight to 14 percent higher than the September total intersection traffic volumes.

As such, since the traffic volumes along Ingalls Avenue and Wyoming Avenue are the most critical roads serving the campus, the June traffic volumes were used for this study as they represented the highest volumes on the two roads.

Figure 3 illustrates the Year 2025 existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

LEGEND

- 00 - FRIDAY PEAK HOUR (6:00-7:00 PM)
- (00) - SATURDAY PEAK HOUR (2:00-3:00 PM)



JCA Stadium
Joliet, Illinois

Existing Traffic Volumes



Job No: 25-146

Figure: 3

Traffic Characteristics of the Stadium

To evaluate future traffic conditions with the completion of the new JCA stadium, it was necessary to understand the design characteristics of the new facility, the event types and attendance estimates, the facility's access and parking accommodations, mode of travel of attendees, the traffic generation from peak football games, and the directions from which traffic will approach and depart the campus.

Proposed Stadium Project

The proposed stadium, which will be used for football, soccer, and lacrosse games, will have bleacher seating for approximately 5,500 guests and will be located on the Our Lady of Angels Village property adjacent to the campus in the northwest corner of Ingalls Avenue with Wyoming Avenue. Other elements of the project include the relocation of the tennis courts, a new softball field, and improvements to the track and varsity baseball field. The peak events that will occur at the stadium will be the four to eight home football games per year that typically occur on a Friday evening and, occasionally, on a Saturday.

In addition, the stadium project will include the following three proposed parking lots and parallel parking along the internal circulation roads that will expand the parking capacity of the JCA campus by 94 percent from 481 spaces to approximately 933 spaces:

- A proposed parking lot to be located adjacent to the east side of the stadium in the northwest corner of Ingalls Avenue and Wyoming Avenue. Access to the 166-space parking lot will be provided via two access drives located on the west side of Wyoming Avenue at the north and south ends of the parking lot.
- A proposed parking lot to be located adjacent to the west side of the stadium and the east side of the existing campus. Access to the 177-space parking lot will be provided via two access drives located along the east side of the existing eastern north-south circulation road serving the campus and a proposed access drive to be located on the north side of Ingalls Avenue.
- A proposed parking lot to be located in the northeast portion of the existing campus. Access to the 55-space parking lot will be provided via one access drive located along the existing campus circulation system.

In addition, approximately 71 parallel parking spaces can be accommodated along grass areas adjacent to the internal circulation roads within the existing campus. A copy of the site plan is located in the Appendix.

JCA Campus Access

Access to the expanded campus will be provided via the following existing and proposed access drives.

- Access to the existing campus and the proposed parking lots located on the west side of the stadium and in the northeast portion of the campus will be provided via the following access drives:
 - An existing access drive located on the east side of Larkin Avenue at the north end of the campus. This access drive provides one inbound lane and one outbound lane. Left-turn movements to the access drive are accommodated via the Larkin Avenue striped median.
 - Three existing access drives and one proposed access drive located on the north side of Ingalls Avenue. The four access drives are generally equally spaced along Ingalls Avenue between Larkin Avenue and Krings Lane. Left-turn movements from Ingalls Avenue to the westernmost access drive are prohibited due to the proximity of the access drive to Larkin Avenue. All the access drives will provide one inbound lane and one outbound lane. Left-turn movements to the access drives are/will be accommodated via the Ingalls Avenue two-way left-turn lane.
- Access to the proposed parking lot located on the east side of the stadium will be provided via two proposed access drives located on the west side of Wyoming Avenue at the north and south ends of the parking lot. Both access drives will provide one inbound lane and one outbound lane.

Drop-Off/Pick-Up Locations

Primary drop-off/pick-up locations will be within the campus at the following two locations:

- Along the east side of the proposed west parking lot and the west side of the stadium.
- Along the east side of the western north-south circulation road and the west side of the school building.

A potential secondary drop-off/pick-up location will be along the west side of Wyoming Avenue along the proposed west parking lot.

Directional Distribution

The directions from traffic will approach and depart the proposed JCA campus is a function of several variables, including the locations which patrons will be traveling to/from, the ease with which vehicles can travel through the system without encountering congestion, the most direct paths to the regional roadway system, the parking locations, and the traffic management plan guidance. Please note that the traffic was assigned as follows:

- All stadium-generated traffic was assigned through the four intersections included in the study area and the existing JCA access drive on Larkin Avenue.
- Traffic will be restricted from traversing the residential roads located south and east of the JCA campus.

Figure 4 shows the estimated directional distribution.

Trip Generation Estimates

Varsity football games are the largest events that will be held at the proposed stadium. JCA has four to eight home varsity football games each year, typically occurring on Fridays at 7:00 P.M. or on Saturdays during the day. In 2023 and 2024, JCA's home varsity football games had an average attendance of approximately 3,300 guests per game. However, the average attendance at the football games is skewed due to the attendance of the game against Providence Catholic High School (attendance of 7,500 guests) and Morris High School (attendance of 5,310 guests). Home football games typically have an attendance of 1,500 to 3,100 guests, except the Providence Catholic High School and Morris High School football games. As such, except for one to two games a year, the average attendance of the home football games will be 3,100 guests or lower.

Based on the utilization of the Memorial Stadium parking lots during JCA varsity football games, as described to KLOA, Inc. by JCA officials, it is estimated that approximately 25 percent of the guests are dropped off/picked up, walk, or bike to the football games and 75 percent of the guests drive and park. At an estimated auto occupancy of 3.5 guests per vehicle, the 933 parking spaces to be provided on the JCA campus will be able to accommodate an attendance of 4,350 to 4,400 guests. The traffic to be generated by the stadium was based on the following assumptions:

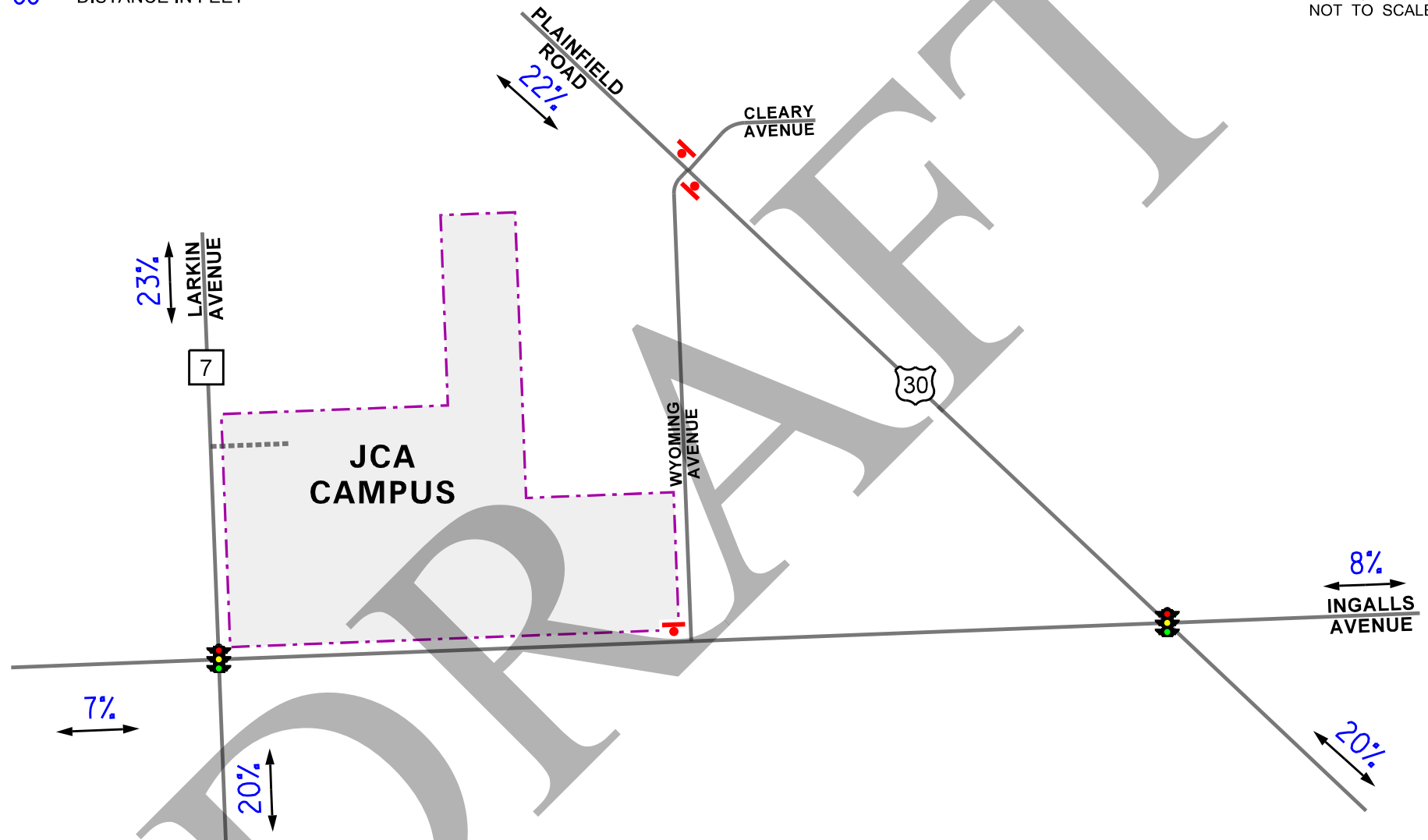
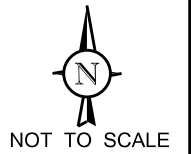
- An average attendance of 4,400 guests as (1) this covers all the home football games except one to two per year and (2) the parking on the JCA campus can generally accommodate the parking demand.
- An auto occupancy of 3.5 people per vehicle.
- Seventy-five percent of the guests drive to the stadium and 25 percent of the guests are dropped off/picked up, walk, or bike.
- Eighty percent of the guests arrive the hour before the football game and 90 percent of the guests depart the hour after the football game.

Table 1 shows the estimated traffic to be generated the hour before and the hour after a football game assuming an attendance of 4,400 guests. It should be noted that all but one to two football games every year will have an attendance well below 4,400 guests. Further, remote parking will be required for any football games that have an attendance greater than approximately 4,400 guests with most of the remote parking located either north of the campus or on the west side of Larkin Avenue. As such, the additional traffic generated during football games with an attendance greater than approximately 4,400 guests will generally be intercepted prior to the JCA campus. As such, while the larger attended football games will generate more traffic, the larger attended football games will not necessarily be adding additional traffic to the primary movements serving the JCA campus.

LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET



JCA Stadium
Joliet, Illinois

Directional Distribution



Job No: 25-146

Figure: 4

Table 1

TRAFFIC GENERATED BY PROPOSED STADIUM (4,400 GUESTS)

Vehicle Type	Inbound Peak Hour Friday @ 6:00 to 7:00 PM			Outbound Peak Hour Saturday @ 2:00 to 3:00 PM		
	In	Out	Total	In	Out	Total
Self-Park Vehicles	755	--	755	--	960	960
Drop-Off/Pick-Up Vehicles	<u>250</u>	<u>250</u>	<u>500</u>	<u>325</u>	<u>325</u>	<u>650</u>
Total:	1005	250	1,255	325	1,285	1,610
Trip generation based on 75% auto-self park mode of travel, 3.5 persons per vehicle, 80% arrivals in peak arrival period, and 90% departures in peak departure period.						

Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes plus the traffic estimated to be generated by the proposed stadium.

Proposed Stadium Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed stadium an hour before and an hour after a football game with an attendance of 4,400 guests were assigned to the roadway system in accordance with the previously described directional distribution (Figure 4). **Figure 5** illustrates the peak hour of the inbound traffic and the outbound traffic to be generated by the proposed stadium.

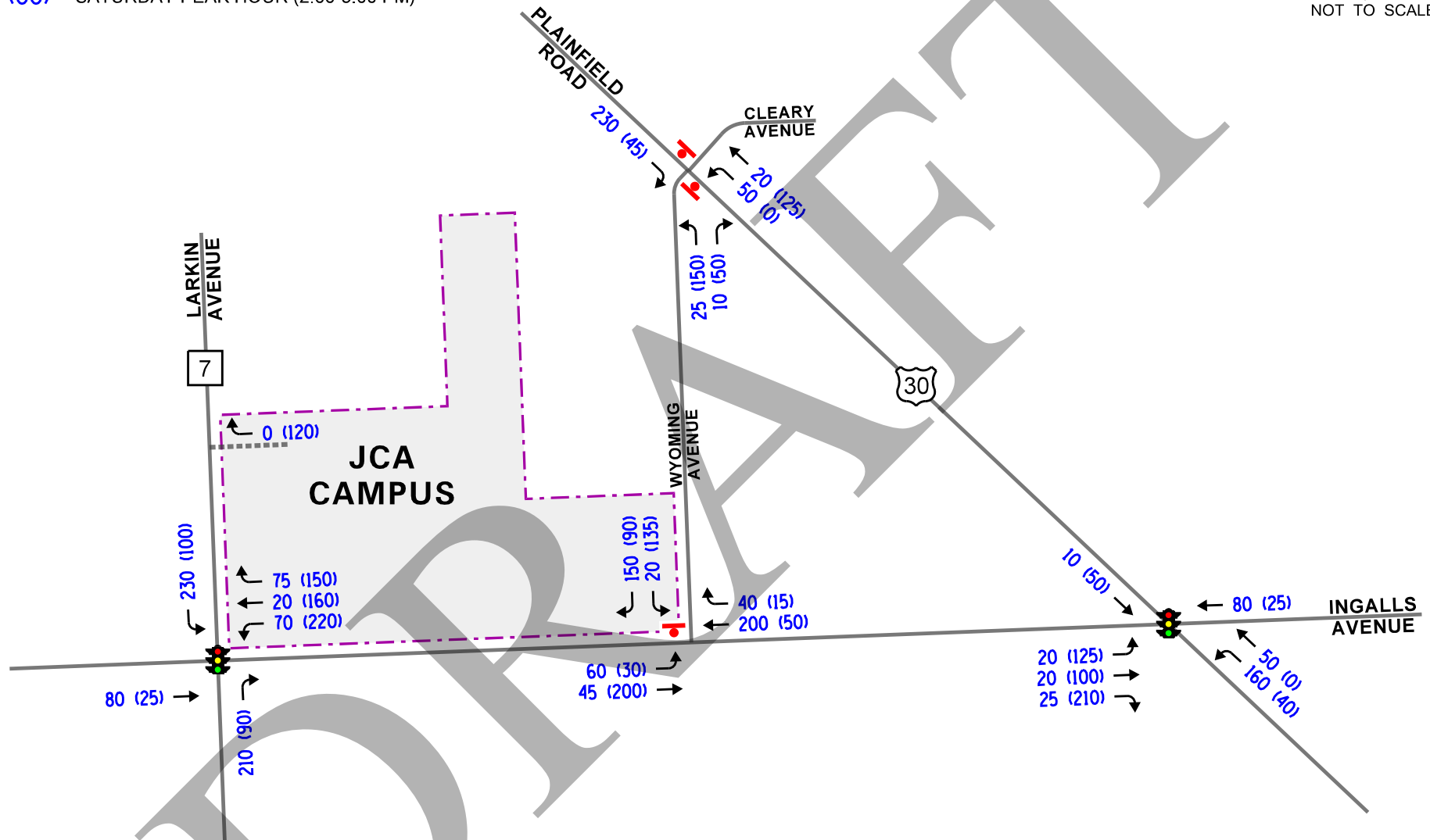
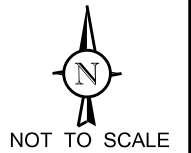
Total Projected Traffic Volumes

The peak hour of the inbound and the outbound traffic to be generated by the proposed stadium assuming an attendance of 4,400 guests was added to the existing traffic volumes as described below to obtain total traffic volumes, which are shown in **Figure 6**:

- The peak hour of the inbound traffic was added to the 6:00 to 7:00 P.M. existing traffic on a Friday as the Friday evening traffic represents the highest volume of traffic on the area roadway system before a football game at the stadium.
- The peak hour of the outbound traffic was added to the 2:00 to 3:00 P.M. existing traffic on a Saturday as the Saturday midday traffic represents the highest volume of traffic on the area roadway system after a football game at the stadium.

LEGEND

- 00 - FRIDAY PEAK HOUR (6:00-7:00 PM)
 (00) - SATURDAY PEAK HOUR (2:00-3:00 PM)



JCA Stadium
Joliet, Illinois

Site-Generated Traffic Volumes

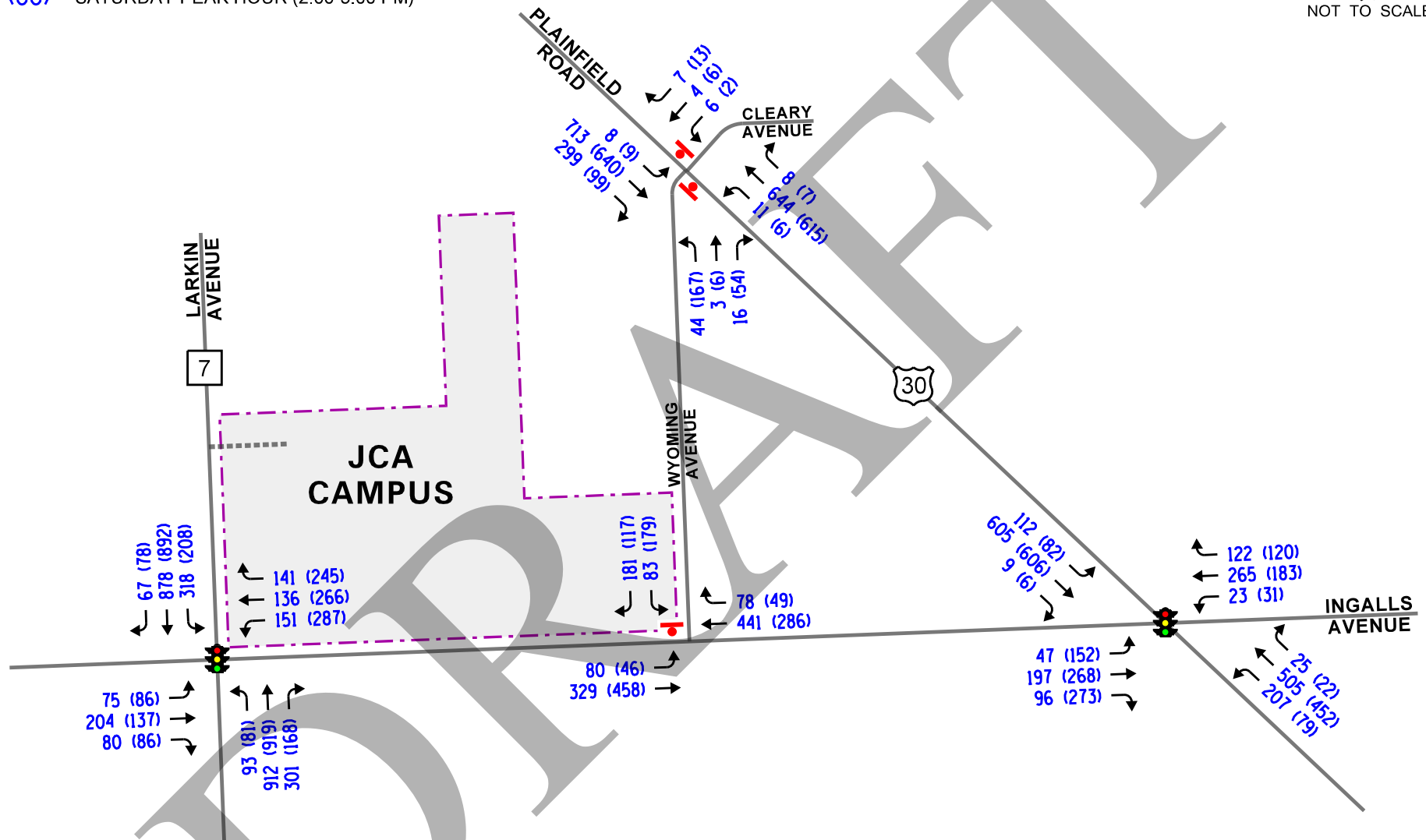
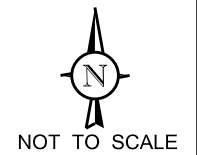


Job No: 25-146

Figure: 5

LEGEND

- 00 - FRIDAY PEAK HOUR (6:00-7:00 PM)
- (00) - SATURDAY PEAK HOUR (2:00-3:00 PM)



JCA Stadium
Joliet, Illinois

Total Traffic Volumes



Job No: 25-146

Figure: 6

Traffic Analysis and Recommendations

The following provides an evaluation conducted for the Friday evening (6:00 to 7:00 PM) peak hour (inbound peak to a game) and the Saturday midday peak hour (outbound peak from a game). The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the two peak hours for the existing and total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the signalized intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for 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 and total projected conditions are presented in **Tables 2 through 5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – PLAINFIELD ROAD WITH INGALLS AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Friday Evening	C 26.0	D 42.5	C 27.2	E 57.7	B 12.5	B 19.4	B 12.6	C 20.4	C 28.7
		D – 40.4		E – 55.5		B – 18.3		B – 19.7		
	Saturday Midday	C 26.9	D 47.5	C 31.3	E 58.3	B 10.2	B 15.9	B 10.4	B 16.6	C 27.1
		D – 45.3		E – 55.6		B – 15.1		B – 16.1		
Projected Conditions	Friday Evening	C 23.6	C 37.8	C 23.0	E 57.4	B 16.1	C 27.5	C 20.3	C 24.6	C 32.0
		D – 35.8		E – 55.5		C – 25.8		C – 23.4		
	Saturday Midday	B 19.8	D 37.1	B 18.3	C 33.7	C 22.2	D 36.7	C 22.8	C 34.2	C 33.5
		C – 33.3		C – 32.2		D – 35.0		C – 32.6		
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through										

Table 3

CAPACITY ANALYSIS RESULTS – LARKIN AVENUE WITH INGALLS AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Friday Evening	C 33.7	D 53.9	D 35.1	D 49.8	B 12.4	C 22.9	B 12.6	C 22.6	C 27.0
		D – 48.5		D – 45.2		C – 22.0		C – 21.7		
	Saturday Midday	C 34.9	D 46.6	C 21.5	D 38.6	B 12.4	C 23.5	B 13.6	C 22.5	C 25.5
		D – 43.1		C – 34.3		C – 22.7		C – 21.6		
Projected Conditions ¹	Friday Evening	D 36.0	E 65.0	E 56.0	D 49.7	B 14.0	D 46.0	E 61.8	C 22.0	D 42.0
		E – 58.9		D – 51.9		D – 43.8		C – 32.0		
	Saturday Midday	D 38.0	D 37.6	D 35.7	E 66.9	C 20.8	D 52.1	D 54.2	D 35.1	D 46.2
		D – 37.7		E – 55.7		D – 49.9		D – 38.4		
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through										
1. Assumes that a City of Joliet police officer will be stationed at this intersection to manually override the traffic signal operation to prioritize green time for the higher demand movements.										

Table 4

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Friday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Plainfield Road with Wyoming Avenue/Cleary Avenue				
• Northeast-bound Approach	C	24.1	C	19.4
• Southwest-bound Approach	C	18.8	B	14.7
• Northwest-bound Left Turn	A	9.6	A	9.1
• Southeast-bound Left Turn	A	8.3	A	8.1
Ingalls Avenue with Wyoming Avenue				
• Southbound Approach	B	12.1	B	11.0
• Eastbound Left Turn	A	7.8	A	7.8
LOS = Level of Service		1 – All-way stop control		
Delay is measured in seconds.		2 – Two-way stop control		

Table 5

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Friday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Plainfield Road with Wyoming Avenue/Cleary Avenue				
• Northeast-bound Approach	F	54.0	E	38.6
• Southwest-bound Approach	D	31.9	C	16.9
• Northwest-bound Left Turn	B	11.3	A	9.2
• Southeast-bound Left Turn	A	8.4	A	8.4
Ingalls Avenue with Wyoming Avenue				
• Southbound Approach	B	14.9	C	18.9
• Eastbound Left Turn	A	9.0	A	8.2
LOS = Level of Service		1 – All-way stop control		
Delay is measured in seconds.		2 – Two-way stop control		

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the stadium-generated traffic. It is important to note that the capacity analyses do not consider the traffic control personnel that are to be stationed at some of the intersections as part of the proposed traffic control management plan discussed in a separate study. The intersections may operate better than the capacity analyses indicate, as the traffic control personnel will better manage the flow and surging of traffic through the various intersections.

Ingalls Avenue with Larkin Avenue

The signalized intersection of Ingalls Avenue with Larkin Avenue currently operates at an overall Level of Service (LOS) C during the two peak hours. Further, all the intersection movements operate at LOS D or better during both hours.

Per the traffic and parking management plan, it was assumed that during higher attended football games that a City of Joliet police officer will be stationed at this intersection to manually override the traffic signal operation to prioritize green time for the higher demand movements. It is important to note that this intersection will serve as one of the primary routes to/from the JCA campus and the stadium.

Assuming the total traffic volumes and modified traffic signal timings via the police override of the traffic signal, this signalized intersection is projected to operate at an overall LOS D during both peak hours. Further, all the intersection movements are projected to continue to operate at LOS D or better during both peak hours except for the following movements:

- The Larkin Avenue southbound left-turn movement is projected to operate at LOS E during the Friday peak (inbound) hour. Further, the left-turn queue is projected to exceed the left-turn lane storage. The capacity analyses assumed that the left-turn movement will require approximately 50 percent more green time than currently provided under the existing traffic signal timings. However, if necessary, the police officer at this intersection can give additional green time to the left-turn movement to (1) better accommodate the traffic demands at the intersection and (2) improve the operation and reduce the queue of the southbound left-turn movement.
- Several of the Ingalls Avenue movements are projected to operate at LOS E during both peak hours. This is due to (1) the fact that green time will be reallocated from the Ingalls Avenue signal phases to the Larkin Avenue signal phases during the peak inbound movements to a football game and (2) the surging of the outbound traffic after a football game.

It is important to note that the analysis of the total projected conditions is based on an attendance of 4,400 guests. However, the attendance at most football games will be lower than 4,400 guests. Therefore, the intersection and the individual movements are projected to operate better for many games.

Ingalls Avenue with Plainfield Road

The signalized intersection of Ingalls Avenue with Larkin Avenue currently operates at an overall LOS C during both peak hours. Further, all the intersection movements operate at LOS D or better during both hours except the westbound through/right-turn movement, which operates on the threshold of LOS D/E.

Assuming the total traffic volumes and the existing signal timings, this signalized intersection is projected to continue to operate at an overall LOS C during both peak hours. Further, all the intersection movements are projected to continue to operate at LOS D or better during both peak hours except for westbound through/right-turn movement, which operates on the threshold of LOS D/E.

Plainfield Road with Wyoming Avenue and Cleary Avenue

All the critical approaches and movements at this two-way stop sign-controlled intersection currently operate at an overall LOS C or better during both peak hours. Further, the northbound and southbound left-turn movements operate at LOS C.

Per the traffic and parking management plan, it was assumed that during higher attended football games, a City of Joliet police officer will be stationed at this intersection to help direct and manage the flow of traffic through this intersection.

Assuming the total traffic volumes, all the critical approaches and movements are projected to operate at LOS D or better except the northbound approach which is projected to operate at LOS E. Further, the northbound and southbound left-turn movements are projected to operate at LOS E/F. The lower level of service for the northbound left-turn lane is expected given the reduced number of gaps along Plainfield Road and the increased surge of traffic before and after games. However, a police officer is proposed to be stationed at this intersection during higher-attended games to better manage the flow and surging of traffic through the intersection. Further, the total analysis is based on an attendance of 4,400 guests. However, the attendance at many of the football games will be lower than 4,400 guests. Therefore, the individual movements are projected to operate better for many games.

Ingalls Avenue with Wyoming Avenue

All the critical approaches and movements at this one-way stop sign-controlled intersection currently operate at an overall LOS B or better during both peak hours.

Per the traffic and parking management plan, it was assumed that during higher attended football games, a City of Joliet police officer will be stationed at this intersection to help direct and manage the flow of traffic through this intersection.

Assuming the total traffic volumes, all the critical approaches and movements are projected to operate at LOS C or better. It should be noted that the intersection movements provide primary access to or from the JCA Campus and the stadium and, as such, may experience some additional delay and queueing due to the increased surging of inbound and outbound game-generated traffic. However, this is typical of the operation of movements before and after higher attended games. Also, a police officer is proposed to be stationed at this intersection during higher attended games to better manage the flow and surging of traffic through the intersection.

Peak or Maximum Attended Events

As can be expected, additional congestion will occur along the area roadways and intersections with football games that have an attendance greater than 4,400 guests. However, it is important to note that the impact of the higher attended football games will be reduced due to the following:

- Remote parking will be required for any football games that have an attendance greater than approximately 4,400 guests with most of the remote parking located either north of the campus or on the west side of Larkin Avenue. As such, the additional traffic generated during football games with an attendance greater than approximately 4,400 guests will generally be intercepted prior to the JCA campus. As such, while the larger attended football games will generate more traffic, the larger attended football games will not necessarily be adding additional traffic to the primary movements serving the JCA campus.
- During larger attended football games, more measures outlined in the traffic and parking management plan will be implemented, which will only enhance the flow and management of the traffic to and from the JCA campus.
- JCA officials have indicated that they have only one to two football games per year with an attendance greater than approximately 4,400 guests.
- The congestion will generally only occur for one hour before a game and one hour after a game.

Conclusion

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

- The proposed stadium will have bleacher seating for approximately 5,500 guests and will be located on the Our Lady of Angels Village property adjacent to the campus at the northwest corner of Ingalls Avenue with Wyoming Avenue. As part of the project, three new parking lots are proposed on the campus which will increase the campus parking capacity by 92 percent from 481 spaces to approximately 933 spaces.
- In 2023 and 2024, JCA's home varsity football games had an average attendance of approximately 3,300 guests per game. However, according to JCA officials, the average attendance at the football games is skewed due to the attendance of the game against Providence Catholic High School (attendance of 7,500 guests) and Morris High School (attendance of 5,310 guests). Home football games typically have an attendance of 1,500 to 3,100 guests, except the Providence Catholic High School and Morris High School football game. As such, except for one to two games a year, the average attendance of the home football games will be 3,100 guests or lower.
- It is anticipated that 75 percent of the guests will arrive/depart via private vehicle and park and 25 percent of the guests will arrive/depart via walking, biking, ride-hailing services, and drop-offs/pick-ups. Assuming an average auto occupancy of 3.5 people per vehicle and the modal split, the approximately 933 parking spaces to be provided on campus will be able to accommodate 4,350 to 4,400 guests.
- In addition to the traffic study, a traffic and parking management plan was prepared that recommended measures and strategies to provide travel information to event guests while moving traffic safely and efficiently to and from designated parking areas, minimizing conflicts between vehicles and pedestrians, reducing traffic impacts to other road users, and protecting adjoining residential communities from event traffic incursions.
- It should be noted that the number of measures/strategies of the traffic and parking management plan that need to be implemented will be based on the attendance of the games. Most games have an attendance of less than 3,100 guests and will only need to implement portions of the plans whereas larger-attended games will need to implement additional measures/strategies to accommodate the increase in the number of guests.
- With the implementation of the event traffic management strategies, the roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the stadium. Several of the approaches and movements at the area intersections are projected to operate at lower levels of service, which is due to the surging of inbound or outbound traffic, particularly after a game. However, traffic control personnel are proposed to be stationed at many of these intersections to better manage the flow and surging of traffic through the intersections.

Appendix

Intersection Traffic Counts – June

Intersection Traffic Counts – September

Site Plan

Level of Service Table

Capacity Analyses Summary Sheets

DRAFT

Intersection Traffic Counts – June

Ingalls Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1306365, Location: 41.544802, -88.111228



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

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

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2025-06-06																													
6:00PM	9	41	12	0	62	0		8	52	34	0	94	0		18	115	8	0	141	3		26	165	2	0	193	0		490
6:15PM	7	52	5	0	64	0		3	46	32	0	81	0		14	133	7	0	154	0		29	134	2	0	165	0		464
6:30PM	10	41	8	0	59	0		7	46	20	0	73	0		8	111	3	0	122	0		24	154	3	0	181	0		435
6:45PM	11	43	16	0	70	0		5	41	36	0	82	0		7	96	7	0	110	0		33	137	2	0	172	0		434
Hourly Total	37	177	41	0	255	0		23	185	122	0	330	0		47	455	25	0	527	3		112	590	9	0	711	0		1823
7:00PM	8	34	13	0	55	0		2	45	19	0	66	1		10	92	2	0	104	0		24	105	6	0	135	0		360
7:15PM	7	34	7	0	48	0		6	45	31	0	82	0		5	106	2	0	113	0		16	130	4	0	150	0		393
7:30PM	4	28	10	0	42	0		2	35	27	0	64	0		8	114	4	0	126	4		16	135	6	0	157	0		389
7:45PM	0	33	9	0	42	0		8	25	16	0	49	1		2	92	4	0	98	0		14	139	2	0	155	0		344
Hourly Total	19	129	39	0	187	0		18	150	93	0	261	2		25	404	12	0	441	4		70	509	18	0	597	0		1486
8:00PM	9	38	8	0	55	0		4	23	10	0	37	0		13	72	1	0	86	0		26	115	1	0	142	0		320
8:15PM	3	24	7	0	34	1		1	26	15	0	42	2		7	92	4	0	103	0		20	147	1	0	168	0		347
8:30PM	2	40	12	0	54	1		3	25	19	0	47	0		7	79	3	0	89	0		11	114	0	0	125	0		315
8:45PM	4	25	13	0	42	0		4	28	12	0	44	0		9	99	4	0	112	1		13	107	0	0	120	0		318
Hourly Total	18	127	40	0	185	2		12	102	56	0	170	2		36	342	12	0	390	1		70	483	2	0	555	0		1300
9:00PM	3	34	6	0	43	0		4	24	15	0	43	0		8	71	4	0	83	0		17	113	4	0	134	0		303
9:15PM	2	24	9	0	35	0		1	29	12	0	42	0		8	75	1	0	84	0		19	98	1	0	118	0		279
9:30PM	4	22	9	0	35	0		5	31	12	0	48	1		8	58	3	0	69	0		16	101	2	0	119	0		271
9:45PM	1	19	6	0	26	0		3	20	11	0	34	0		7	62	3	0	72	0		14	86	0	0	100	0		232
Hourly Total	10	99	30	0	139	0		13	104	50	0	167	1		31	266	11	0	308	0		66	398	7	0	471	0		1085
10:00PM	5	14	8	0	27	0		3	18	12	0	33	0		10	102	2	0	114	0		13	84	1	0	98	0		272
10:15PM	3	27	3	0	33	0		2	12	4	0	18	0		4	57	3	0	64	0		15	86	1	0	102	0		217
10:30PM	0	16	9	0	25	1		3	13	5	0	21	0		13	61	3	0	77	0		8	76	3	0	87	0		210
10:45PM	0	14	6	0	20	3		4	10	10	0	24	0		1	42	1	0	44	0		17	81	0	0	98	1		186
Hourly Total	8	71	26	0	105	4		12	53	31	0	96	0		28	262	9	0	299	0		53	327	5	0	385	1		885
2025-06-07																													
2:00PM	7	39	18	0	64	0		4	40	38	0	82	0		7	101	6	0	114	0		29	151	1	0	181	0		441
2:15PM	5	42	11	0	58	0		9	23	19	0	51	0		11	110	9	0	130	2		20	162	4	0	186	1		425
2:30PM	8	37	12	0	57	0		2	33	26	0	61	0		16	133	8	0	157	2		24	170	2	0	196	0		471
2:45PM	5	47	18	0	70	0		7	37	28	0	72	0		13	119	7	0	139	0		17	145	2	0	164	0		445
Hourly Total	25	165	59	0	249	0		22	133	111	0	266	0		47	463	30	0	540	4		90	628	9	0	727	1		1782
3:00PM	10	39	16	0	65	0		9	50	31	0	90	0		7	119	6	0	132	0		24	146	1	0	171	0		458
3:15PM	7	36	11	0	54	1		7	42	34	0	83	0		14	89	5	0	108	0		17	142	1	0	160	0		405
3:30PM	5	46	18	0	69	0		8	29	27	0	64	0		5	125	4	0	134	0		24	123	2	0	149	0		416
3:45PM	8	39	14	0	61	0		5	34	26	0	65	1		6	131	5	0	142	2		27	135	4	0	166	0		434
Hourly Total	30	160	59	0	249	1		29	155	118	0	302	1		32	464	20	0	516	2		92	546	8	0	646	0		1713
Total	147	928	294	0	1369	7		129	882	581	0	1592	6		246	2656	119	0	3021	14		553	3481	58	0	4092	2		10074
% Approach	10.7%	67.8%	21.5%	0%	-	-		8.1%	55.4%	36.5%	0%	-	-		8.1%	87.9%	3.9%	0%	-	-		13.5%	85.1%	1.4%	0%	-	-		-
% Total	1.5%	9.2%	2.9%	0%	13.6%	-		1.3%	8.8%	5.8%	0%	15.8%	-		2.4%	26.4%	1.2%	0%	30.0%	-		5.5%	34.6%	0.6%	0%	40.6%	-		-
Lights	147	924	292	0	1363	-		127	879	578	0	1584	-		246	2618	116	0	2980	-		552	3430	58	0	4040	-		9967
% Lights	100%	99.6%	99.3%	0%	99.6%	-		98.4%	99.7%	99.5%	0%	99.5%	-		100%	98.6%	97.5%	0%	98.6%	-		99.8%	98.5%	100%	0%	98.7%	-		98.9%
Single-Unit Trucks	0	2	1	0	3	-		0	2	3	0	5	-		0	13	3	0	16	-		0	22	0	0	22	-		46
% Single-Unit Trucks	0%	0.2%	0.3%	0%	0.2%	-		0%	0.2%	0.5%	0%	0.3%	-		0%	0.5%	2.5%	0%	0.5%	-		0%	0.6%	0%	0%	0.5%	-		0.5%
Articulated Trucks	0	0	1	0	1	-		0	0	0	0	0	-		0	4	0	0	4	-		0	23	0	0	23	-		28
% Articulated Trucks	0%	0%	0.3%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0.2%	0%	0%	0.1%	-		0%	0.7%	0%	0%	0.6%	-		0.3%
Buses	0	1	0	0	1	-		2	0	0	0	2	-		0	20	0	0	20	-		0	6	0	0	6	-		29
% Buses	0%	0.1%	0%	0%	0.1%	-		1.6%	0%	0%	0%	0.1%	-		0%	0.8%	0%	0%	0.7%	-		0%	0.2%	0%	0%	0.1%	-		0.3%
Bicycles on Road	0	1	0	0	1	-		0	1	0	0	1	-		0	1	0	0	1	-		1	0	0	0	1	-		4

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
% Bicycles on Road	0%	0.1%	0%	0%	0.1%	-		0%	0.1%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0.2%	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	7		-	-	-	-	-	6		-	-	-	-	-	-	14		-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	-	100%		-	-	-	-	-	100%	

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

DRAFT

Ingalls Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

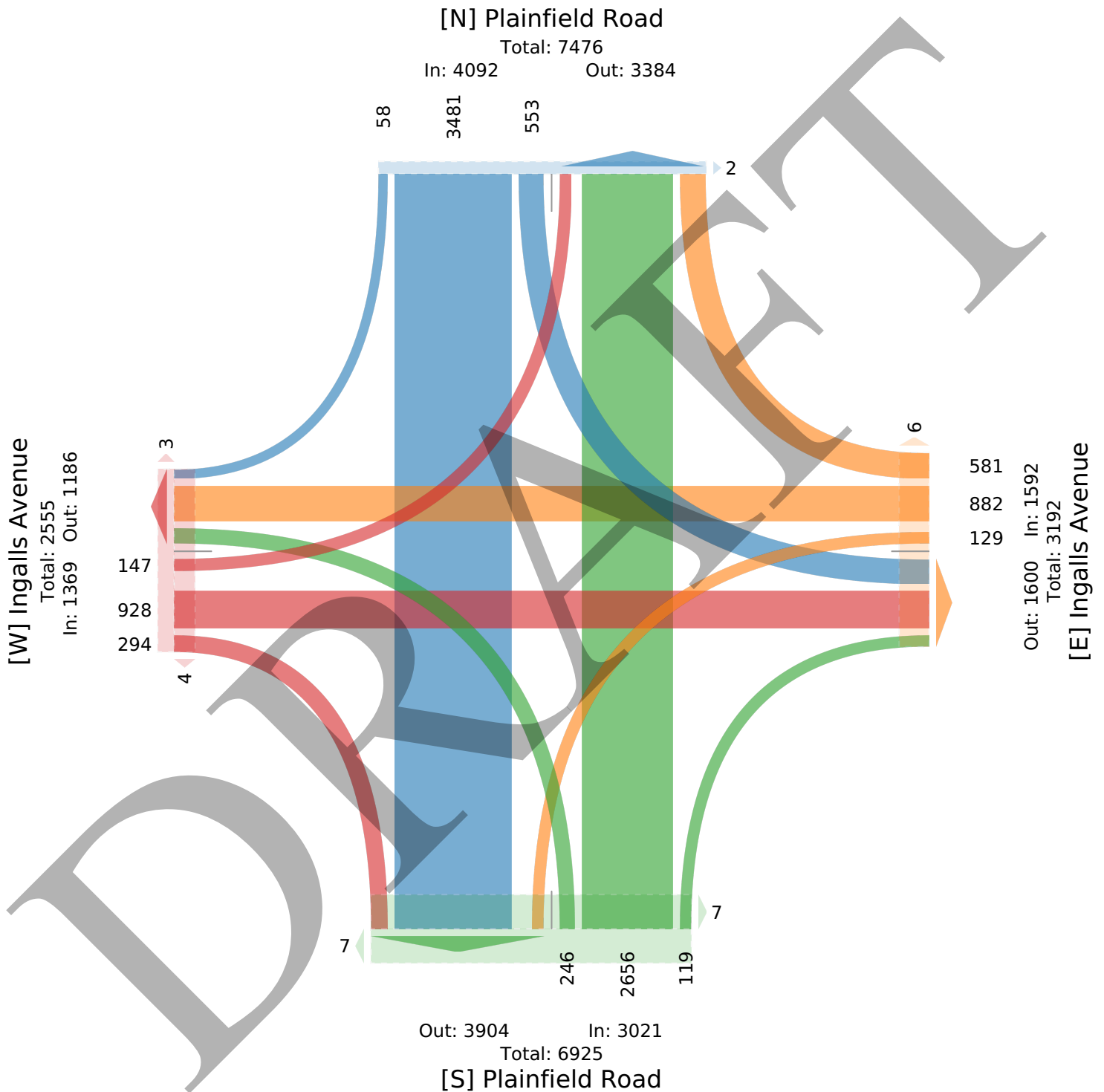
All Movements

ID: 1306365, Location: 41.544802, -88.111228



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

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



Ingalls Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour

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

All Movements

ID: 1306365, Location: 41.544802, -88.111228



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

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

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2025-06-06 6:00PM	9	41	12	0	62	0		8	52	34	0	94	0		18	115	8	0	141	3		26	165	2	0	193	0		490
6:15PM	7	52	5	0	64	0		3	46	32	0	81	0		14	133	7	0	154	0		29	134	2	0	165	0		464
6:30PM	10	41	8	0	59	0		7	46	20	0	73	0		8	111	3	0	122	0		24	154	3	0	181	0		435
6:45PM	11	43	16	0	70	0		5	41	36	0	82	0		7	96	7	0	110	0		33	137	2	0	172	0		434
Total	37	177	41	0	255	0		23	185	122	0	330	0		47	455	25	0	527	3		112	590	9	0	711	0		1823
% Approach	14.5%	69.4%	16.1%	0%	-	-		7.0%	56.1%	37.0%	0%	-	-		8.9%	86.3%	4.7%	0%	-	-		15.8%	83.0%	1.3%	0%	-	-		-
% Total	2.0%	9.7%	2.2%	0%	14.0%	-		1.3%	10.1%	6.7%	0%	18.1%	-		2.6%	25.0%	1.4%	0%	28.9%	-		6.1%	32.4%	0.5%	0%	39.0%	-		-
PHF	0.841	0.851	0.641	-	0.911	-		0.719	0.889	0.847	-	0.878	-		0.653	0.855	0.781	-	0.856	-		0.848	0.894	0.750	-	0.921	-		0.930
Lights	37	176	41	0	254	-		23	185	122	0	330	-		47	449	25	0	521	-		112	582	9	0	703	-		1808
% Lights	100%	99.4%	100%	0%	99.6%	-		100%	100%	100%	0%	100%	-		100%	98.7%	100%	0%	98.9%	-		100%	98.6%	100%	0%	98.9%	-		99.2%
Single-Unit Trucks	0	1	0	0	1	-		0	0	0	0	0	-		0	2	0	0	2	-		0	2	0	0	2	-		5
% Single-Unit Trucks	0%	0.6%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0.4%	0%	0%	0.4%	-		0%	0.3%	0%	0%	0.3%	-		0.3%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	4	0	0	4	-		4
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.7%	0%	0%	0.6%	-		0.2%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	4	0	0	4	-		0	2	0	0	2	-		6
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.9%	0%	0%	0.8%	-		0%	0.3%	0%	0%	0.3%	-		0.3%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	3		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	100%		-	-	-	-	-	-		

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

Ingalls Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour

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

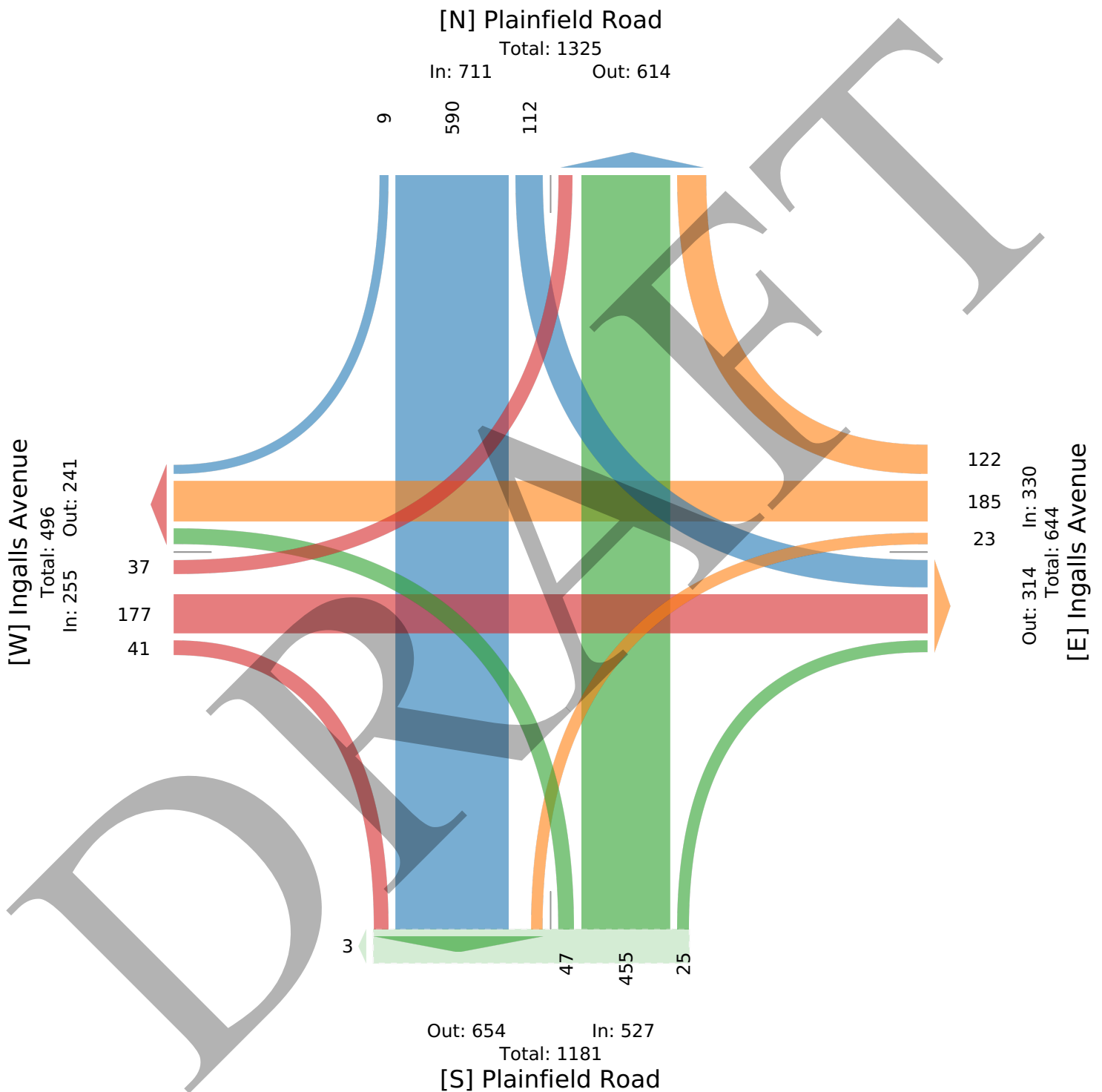
All Movements

ID: 1306365, Location: 41.544802, -88.111228



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

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



Ingalls Avenue with Plainfield Road TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2:15PM - 3:15 PM)

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

All Movements

ID: 1306365, Location: 41.544802, -88.111228



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

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

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-06-07 2:15PM	5	42	11	0	58	0	9	23	19	0	51	0	11	110	9	0	130	2	20	162	4	0	186	1	425
2:30PM	8	37	12	0	57	0	2	33	26	0	61	0	16	133	8	0	157	2	24	170	2	0	196	0	471
2:45PM	5	47	18	0	70	0	7	37	28	0	72	0	13	119	7	0	139	0	17	145	2	0	164	0	445
3:00PM	10	39	16	0	65	0	9	50	31	0	90	0	7	119	6	0	132	0	24	146	1	0	171	0	458
Total	28	165	57	0	250	0	27	143	104	0	274	0	47	481	30	0	558	4	85	623	9	0	717	1	1799
% Approach	11.2%	66.0%	22.8%	0%	-	-	9.9%	52.2%	38.0%	0%	-	-	8.4%	86.2%	5.4%	0%	-	-	11.9%	86.9%	1.3%	0%	-	-	-
% Total	1.6%	9.2%	3.2%	0%	13.9%	-	1.5%	7.9%	5.8%	0%	15.2%	-	2.6%	26.7%	1.7%	0%	31.0%	-	4.7%	34.6%	0.5%	0%	39.9%	-	-
PHF	0.700	0.872	0.792	-	0.889	-	0.750	0.715	0.839	-	0.761	-	0.734	0.904	0.833	-	0.889	-	0.875	0.916	0.563	-	0.918	-	0.956
Lights	28	163	57	0	248	-	27	142	104	0	273	-	47	474	27	0	548	-	84	613	9	0	706	-	1775
% Lights	100%	98.8%	100%	0%	99.2%	-	100%	99.3%	100%	0%	99.6%	-	100%	98.5%	90.0%	0%	98.2%	-	98.8%	98.4%	100%	0%	98.5%	-	98.7%
Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	4	3	0	7	-	0	7	0	0	7	-	15
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.4%	-	0%	0.8%	10.0%	0%	1.3%	-	0%	1.1%	0%	0%	1.0%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	3	0	0	3	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.4%	-	0.2%
Buses	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	3
% Buses	0%	0.6%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	2
% Bicycles on Road	0%	0.6%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.2%	0%	0%	0%	0.1%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

Ingalls Avenue with Plainfield Road TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2:15PM - 3:15 PM)

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

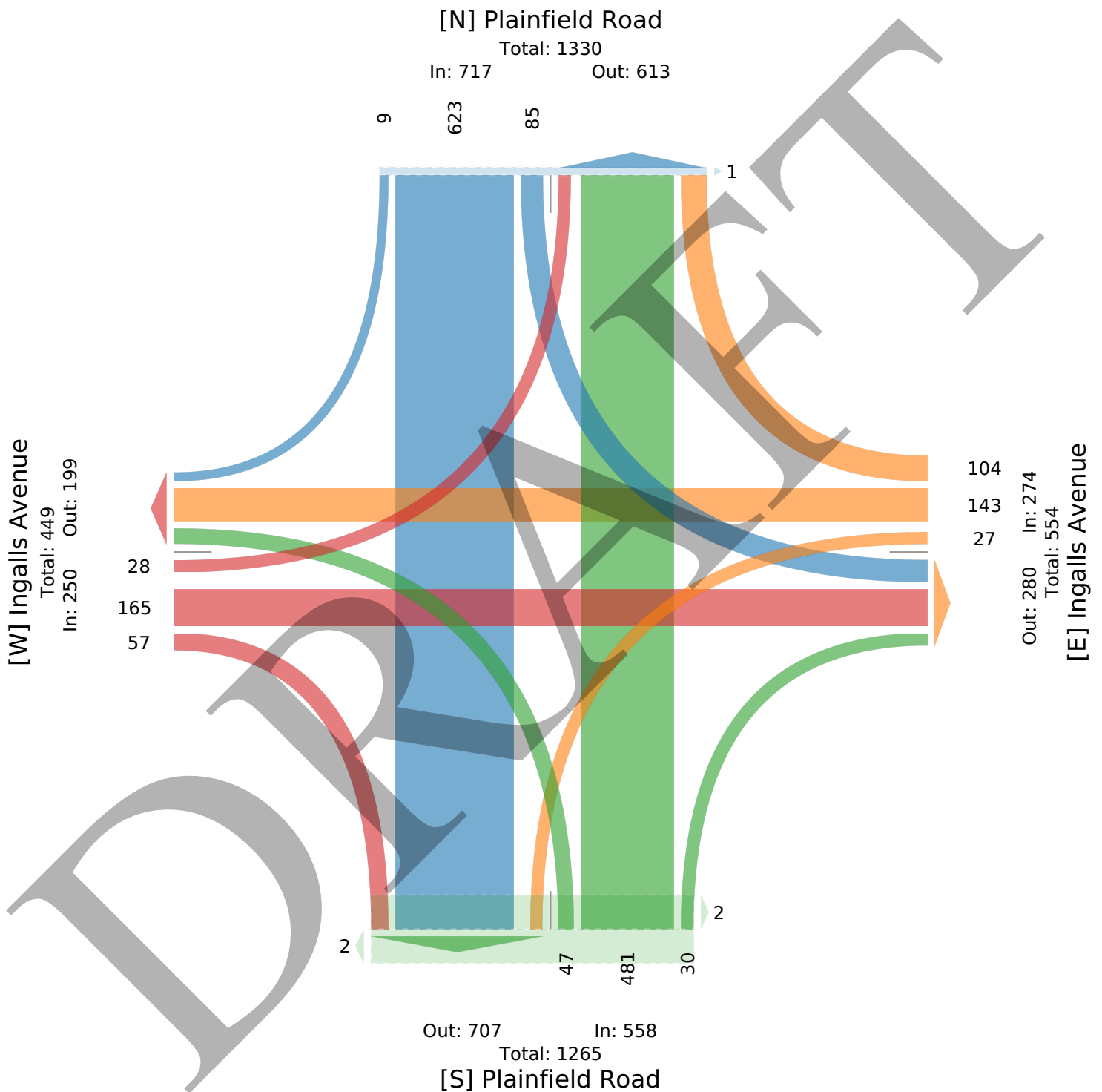
All Movements

ID: 1306365, Location: 41.544802, -88.111228



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

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



Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

Full Length (2 PM-4 PM, 6 PM-11 PM)

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

All Movements

ID: 1306360, Location: 41.544414, -88.125551



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

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Larkin Avenue Northbound							Larkin Avenue Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2025-06-06																													
6:00PM	14	31	17	0	62	1		24	27	16	0	67	0		22	228	22	0	272	0		21	211	17	0	249	0		650
6:15PM	19	26	22	0	67	0		21	31	20	0	72	0		21	243	24	0	288	0		22	243	19	0	284	0		711
6:30PM	20	33	23	0	76	0		18	31	17	0	66	0		29	246	19	0	294	0		19	219	16	0	254	0		690
6:45PM	22	34	18	0	74	0		21	27	13	0	61	0		21	195	26	0	242	0		26	205	15	0	246	1		623
Hourly Total	75	124	80	0	279	1		84	116	66	0	266	0		93	912	91	0	1096	0		88	878	67	0	1033	1		2674
7:00PM	15	22	14	0	51	0		23	29	17	0	69	0		16	188	16	0	220	0		20	203	16	1	240	1		580
7:15PM	15	16	18	0	49	4		17	33	12	0	62	0		15	178	27	0	220	0		14	211	17	0	242	0		573
7:30PM	17	29	17	1	64	0		25	31	13	0	69	3		18	164	16	0	198	0		24	202	20	0	246	3		577
7:45PM	17	23	19	0	59	4		21	21	12	0	54	0		20	181	23	0	224	4		19	194	16	0	229	1		566
Hourly Total	64	90	68	1	223	8		86	114	54	0	254	3		69	711	82	0	862	4		77	810	69	1	957	5		2296
8:00PM	16	19	17	0	52	0		19	19	11	1	50	0		13	175	16	0	204	0		22	174	20	0	216	0		522
8:15PM	11	23	12	0	46	1		14	23	8	0	45	0		22	169	16	0	207	1		14	208	10	0	232	0		530
8:30PM	10	22	15	0	47	0		10	19	10	0	39	0		14	161	11	0	186	0		24	183	14	0	221	2		493
8:45PM	10	27	18	0	55	0		15	17	10	0	42	0		11	111	13	0	135	0		13	160	15	0	188	1		420
Hourly Total	47	91	62	0	200	1		58	78	39	1	176	0		60	616	56	0	732	1		73	725	59	0	857	3		1965
9:00PM	11	14	14	0	39	1		13	19	8	0	40	0		21	125	16	0	162	0		17	176	16	0	209	0		450
9:15PM	13	12	15	0	40	0		17	14	8	0	39	0		16	144	17	0	177	0		12	135	10	0	157	0		413
9:30PM	13	17	10	0	40	1		11	22	9	0	42	0		20	135	11	0	166	0		18	143	12	0	173	0		421
9:45PM	13	18	15	0	46	1		7	17	6	0	30	2		24	120	11	0	155	0		13	151	16	0	180	0		411
Hourly Total	50	61	54	0	165	3		48	72	31	0	151	2		81	524	55	0	660	0		60	605	54	0	719	0		1695
10:00PM	11	12	16	0	39	0		9	18	9	0	36	0		20	117	10	0	147	0		13	100	9	0	122	0		344
10:15PM	9	15	6	0	30	0		8	7	2	0	17	0		22	120	18	0	160	0		5	124	8	0	137	0		344
10:30PM	9	22	7	0	38	0		10	16	4	0	30	0		13	112	8	0	133	0		9	121	11	0	141	1		342
10:45PM	3	8	18	0	29	0		4	8	2	0	14	0		21	88	8	0	117	0		5	94	7	0	106	0		266
Hourly Total	32	57	47	0	136	0		31	49	17	0	97	0		76	437	44	0	557	0		32	439	35	0	506	1		1296
2025-06-07																													
2:00PM	19	29	16	0	64	0		20	17	18	0	55	0		11	210	11	0	232	0		15	244	23	0	282	0		633
2:15PM	18	20	18	0	56	1		13	21	18	0	52	0		21	192	23	0	236	0		18	242	14	0	274	0		618
2:30PM	16	28	19	0	63	1		24	27	16	0	67	0		20	202	9	0	231	0		24	236	24	0	284	4		645
2:45PM	25	29	15	0	69	0		15	25	30	0	70	1		19	249	20	0	288	0		32	247	24	0	303	4		730
Hourly Total	78	106	68	0	252	2		72	90	82	0	244	1		71	853	63	0	987	0		89	969	85	0	1143	8		2626
3:00PM	15	22	29	0	66	0		19	24	15	0	58	0		14	223	19	0	256	0		27	218	24	0	269	0		649
3:15PM	20	25	19	0	64	1		20	33	21	0	74	0		28	226	16	0	270	0		25	219	16	0	260	0		668
3:30PM	26	36	23	0	85	1		13	24	29	0	66	1		20	221	23	0	264	0		24	208	14	0	246	0		661
3:45PM	21	29	23	0	73	1		20	24	19	0	63	0		20	227	14	0	261	0		21	239	24	0	284	1		681
Hourly Total	82	112	94	0	288	3		72	105	84	0	261	1		82	897	72	0	1051	0		97	884	78	0	1059	1		2659
Total	428	641	473	1	1543	18		451	624	373	1	1449	7		532	4950	463	0	5945	5		516	5310	447	1	6274	19		15211
% Approach	27.7%	41.5%	30.7%	0.1%	-	-		31.1%	43.1%	25.7%	0.1%	-	-		8.9%	83.3%	7.8%	0%	-	-		8.2%	84.6%	7.1%	0%	-	-		-
% Total	2.8%	4.2%	3.1%	0%	10.1%	-		3.0%	4.1%	2.5%	0%	9.5%	-		3.5%	32.5%	3.0%	0%	39.1%	-		3.4%	34.9%	2.9%	0%	41.2%	-		-
Lights	425	638	472	1	1536	-		445	622	372	1	1440	-		532	4830	460	0	5822	-		516	5188	444	1	6149	-		14947
% Lights	99.3%	99.5%	99.8%	100%	99.5%	-		98.7%	99.7%	99.7%	100%	99.4%	-		100%	97.6%	99.4%	0%	97.9%	-		100%	97.7%	99.3%	100%	98.0%	-		98.3%
Single-Unit Trucks	2	0	1	0	3	-		6	0	1	0	7	-		0	43	3	0	46	-		0	44	0	0	44	-		100
% Single-Unit Trucks	0.5%	0%	0.2%	0%	0.2%	-		1.3%	0%	0.3%	0%	0.5%	-		0%	0.9%	0.6%	0%	0.8%	-		0%	0.8%	0%	0%	0.7%	-		0.7%
Articulated Trucks	1	3	0	0	4	-		0	0	0	0	0	-		0	69	0	0	69	-		0	72	1	0	73	-		146
% Articulated Trucks	0.2%	0.5%	0%	0%	0.3%	-		0%	0%	0%	0%	0%	-		0%	1.4%	0%	0%	1.2%	-		0%	1.4%	0.2%	0%	1.2%	-		1.0%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	7	0	0	7	-		0	5	0	0	5	-		12
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%	0.1%	0%	0%	0.1%	-		0.1%
Bicycles on Road	0	0	0	0	0	-		0	2	0	0	2	-		0	1	0	0	1	-		0	1	2	0	3	-		6
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0.3%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0%	0.4%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	18		-	-	-	-	-	7		-	-	-	-	-	5		-	-	-	-	-	19		

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

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

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

Full Length (2 PM-4 PM, 6 PM-11 PM)

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

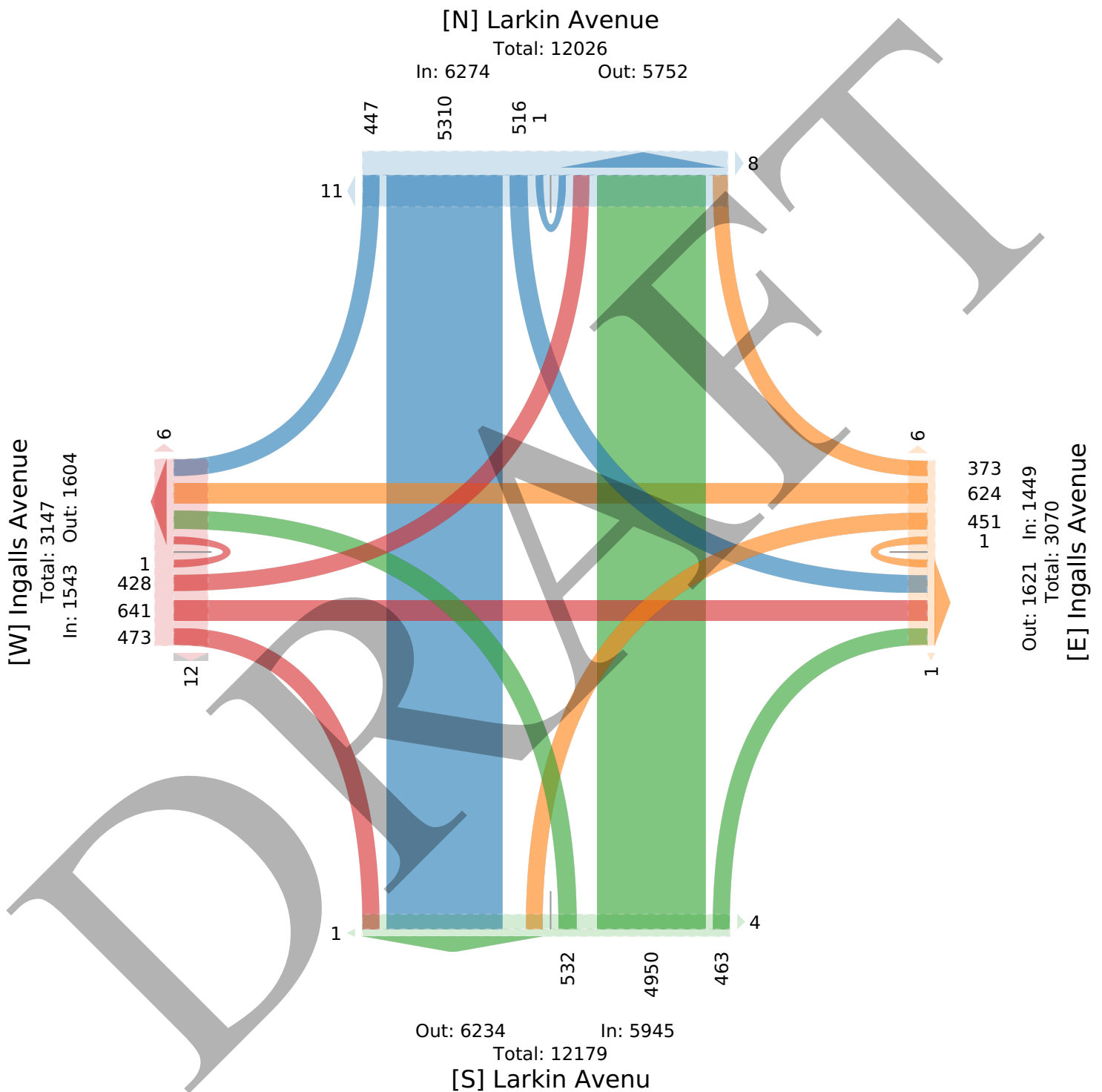
All Movements

ID: 1306360, Location: 41.544414, -88.125551



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

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



Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM)

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

All Movements

ID: 1306360, Location: 41.544414, -88.125551



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

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

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-06-06 6:00PM	14	31	17	0	62	1	24	27	16	0	67	0	22	228	22	0	272	0	21	211	17	0	249	0	650
6:15PM	19	26	22	0	67	0	21	31	20	0	72	0	21	243	24	0	288	0	22	243	19	0	284	0	711
6:30PM	20	33	23	0	76	0	18	31	17	0	66	0	29	246	19	0	294	0	19	219	16	0	254	0	690
6:45PM	22	34	18	0	74	0	21	27	13	0	61	0	21	195	26	0	242	0	26	205	15	0	246	1	623
Total	75	124	80	0	279	1	84	116	66	0	266	0	93	912	91	0	1096	0	88	878	67	0	1033	1	2674
% Approach	26.9%	44.4%	28.7%	0%	-	-	31.6%	43.6%	24.8%	0%	-	-	8.5%	83.2%	8.3%	0%	-	-	8.5%	85.0%	6.5%	0%	-	-	-
% Total	2.8%	4.6%	3.0%	0%	10.4%	-	3.1%	4.3%	2.5%	0%	9.9%	-	3.5%	34.1%	3.4%	0%	41.0%	-	3.3%	32.8%	2.5%	0%	38.6%	-	-
PHF	0.852	0.912	0.870	-	0.918	-	0.875	0.935	0.825	-	0.924	-	0.802	0.927	0.875	-	0.932	-	0.846	0.902	0.882	-	0.908	-	0.940
Lights	74	124	79	0	277	-	80	116	65	0	261	-	93	887	90	0	1070	-	88	838	67	0	993	-	2601
% Lights	98.7%	100%	98.8%	0%	99.3%	-	95.2%	100%	98.5%	0%	98.1%	-	100%	97.3%	98.9%	0%	97.6%	-	100%	95.4%	100%	0%	96.1%	-	97.3%
Single-Unit Trucks	1	0	1	0	2	-	4	0	1	0	5	-	0	5	1	0	6	-	0	11	0	0	11	-	24
% Single-Unit Trucks	1.3%	0%	1.3%	0%	0.7%	-	4.8%	0%	1.5%	0%	1.9%	-	0%	0.5%	1.1%	0%	0.5%	-	0%	1.3%	0%	0%	1.1%	-	0.9%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	18	0	0	18	-	0	27	0	0	27	-	45
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	2.0%	0%	0%	1.6%	-	0%	3.1%	0%	0%	2.6%	-	1.7%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	1	0	0	1	-	3
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM)

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

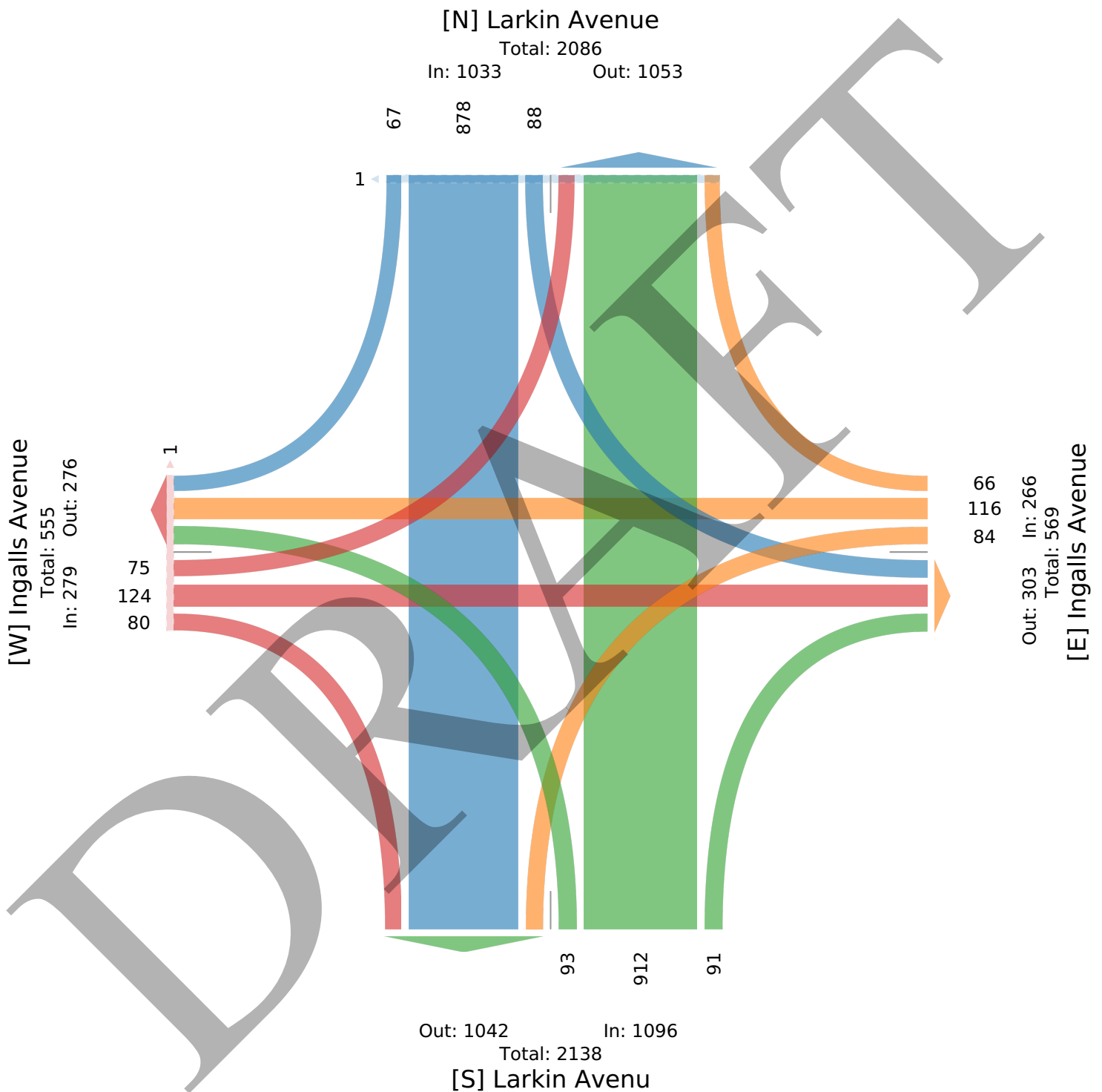
All Movements

ID: 1306360, Location: 41.544414, -88.125551



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

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



Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM) - Overall Peak Hour

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

All Movements

ID: 1306360, Location: 41.544414, -88.125551



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

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

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-06-07 2:45PM	25	29	15	0	69	0	15	25	30	0	70	1	19	249	20	0	288	0	32	247	24	0	303	4	730
3:00PM	15	22	29	0	66	0	19	24	15	0	58	0	14	223	19	0	256	0	27	218	24	0	269	0	649
3:15PM	20	25	19	0	64	1	20	33	21	0	74	0	28	226	16	0	270	0	25	219	16	0	260	0	668
3:30PM	26	36	23	0	85	1	13	24	29	0	66	1	20	221	23	0	264	0	24	208	14	0	246	0	661
Total	86	112	86	0	284	2	67	106	95	0	268	2	81	919	78	0	1078	0	108	892	78	0	1078	4	2708
% Approach	30.3%	39.4%	30.3%	0%	-	-	25.0%	39.6%	35.4%	0%	-	-	7.5%	85.3%	7.2%	0%	-	-	10.0%	82.7%	7.2%	0%	-	-	-
% Total	3.2%	4.1%	3.2%	0%	10.5%	-	2.5%	3.9%	3.5%	0%	9.9%	-	3.0%	33.9%	2.9%	0%	39.8%	-	4.0%	32.9%	2.9%	0%	39.8%	-	-
PHF	0.827	0.778	0.741	-	0.835	-	0.838	0.820	0.792	-	0.914	-	0.723	0.922	0.848	-	0.935	-	0.844	0.903	0.792	-	0.894	-	0.929
Lights	84	111	86	0	281	-	67	105	95	0	267	-	81	904	77	0	1062	-	108	876	76	0	1060	-	2670
% Lights	97.7%	99.1%	100%	0%	98.9%	-	100%	99.1%	100%	0%	99.6%	-	100%	98.4%	98.7%	0%	98.5%	-	100%	98.2%	97.4%	0%	98.3%	-	98.6%
Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	8	1	0	9	-	0	7	0	0	7	-	17
% Single-Unit Trucks	1.2%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.9%	1.3%	0%	0.8%	-	0%	0.8%	0%	0%	0.6%	-	0.6%
Articulated Trucks	1	1	0	0	2	-	0	0	0	0	0	-	0	5	0	0	5	-	0	6	0	0	6	-	13
% Articulated Trucks	1.2%	0.9%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0.7%	0%	0%	0.6%	-	0.5%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	3	0	0	3	-	4
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.3%	0%	0%	0.3%	-	0.1%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	2	0	2	-	4
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.4%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	2.6%	0%	0.2%	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0	-	-	-	-	-	100%	

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

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM) - Overall Peak Hour

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

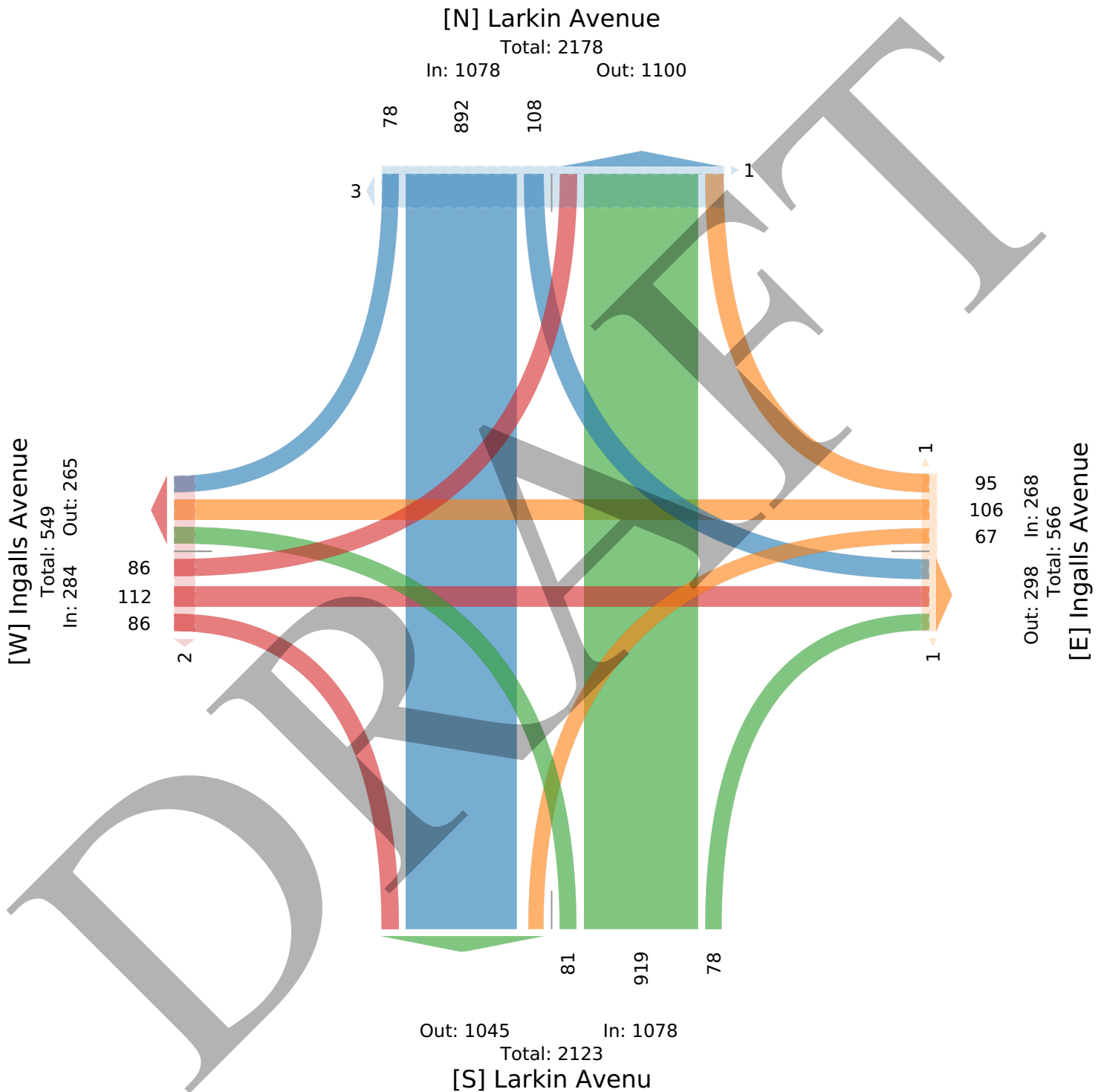
All Movements

ID: 1306360, Location: 41.544414, -88.125551



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

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



Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1306361, Location: 41.5446, -88.118405



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

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

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2025-06-06 6:00PM	5	61	0	66	0	77	5	0	82	0	13	12	0	25	0	173
6:15PM	5	74	0	79	0	64	8	0	72	0	16	7	0	23	0	174
6:30PM	6	60	0	66	0	50	3	0	53	0	20	6	0	26	1	145
6:45PM	4	74	0	78	0	50	2	0	52	0	14	6	0	20	0	150
Hourly Total	20	269	0	289	0	241	18	0	259	0	63	31	0	94	1	642
7:00PM	4	49	0	53	0	57	3	0	60	0	12	7	0	19	2	132
7:15PM	6	51	0	57	0	64	5	0	69	0	8	7	0	15	0	141
7:30PM	3	55	0	58	0	61	4	0	65	0	10	8	0	18	0	141
7:45PM	7	52	0	59	0	42	5	0	47	0	8	7	0	15	1	121
Hourly Total	20	207	0	227	0	224	17	0	241	0	38	29	0	67	3	535
8:00PM	6	50	0	56	1	43	3	0	46	0	7	5	0	12	0	114
8:15PM	8	40	0	48	0	41	5	0	46	0	10	8	0	18	0	112
8:30PM	3	49	0	52	0	37	7	0	44	0	11	3	0	14	2	110
8:45PM	7	44	0	51	0	37	5	0	42	0	13	5	0	18	1	111
Hourly Total	24	183	0	207	1	158	20	0	178	0	41	21	0	62	3	447
9:00PM	8	32	0	40	0	29	3	0	32	0	11	8	0	19	0	91
9:15PM	5	41	0	46	0	40	3	0	43	0	4	6	0	10	0	99
9:30PM	5	39	0	44	0	36	3	0	39	0	2	6	0	8	0	91
9:45PM	4	29	0	33	0	25	3	0	28	0	5	10	0	15	0	76
Hourly Total	22	141	0	163	0	130	12	0	142	0	22	30	0	52	0	357
10:00PM	4	25	0	29	0	30	1	0	31	0	3	7	0	10	0	70
10:15PM	2	30	0	32	0	14	3	0	17	0	4	2	0	6	0	55
10:30PM	4	25	0	29	0	23	1	0	24	0	5	5	0	10	0	63
10:45PM	0	17	0	17	0	9	2	0	11	0	4	4	0	8	1	36
Hourly Total	10	97	0	107	0	76	7	0	83	0	16	18	0	34	1	224
2025-06-07 2:00PM	8	46	0	54	0	45	7	0	52	0	4	13	0	17	0	123
2:15PM	5	44	0	49	0	40	9	0	49	0	12	5	0	17	0	115
2:30PM	5	58	0	63	0	59	5	0	64	0	8	5	0	13	0	140
2:45PM	3	71	0	74	0	69	8	0	77	0	16	6	0	22	0	173
Hourly Total	21	219	0	240	0	213	29	0	242	0	40	29	0	69	0	551
3:00PM	5	58	0	63	0	59	2	0	61	0	7	8	0	15	1	139
3:15PM	3	54	0	57	0	61	6	0	67	0	9	5	0	14	0	138
3:30PM	5	75	0	80	0	47	8	0	55	0	12	8	0	20	0	155
3:45PM	4	54	0	58	0	61	6	0	67	0	15	4	0	19	1	144
Hourly Total	17	241	0	258	0	228	22	0	250	0	43	25	0	68	2	576
Total	134	1357	0	1491	1	1270	125	0	1395	0	263	183	0	446	10	3332
% Approach	9.0%	91.0%	0%	-	-	91.0%	9.0%	0%	-	-	59.0%	41.0%	0%	-	-	-
% Total	4.0%	40.7%	0%	44.7%	-	38.1%	3.8%	0%	41.9%	-	7.9%	5.5%	0%	13.4%	-	-
Lights	134	1353	0	1487	-	1266	125	0	1391	-	263	183	0	446	-	3324
% Lights	100%	99.7%	0%	99.7%	-	99.7%	100%	0%	99.7%	-	100%	100%	0%	100%	-	99.8%
Single-Unit Trucks	0	3	0	3	-	1	0	0	1	-	0	0	0	0	-	4
% Single-Unit Trucks	0%	0.2%	0%	0.2%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	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
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	1	0	1	-	3	0	0	3	-	0	0	0	0	-	4
% Bicycles on Road	0%	0.1%	0%	0.1%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	10	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

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

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1306361, Location: 41.5446, -88.118405



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

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

[N] Wyoming Avenue

Total: 705

In: 446 Out: 259

183 263 5 5

[W] Ingalls Avenue

Total: 2944

In: 1491 Out: 1453

134 1357

1

125 1270

Out: 1620 In: 1395

Total: 3015

[E] Ingalls Avenue

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour

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

All Movements

ID: 1306361, Location: 41.5446, -88.118405



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

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

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2025-06-06 6:00PM	5	61	0	66	0	77	5	0	82	0	13	12	0	25	0	173
6:15PM	5	74	0	79	0	64	8	0	72	0	16	7	0	23	0	174
6:30PM	6	60	0	66	0	50	3	0	53	0	20	6	0	26	1	145
6:45PM	4	74	0	78	0	50	2	0	52	0	14	6	0	20	0	150
Total	20	269	0	289	0	241	18	0	259	0	63	31	0	94	1	642
% Approach	6.9%	93.1%	0%	-	-	93.1%	6.9%	0%	-	-	67.0%	33.0%	0%	-	-	-
% Total	3.1%	41.9%	0%	45.0%	-	37.5%	2.8%	0%	40.3%	-	9.8%	4.8%	0%	14.6%	-	-
PHF	0.833	0.909	-	0.915	-	0.782	0.563	-	0.790	-	0.788	0.646	-	0.904	-	0.922
Lights	20	269	0	289	-	240	18	0	258	-	63	31	0	94	-	641
% Lights	100%	100%	0%	100%	-	99.6%	100%	0%	99.6%	-	100%	100%	0%	100%	-	99.8%
Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Single-Unit Trucks	0%	0%	0%	0%	-	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0.2%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	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
% Buses	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
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour

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

All Movements

ID: 1306361, Location: 41.5446, -88.118405



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

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

[N] Wyoming Avenue

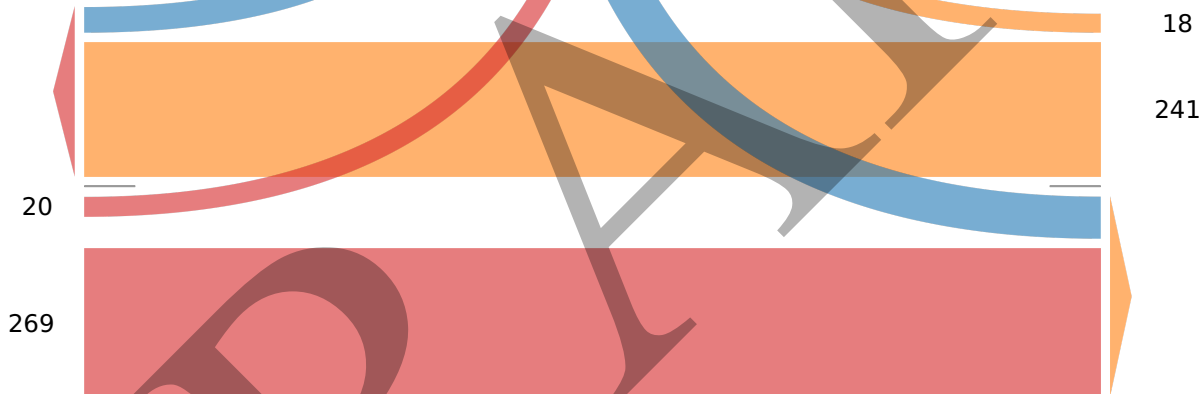
Total: 132

In: 94 Out: 38

31 63

1

[W] Ingalls Avenue
Total: 561
In: 289 Out: 272



Out: 332 In: 259
Total: 591
[E] Ingalls Avenue

Wyoming Avenue with Ingalls Avenue TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM)

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

All Movements

ID: 1306361, Location: 41.5446, -88.118405



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

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

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2025-06-07 2:45PM	3	71	0	74	0	69	8	0	77	0	16	6	0	22	0	173
3:00PM	5	58	0	63	0	59	2	0	61	0	7	8	0	15	1	139
3:15PM	3	54	0	57	0	61	6	0	67	0	9	5	0	14	0	138
3:30PM	5	75	0	80	0	47	8	0	55	0	12	8	0	20	0	155
Total	16	258	0	274	0	236	24	0	260	0	44	27	0	71	1	605
% Approach	5.8%	94.2%	0%	-	-	90.8%	9.2%	0%	-	-	62.0%	38.0%	0%	-	-	-
% Total	2.6%	42.6%	0%	45.3%	-	39.0%	4.0%	0%	43.0%	-	7.3%	4.5%	0%	11.7%	-	-
PHF	0.800	0.860	-	0.856	-	0.851	0.750	-	0.841	-	0.688	0.844	-	0.807	-	0.873
Lights	16	256	0	272	-	235	24	0	259	-	44	27	0	71	-	602
% Lights	100%	99.2%	0%	99.3%	-	99.6%	100%	0%	99.6%	-	100%	100%	0%	100%	-	99.5%
Single-Unit Trucks	0	2	0	2	-	0	0	0	0	-	0	0	0	0	-	2
% Single-Unit Trucks	0%	0.8%	0%	0.7%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.3%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	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
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	-	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Wyoming Avenue with Ingalls Avenue TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2:45PM - 3:45 PM)

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

All Movements

ID: 1306361, Location: 41.5446, -88.118405



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

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

[N] Wyoming Avenue

Total: 111

In: 71 Out: 40

27 44

1

[W] Ingalls Avenue

Total: 537

In: 274 Out: 263

16
258

24
236

Out: 302 In: 260

Total: 562

[E] Ingalls Avenue

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1306363, Location: 41.549954, -88.118435



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

Leg Direction	Wyoming Avenue Eastbound							Wyoming Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2025-06-06																													
6:00PM	6	0	1	0	7	1		2	1	2	0	5	0		6	166	3	0	175	0		1	209	14	0	224	0		411
6:15PM	9	1	3	1	14	0		1	0	2	0	3	1		3	174	2	0	179	0		4	151	16	0	171	0		367
6:30PM	7	0	1	0	8	0		1	1	1	0	3	0		1	152	2	0	155	0		3	171	22	0	196	0		362
6:45PM	1	2	1	0	4	0		2	2	2	0	6	2		1	152	1	0	154	0		0	182	17	0	199	0		363
Hourly Total	23	3	6	1	33	1		6	4	7	0	17	3		11	644	8	0	663	0		8	713	69	0	790	0		1503
7:00PM	1	0	4	0	5	0		0	0	4	0	4	0		2	116	5	0	123	0		3	132	20	0	155	0		287
7:15PM	4	1	1	0	6	0		1	2	7	0	10	1		4	135	4	0	143	0		0	154	10	0	164	0		323
7:30PM	9	1	4	0	14	0		1	0	3	0	4	4		3	153	1	0	157	0		3	150	13	0	166	0		341
7:45PM	4	2	1	0	7	0		0	0	3	0	3	0		2	99	0	0	101	0		2	147	11	0	160	0		271
Hourly Total	18	4	10	0	32	0		2	2	17	0	21	5		11	503	10	0	524	0		8	583	54	0	645	0		1222
8:00PM	4	1	1	0	6	1		2	0	3	0	5	2		2	101	2	0	105	0		1	130	8	0	139	0		255
8:15PM	10	1	1	0	12	1		1	1	2	0	4	4		2	110	2	0	114	0		2	137	16	0	155	0		285
8:30PM	2	1	0	0	3	1		0	0	2	0	2	2		1	111	1	0	113	0		3	113	16	0	132	0		250
8:45PM	10	2	0	0	12	0		0	1	2	0	3	0		0	117	2	0	119	0		5	121	17	0	143	1		277
Hourly Total	26	5	2	0	33	3		3	2	9	0	14	8		5	439	7	0	451	0		11	501	57	0	569	1		1067
9:00PM	6	1	3	0	10	0		0	0	2	0	2	0		1	95	3	0	99	0		1	127	21	0	149	0		260
9:15PM	3	1	4	0	8	1		0	0	3	0	3	0		1	96	2	0	99	0		0	134	8	0	142	0		252
9:30PM	2	1	2	0	5	0		0	0	1	0	1	1		1	80	1	0	82	0		0	109	8	0	117	0		205
9:45PM	7	0	1	0	8	1		3	2	1	0	6	3		1	71	3	0	75	0		1	109	10	0	120	0		209
Hourly Total	18	3	10	0	31	2		3	2	7	0	12	4		4	342	9	0	355	0		2	479	47	0	528	0		926
10:00PM	2	0	1	0	3	0		0	4	1	0	5	0		2	116	1	0	119	0		0	95	7	0	102	0		229
10:15PM	5	1	0	0	6	0		1	0	1	0	2	0		1	58	1	0	60	0		1	107	5	0	113	0		181
10:30PM	0	1	3	0	4	1		0	0	0	0	0	0		2	67	1	0	70	0		0	96	9	0	105	0		179
10:45PM	1	1	0	0	2	0		0	1	1	0	2	0		2	50	0	0	52	0		0	90	7	0	97	0		153
Hourly Total	8	3	4	0	15	1		1	5	3	0	9	0		7	291	3	0	301	0		1	388	28	0	417	0		742
2025-06-07																													
2:00PM	6	1	3	0	10	0		1	3	6	0	10	0		3	154	0	0	157	0		3	172	7	0	182	1		359
2:15PM	8	4	2	0	14	0		0	1	4	0	5	0		0	149	0	0	149	0		3	181	17	0	201	0		369
2:30PM	6	0	3	0	9	1		0	2	4	0	6	0		0	165	2	0	167	0		1	162	5	0	168	0		350
2:45PM	2	2	0	0	4	1		1	2	5	0	8	0		3	153	1	0	157	0		2	161	18	0	181	0		350
Hourly Total	22	7	8	0	37	2		2	8	19	0	29	0		6	621	3	0	630	0		9	676	47	0	732	1		1428
3:00PM	4	0	2	0	6	0		0	1	3	0	4	3		2	157	3	0	162	0		4	167	14	0	185	0		357
3:15PM	4	0	1	0	5	0		1	1	3	0	5	0		1	138	2	0	141	1		1	160	11	0	172	0		323
3:30PM	7	4	1	0	12	0		0	2	2	0	4	0		0	167	1	0	168	0		2	152	11	0	165	0		349
3:45PM	6	0	1	0	7	0		2	0	3	0	5	0		2	163	2	0	167	0		1	186	13	0	200	0		379
Hourly Total	21	4	5	0	30	0		3	4	11	0	18	3		5	625	8	0	638	1		8	665	49	0	722	0		1408
Total	136	29	45	1	211	9		20	27	73	0	120	23		49	3465	48	0	3562	1		47	4005	351	0	4403	2		8296
% Approach	64.5%	13.7%	21.3%	0.5%	-	-		16.7%	22.5%	60.8%	0%	-	-		1.4%	97.3%	1.3%	0%	-	-		1.1%	91.0%	8.0%	0%	-	-		-
% Total	1.6%	0.3%	0.5%	0%	2.5%	-		0.2%	0.3%	0.9%	0%	1.4%	-		0.6%	41.8%	0.6%	0%	42.9%	-		0.6%	48.3%	4.2%	0%	53.1%	-		-
Lights	136	29	45	1	211	-		20	27	73	0	120	-		48	3423	48	0	3519	-		47	3950	351	0	4348	-		8198
% Lights	100%	100%	100%	100%	100%	-		100%	100%	100%	0%	100%	-		98.0%	98.8%	100%	0%	98.8%	-		100%	98.6%	100%	0%	98.8%	-		98.8%
Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-		1	16	0	0	17	-		0	22	0	0	22	-		39
% Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		2.0%	0.5%	0%	0%	0.5%	-		0%	0.5%	0%	0%	0.5%	-		0.5%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	5	0	0	5	-		0	22	0	0	22	-		27
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%	0.5%	0%	0%	0.5%	-		0.3%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	20	0	0	20	-		0	8	0	0	8	-		28
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.6%	0%	0%	0.6%	-		0%	0.2%	0%	0%	0.2%	-		0.3%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	1	0	0	1	-		0	3	0	0	3	-		4

Leg Direction	Wyoming Avenue Eastbound							Wyoming Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%
Pedestrians	-	-	-	-	-	9		-	-	-	-	-	23		-	-	-	-	-	1		-	-	-	-	-	2		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-

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

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

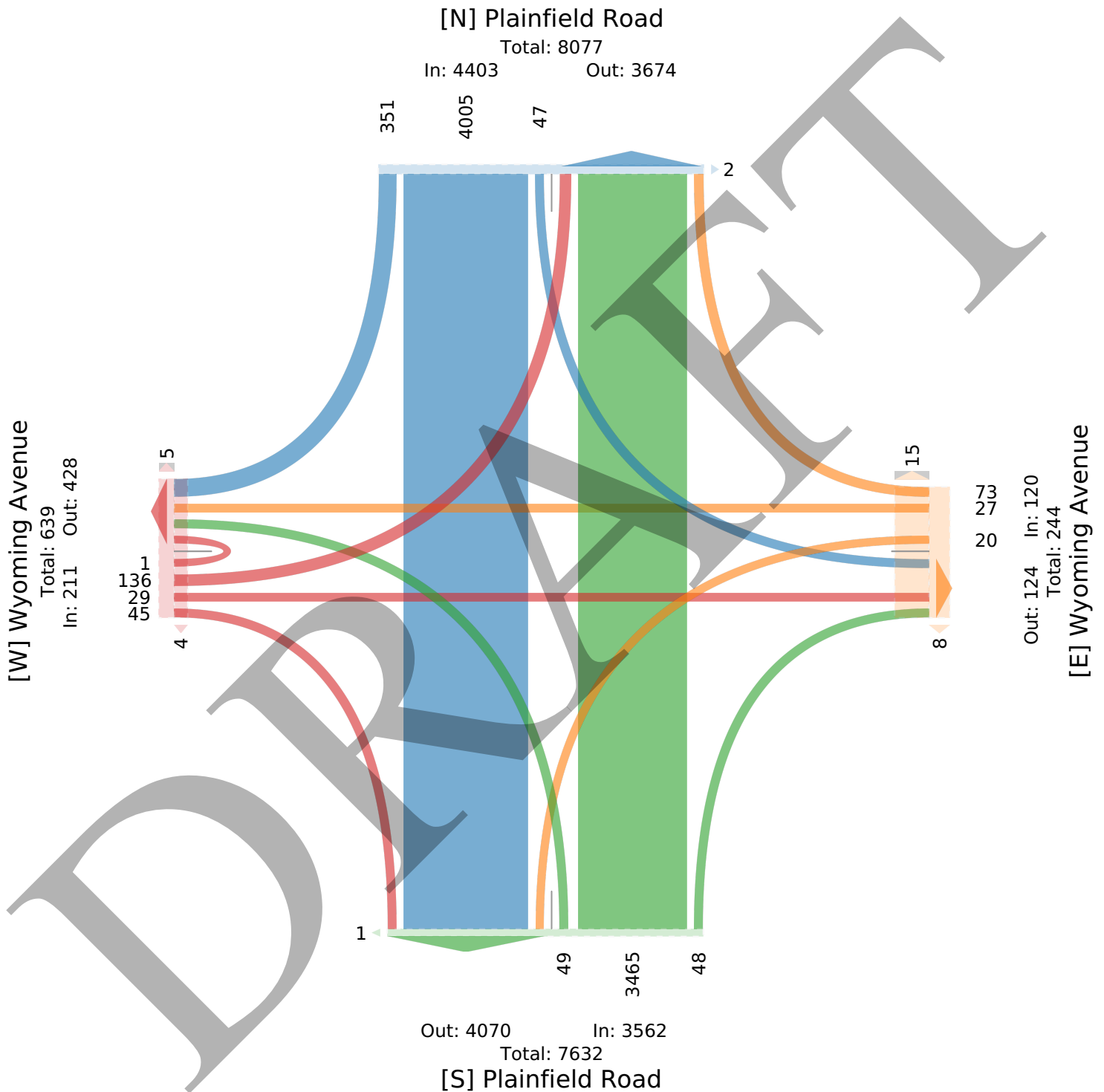
All Movements

ID: 1306363, Location: 41.549954, -88.118435



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

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



Wyoming Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour

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

All Movements

ID: 1306363, Location: 41.549954, -88.118435



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

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

Leg Direction	Wyoming Avenue Eastbound							Wyoming Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2025-06-06 6:00PM	6	0	1	0	7	1		2	1	2	0	5	0		6	166	3	0	175	0		1	209	14	0	224	0		411
6:15PM	9	1	3	1	14	0		1	0	2	0	3	1		3	174	2	0	179	0		4	151	16	0	171	0		367
6:30PM	7	0	1	0	8	0		1	1	1	0	3	0		1	152	2	0	155	0		3	171	22	0	196	0		362
6:45PM	1	2	1	0	4	0		2	2	2	0	6	2		1	152	1	0	154	0		0	182	17	0	199	0		363
Total	23	3	6	1	33	1		6	4	7	0	17	3		11	644	8	0	663	0		8	713	69	0	790	0		1503
% Approach	69.7%	9.1%	18.2%	3.0%	-	-		35.3%	23.5%	41.2%	0%	-	-		1.7%	97.1%	1.2%	0%	-	-		1.0%	90.3%	8.7%	0%	-	-		-
% Total	1.5%	0.2%	0.4%	0.1%	2.2%	-		0.4%	0.3%	0.5%	0%	1.1%	-		0.7%	42.8%	0.5%	0%	44.1%	-		0.5%	47.4%	4.6%	0%	52.6%	-		-
PHF	0.639	0.375	0.500	0.250	0.589	-		0.750	0.500	0.875	-	0.708	-		0.458	0.925	0.667	-	0.926	-		0.500	0.852	0.784	-	0.881	-		0.914
Lights	23	3	6	1	33	-		6	4	7	0	17	-		11	636	8	0	655	-		8	702	69	0	779	-		1484
% Lights	100%	100%	100%	100%	100%	-		100%	100%	100%	0%	100%	-		100%	98.8%	100%	0%	98.8%	-		100%	98.5%	100%	0%	98.6%	-		98.7%
Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	4	0	0	4	-		0	4	0	0	4	-		8
% Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.6%	0%	0%	0.6%	-		0%	0.6%	0%	0%	0.5%	-		0.5%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	4	0	0	4	-		4
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.6%	0%	0%	0.5%	-		0.3%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	4	0	0	4	-		0	2	0	0	2	-		6
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.6%	0%	0%	0.6%	-		0%	0.3%	0%	0%	0.3%	-		0.4%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	1	0	0	1	-		1
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0.1%
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	3		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	0		-	-	-	-	-	-		

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

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Jun 6, 2025

PM Peak (Jun 06 2025 6PM - 7 PM) - Overall Peak Hour

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

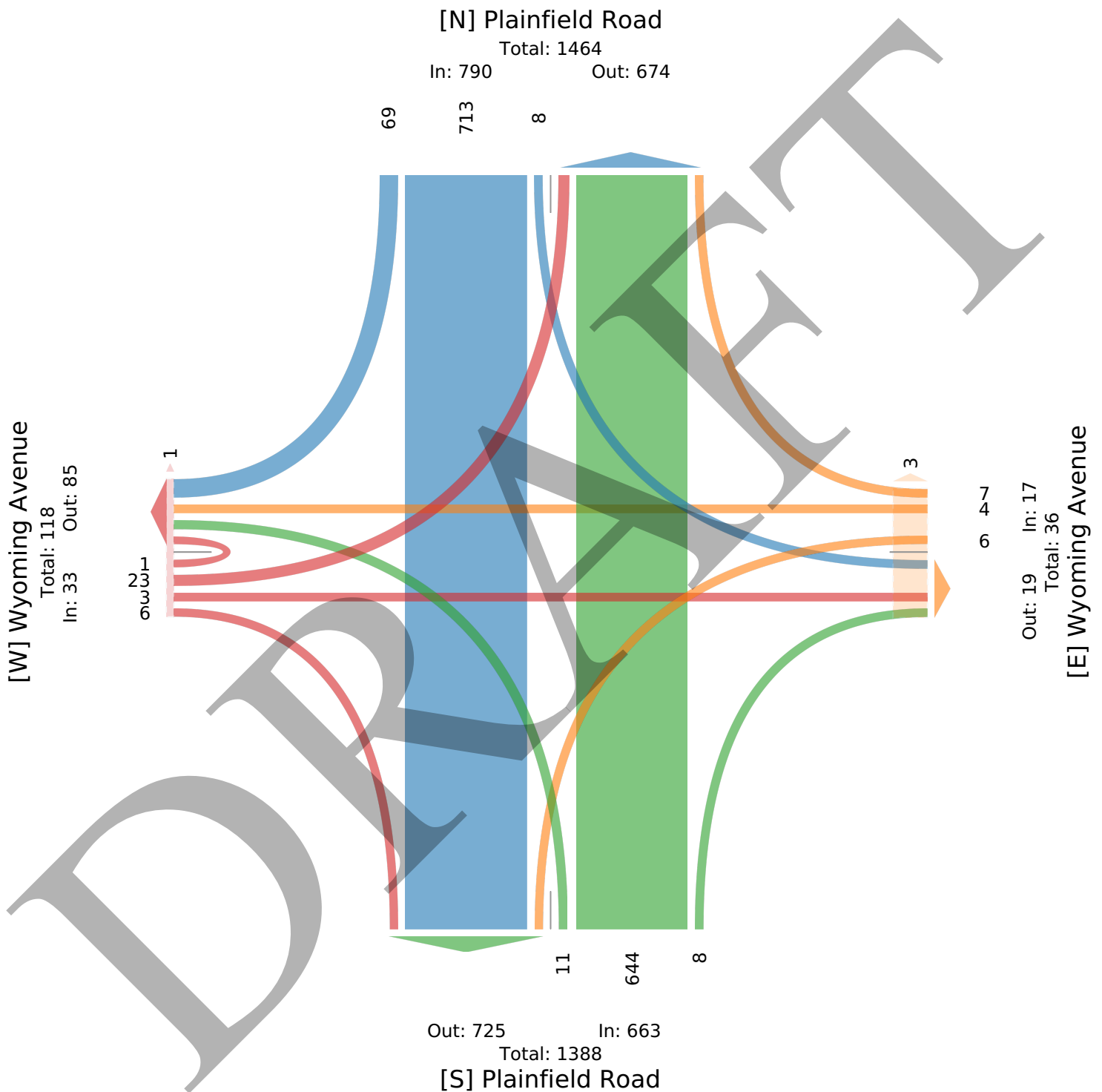
All Movements

ID: 1306363, Location: 41.549954, -88.118435



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

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



Wyoming Avenue with Plainfield Road TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2PM - 3 PM)

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

All Movements

ID: 1306363, Location: 41.549954, -88.118435



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

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

Leg Direction	Wyoming Avenue Eastbound						Wyoming Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-06-07 2:00PM	6	1	3	0	10	0	1	3	6	0	10	0	3	154	0	0	157	0	3	172	7	0	182	1	359
2:15PM	8	4	2	0	14	0	0	1	4	0	5	0	0	149	0	0	149	0	3	181	17	0	201	0	369
2:30PM	6	0	3	0	9	1	0	2	4	0	6	0	0	165	2	0	167	0	1	162	5	0	168	0	350
2:45PM	2	2	0	0	4	1	1	2	5	0	8	0	3	153	1	0	157	0	2	161	18	0	181	0	350
Total	22	7	8	0	37	2	2	8	19	0	29	0	6	621	3	0	630	0	9	676	47	0	732	1	1428
% Approach	59.5%	18.9%	21.6%	0%	-	-	6.9%	27.6%	65.5%	0%	-	-	1.0%	98.6%	0.5%	0%	-	-	1.2%	92.3%	6.4%	0%	-	-	-
% Total	1.5%	0.5%	0.6%	0%	2.6%	-	0.1%	0.6%	1.3%	0%	2.0%	-	0.4%	43.5%	0.2%	0%	44.1%	-	0.6%	47.3%	3.3%	0%	51.3%	-	-
PHF	0.688	0.438	0.667	-	0.661	-	0.500	0.667	0.792	-	0.725	-	0.500	0.941	0.375	-	0.943	-	0.750	0.931	0.653	-	0.908	-	0.966
Lights	22	7	8	0	37	-	2	8	19	0	29	-	6	611	3	0	620	-	9	664	47	0	720	-	1406
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	98.4%	100%	0%	98.4%	-	100%	98.2%	100%	0%	98.4%	-	98.5%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	4	0	0	4	-	0	6	0	0	6	-	10
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0.9%	0%	0%	0.8%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	0	2	0	0	2	-	5
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0.3%	0%	0%	0.3%	-	0.4%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	0	2	0	0	2	-	5
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0.3%	0%	0%	0.3%	-	0.4%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Wyoming Avenue with Plainfield Road TMC - TMC

Sat Jun 7, 2025

PM Peak (WKND) (Jun 07 2025 2PM - 3 PM)

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

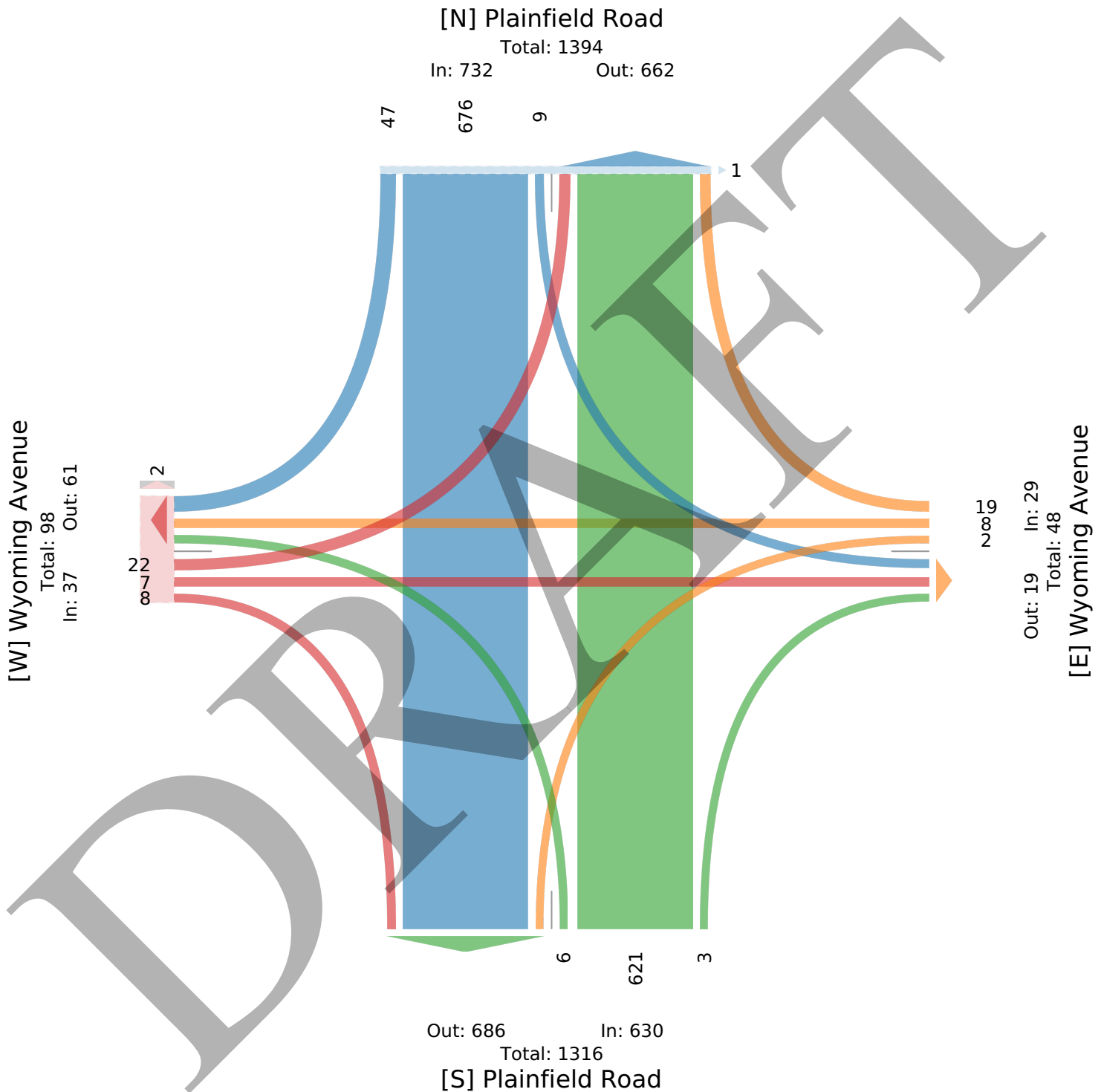
All Movements

ID: 1306363, Location: 41.549954, -88.118435



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

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



Intersection Traffic Counts – September

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Larkin Avenue Northbound							Larkin Avenue Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2025-09-19 6:00PM	20	23	20	1	64	1		24	24	22	0	70	0		19	237	17	0	273	0		17	246	30	0	293	0		700
6:15PM	14	22	17	0	53	4		20	23	21	0	64	0		31	247	19	0	297	0		20	240	25	0	285	1		699
6:30PM	19	22	31	0	72	0		29	24	11	0	64	0		18	215	26	0	259	0		24	254	20	0	298	0		693
6:45PM	17	21	14	0	52	3		18	23	19	0	60	0		15	216	32	0	263	0		15	245	16	0	276	0		651
Hourly Total	70	88	82	1	241	8		91	94	73	0	258	0		83	915	94	0	1092	0		76	985	91	0	1152	1		2743
7:00PM	24	21	20	0	65	0		14	19	22	0	55	0		20	213	17	0	250	0		28	206	15	0	249	1		619
7:15PM	11	22	14	0	47	0		13	22	7	0	42	0		22	211	17	0	250	0		12	225	25	0	262	0		601
7:30PM	17	23	23	0	63	0		13	20	17	0	50	0		19	187	16	1	223	0		11	180	10	0	201	0		537
7:45PM	12	13	16	0	41	2		21	13	14	0	48	0		16	192	16	0	224	1		12	197	19	1	229	1		542
Hourly Total	64	79	73	0	216	2		61	74	60	0	195	0		77	803	66	1	947	1		63	808	69	1	941	2		2299
8:00PM	15	7	22	0	44	1		12	10	8	0	30	0		14	163	18	0	195	0		13	203	18	0	234	1		503
8:15PM	15	13	16	0	44	0		9	14	8	0	31	0		18	135	26	0	179	0		12	141	15	0	168	0		422
8:30PM	15	19	17	0	51	1		23	14	9	0	46	0		17	150	16	0	183	0		4	156	14	0	174	0		454
8:45PM	9	14	20	0	43	0		21	7	11	0	39	0		29	137	13	0	179	0		8	175	12	0	195	0		456
Hourly Total	54	53	75	0	182	2		65	45	36	0	146	0		78	585	73	0	736	0		37	675	59	0	771	1		1835
9:00PM	9	16	17	0	42	0		19	23	3	0	45	0		21	158	21	0	200	0		12	133	12	0	157	0		444
9:15PM	8	16	10	0	34	0		10	13	3	0	26	0		15	98	19	0	132	0		9	111	7	0	127	0		319
9:30PM	8	16	17	0	41	0		11	11	10	0	32	0		12	89	4	0	105	0		10	101	10	0	121	0		299
9:45PM	5	7	7	0	19	0		11	6	7	0	24	0		22	108	12	0	142	0		12	110	17	0	139	0		324
Hourly Total	30	55	51	0	136	0		51	53	23	0	127	0		70	453	56	0	579	0		43	455	46	0	544	0		1386
10:00PM	11	14	12	0	37	0		6	15	1	0	22	0		12	109	8	0	129	0		5	107	11	0	123	0		311
10:15PM	7	8	7	0	22	0		1	11	3	0	15	0		9	83	7	0	99	0		10	108	9	0	127	0		263
10:30PM	0	7	11	0	18	0		4	14	3	0	21	0		7	78	10	0	95	0		7	83	8	0	98	0		232
10:45PM	3	9	8	0	20	0		9	11	5	0	25	0		11	62	10	0	83	0		9	93	8	0	110	0		238
Hourly Total	21	38	38	0	97	0		20	51	12	0	83	0		39	332	35	0	406	0		31	391	36	0	458	0		1044
2025-09-20 2:00PM	17	22	20	0	59	1		15	24	14	0	53	0		24	263	19	0	306	0		11	260	21	0	292	0		710
2:15PM	22	26	18	0	66	3		17	29	22	0	68	0		25	238	24	0	287	3		23	258	18	1	300	0		721
2:30PM	18	15	23	0	56	1		19	25	24	0	68	0		13	250	21	0	284	1		21	216	21	0	258	0		666
2:45PM	17	22	15	0	54	1		17	25	16	0	58	1		19	232	15	0	266	1		17	241	25	0	283	0		661
Hourly Total	74	85	76	0	235	6		68	103	76	0	247	1		81	983	79	0	1143	5		72	975	85	1	1133	0		2758
3:00PM	27	22	21	0	70	0		16	20	20	0	56	0		21	209	18	0	248	0		20	244	17	0	281	0		655
3:15PM	24	30	23	0	77	0		27	22	13	0	62	1		28	239	13	0	280	0		17	249	26	0	292	2		711
3:30PM	29	29	21	0	79	3		23	27	22	0	72	0		25	218	15	0	258	0		20	259	18	0	297	0		706
3:45PM	19	20	34	0	73	1		20	20	28	0	68	0		22	254	20	0	296	0		19	223	10	0	252	1		689
Hourly Total	99	101	99	0	299	4		86	89	83	0	258	1		96	920	66	0	1082	0		76	975	71	0	1122	3		2761
Total	412	499	494	1	1406	22		442	509	363	0	1314	2		524	4991	469	1	5985	6		398	5264	457	2	6121	7		14826
% Approach	29.3%	35.5%	35.1%	0.1%	-	-		33.6%	38.7%	27.6%	0%	-	-		8.8%	83.4%	7.8%	0%	-	-		6.5%	86.0%	7.5%	0%	-	-		-
% Total	2.8%	3.4%	3.3%	0%	9.5%	-		3.0%	3.4%	2.4%	0%	8.9%	-		3.5%	33.7%	3.2%	0%	40.4%	-		2.7%	35.5%	3.1%	0%	41.3%	-		-
Lights	410	494	494	1	1399	-		442	507	361	0	1310	-		521	4866	467	1	5855	-		396	5131	457	2	5986	-		14550
% Lights	99.5%	99.0%	100%	100%	99.5%	-		100%	99.6%	99.4%	0%	99.7%	-		99.4%	97.5%	99.6%	100%	97.8%	-		99.5%	97.5%	100%	100%	97.8%	-		98.1%
Single-Unit Trucks	2	1	0	0	3	-		0	0	1	0	1	-		2	42	2	0	46	-		1	53	0	0	54	-		104
% Single-Unit Trucks	0.5%	0.2%	0%	0%	0.2%	-		0%	0%	0.3%	0%	0.1%	-		0.4%	0.8%	0.4%	0%	0.8%	-		0.3%	1.0%	0%	0%	0.9%	-		0.7%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	73	0	0	73	-		0	73	0	0	73	-		146
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	1.5%	0%	0%	1.2%	-		0%	1.4%	0%	0%	1.2%	-		1.0%
Buses	0	0	0	0	0	-		0	0	1	0	1	-		0	10	0	0	10	-		1	7	0	0	8	-		19
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0.3%	0%	0.1%	-		0%	0.2%	0%	0%	0.2%	-		0.3%	0.1%	0%	0%	0.1%	-		0.1%
Bicycles on Road	0	4	0	0	4	-		0	2	0	0	2	-		1	0	0	0	1	-		0	0	0	0	0	-		7
% Bicycles on Road	0%	0.8%	0%	0%	0.3%	-		0%	0.4%	0%	0%	0.2%	-		0.2%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	22		-	-	-	-	-	2		-	-	-	-	-	6		-	-	-	-	-	7		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		

DRAFT

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

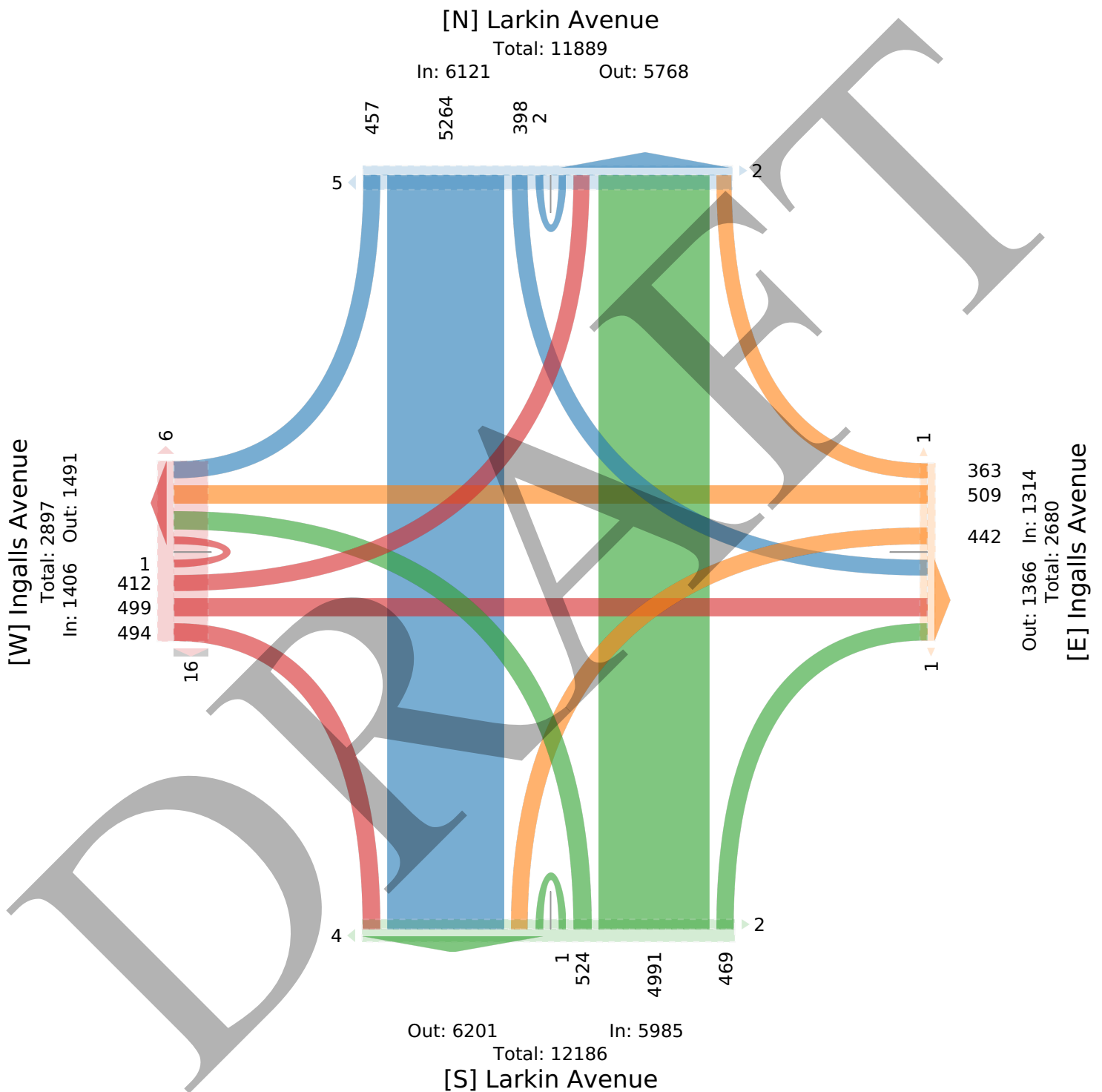
All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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



Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM)

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

All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Larkin Avenue Northbound							Larkin Avenue Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2025-09-19 6:00PM	20	23	20	1	64	1		24	24	22	0	70	0		19	237	17	0	273	0		17	246	30	0	293	0		700
6:15PM	14	22	17	0	53	4		20	23	21	0	64	0		31	247	19	0	297	0		20	240	25	0	285	1		699
6:30PM	19	22	31	0	72	0		29	24	11	0	64	0		18	215	26	0	259	0		24	254	20	0	298	0		693
6:45PM	17	21	14	0	52	3		18	23	19	0	60	0		15	216	32	0	263	0		15	245	16	0	276	0		651
Total	70	88	82	1	241	8		91	94	73	0	258	0		83	915	94	0	1092	0		76	985	91	0	1152	1		2743
% Approach	29.0%	36.5%	34.0%	0.4%	-	-		35.3%	36.4%	28.3%	0%	-	-		7.6%	83.8%	8.6%	0%	-	-		6.6%	85.5%	7.9%	0%	-	-		-
% Total	2.6%	3.2%	3.0%	0%	8.8%	-		3.3%	3.4%	2.7%	0%	9.4%	-		3.0%	33.4%	3.4%	0%	39.8%	-		2.8%	35.9%	3.3%	0%	42.0%	-		-
PHF	0.875	0.957	0.661	0.250	0.837	-		0.784	0.969	0.830	-	0.918	-		0.669	0.926	0.734	-	0.919	-		0.792	0.969	0.758	-	0.966	-		0.979
Lights	69	88	82	1	240	-		91	93	73	0	257	-		83	882	94	0	1059	-		76	951	91	0	1118	-		2674
% Lights	98.6%	100%	100%	100%	99.6%	-		100%	98.9%	100%	0%	99.6%	-		100%	96.4%	100%	0%	97.0%	-		100%	96.5%	100%	0%	97.0%	-		97.5%
Single-Unit Trucks	1	0	0	0	1	-		0	0	0	0	0	-		0	12	0	0	12	-		0	10	0	0	10	-		23
% Single-Unit Trucks	1.4%	0%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	1.3%	0%	0%	1.1%	-		0%	1.0%	0%	0%	0.9%	-		0.8%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	21	0	0	21	-		0	22	0	0	22	-		43
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	2.3%	0%	0%	1.9%	-		0%	2.2%	0%	0%	1.9%	-		1.6%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	2	0	0	2	-		2
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.2%	0%	0%	0.2%	-		0.1%
Bicycles on Road	0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		1
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	1.1%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	8		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	100%		-

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

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM)

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

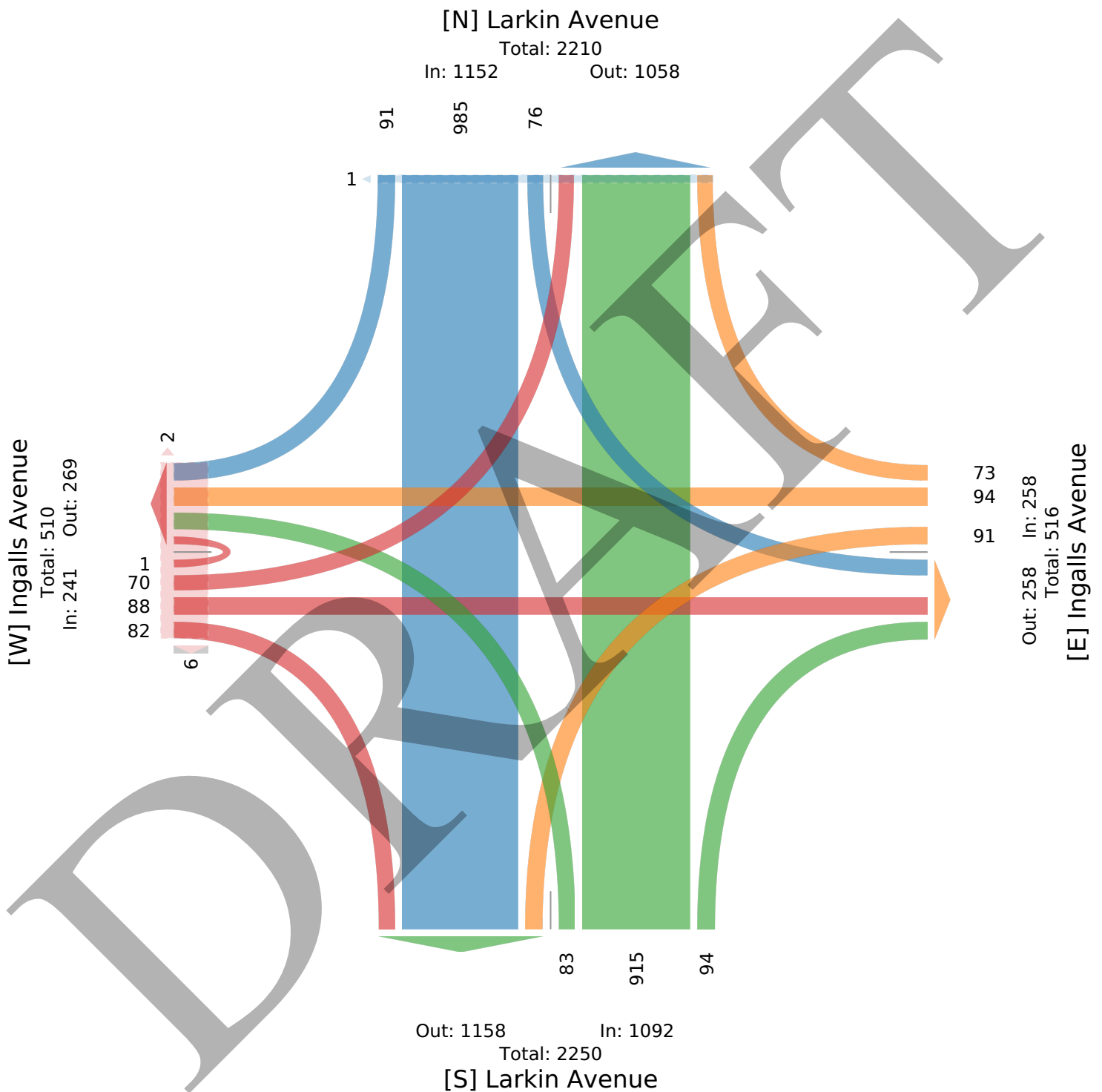
All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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



Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

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

All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-20 3:00PM	27	22	21	0	70	0	16	20	20	0	56	0	21	209	18	0	248	0	20	244	17	0	281	0	655
3:15PM	24	30	23	0	77	0	27	22	13	0	62	1	28	239	13	0	280	0	17	249	26	0	292	2	711
3:30PM	29	29	21	0	79	3	23	27	22	0	72	0	25	218	15	0	258	0	20	259	18	0	297	0	706
3:45PM	19	20	34	0	73	1	20	20	28	0	68	0	22	254	20	0	296	0	19	223	10	0	252	1	689
Total	99	101	99	0	299	4	86	89	83	0	258	1	96	920	66	0	1082	0	76	975	71	0	1122	3	2761
% Approach	33.1%	33.8%	33.1%	0%	-	-	33.3%	34.5%	32.2%	0%	-	-	8.9%	85.0%	6.1%	0%	-	-	6.8%	86.9%	6.3%	0%	-	-	-
% Total	3.6%	3.7%	3.6%	0%	10.8%	-	3.1%	3.2%	3.0%	0%	9.3%	-	3.5%	33.3%	2.4%	0%	39.2%	-	2.8%	35.3%	2.6%	0%	40.6%	-	-
PHF	0.853	0.825	0.728	-	0.940	-	0.796	0.824	0.741	-	0.896	-	0.857	0.906	0.825	-	0.914	-	0.950	0.941	0.683	-	0.944	-	0.970
Lights	98	99	99	0	296	-	86	89	83	0	258	-	96	906	65	0	1067	-	74	957	71	0	1102	-	2723
% Lights	99.0%	98.0%	100%	0%	99.0%	-	100%	100%	100%	0%	100%	-	100%	98.5%	98.5%	0%	98.6%	-	97.4%	98.2%	100%	0%	98.2%	-	98.6%
Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	8	1	0	9	-	1	8	0	0	9	-	19
% Single-Unit Trucks	1.0%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.9%	1.5%	0%	0.8%	-	1.3%	0.8%	0%	0%	0.8%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	6	0	0	6	-	0	7	0	0	7	-	13
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0.7%	0%	0%	0.6%	-	0.5%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	3	0	0	4	-	4
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.3%	0.3%	0%	0%	0.4%	-	0.1%
Bicycles on Road	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	2.0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

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

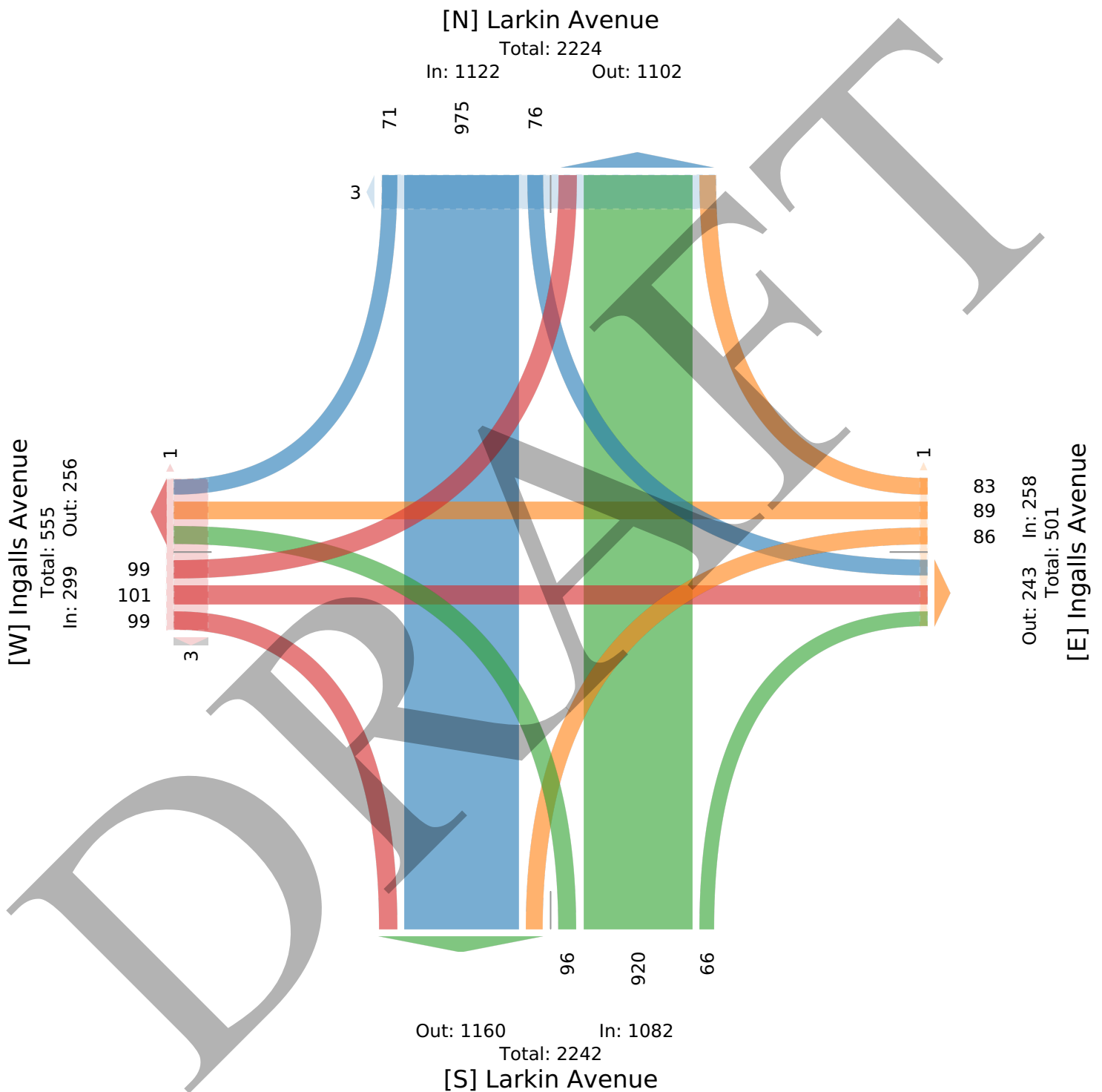
All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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



Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1335563, Location: 41.544414, -88.125551

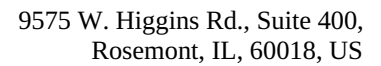


Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Larkin Avenue Northbound							Larkin Avenue Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2025-09-19 6:00PM	20	23	20	1	64	1		24	24	22	0	70	0		19	237	17	0	273	0		17	246	30	0	293	0		700
6:15PM	14	22	17	0	53	4		20	23	21	0	64	0		31	247	19	0	297	0		20	240	25	0	285	1		699
6:30PM	19	22	31	0	72	0		29	24	11	0	64	0		18	215	26	0	259	0		24	254	20	0	298	0		693
6:45PM	17	21	14	0	52	3		18	23	19	0	60	0		15	216	32	0	263	0		15	245	16	0	276	0		651
Hourly Total	70	88	82	1	241	8		91	94	73	0	258	0		83	915	94	0	1092	0		76	985	91	0	1152	1		2743
7:00PM	24	21	20	0	65	0		14	19	22	0	55	0		20	213	17	0	250	0		28	206	15	0	249	1		619
7:15PM	11	22	14	0	47	0		13	22	7	0	42	0		22	211	17	0	250	0		12	225	25	0	262	0		601
7:30PM	17	23	23	0	63	0		13	20	17	0	50	0		19	187	16	1	223	0		11	180	10	0	201	0		537
7:45PM	12	13	16	0	41	2		21	13	14	0	48	0		16	192	16	0	224	1		12	197	19	1	229	1		542
Hourly Total	64	79	73	0	216	2		61	74	60	0	195	0		77	803	66	1	947	1		63	808	69	1	941	2		2299
8:00PM	15	7	22	0	44	1		12	10	8	0	30	0		14	163	18	0	195	0		13	203	18	0	234	1		503
8:15PM	15	13	16	0	44	0		9	14	8	0	31	0		18	135	26	0	179	0		12	141	15	0	168	0		422
8:30PM	15	19	17	0	51	1		23	14	9	0	46	0		17	150	16	0	183	0		4	156	14	0	174	0		454
8:45PM	9	14	20	0	43	0		21	7	11	0	39	0		29	137	13	0	179	0		8	175	12	0	195	0		456
Hourly Total	54	53	75	0	182	2		65	45	36	0	146	0		78	585	73	0	736	0		37	675	59	0	771	1		1835
9:00PM	9	16	17	0	42	0		19	23	3	0	45	0		21	158	21	0	200	0		12	133	12	0	157	0		444
9:15PM	8	16	10	0	34	0		10	13	3	0	26	0		15	98	19	0	132	0		9	111	7	0	127	0		319
9:30PM	8	16	17	0	41	0		11	11	10	0	32	0		12	89	4	0	105	0		10	101	10	0	121	0		299
9:45PM	5	7	7	0	19	0		11	6	7	0	24	0		22	108	12	0	142	0		12	110	17	0	139	0		324
Hourly Total	30	55	51	0	136	0		51	53	23	0	127	0		70	453	56	0	579	0		43	455	46	0	544	0		1386
10:00PM	11	14	12	0	37	0		6	15	1	0	22	0		12	109	8	0	129	0		5	107	11	0	123	0		311
10:15PM	7	8	7	0	22	0		1	11	3	0	15	0		9	83	7	0	99	0		10	108	9	0	127	0		263
10:30PM	0	7	11	0	18	0		4	14	3	0	21	0		7	78	10	0	95	0		7	83	8	0	98	0		232
10:45PM	3	9	8	0	20	0		9	11	5	0	25	0		11	62	10	0	83	0		9	93	8	0	110	0		238
Hourly Total	21	38	38	0	97	0		20	51	12	0	83	0		39	332	35	0	406	0		31	391	36	0	458	0		1044
2025-09-20 2:00PM	17	22	20	0	59	1		15	24	14	0	53	0		24	263	19	0	306	0		11	260	21	0	292	0		710
2:15PM	22	26	18	0	66	3		17	29	22	0	68	0		25	238	24	0	287	3		23	258	18	1	300	0		721
2:30PM	18	15	23	0	56	1		19	25	24	0	68	0		13	250	21	0	284	1		21	216	21	0	258	0		666
2:45PM	17	22	15	0	54	1		17	25	16	0	58	1		19	232	15	0	266	1		17	241	25	0	283	0		661
Hourly Total	74	85	76	0	235	6		68	103	76	0	247	1		81	983	79	0	1143	5		72	975	85	1	1133	0		2758
3:00PM	27	22	21	0	70	0		16	20	20	0	56	0		21	209	18	0	248	0		20	244	17	0	281	0		655
3:15PM	24	30	23	0	77	0		27	22	13	0	62	1		28	239	13	0	280	0		17	249	26	0	292	2		711
3:30PM	29	29	21	0	79	3		23	27	22	0	72	0		25	218	15	0	258	0		20	259	18	0	297	0		706
3:45PM	19	20	34	0	73	1		20	20	28	0	68	0		22	254	20	0	296	0		19	223	10	0	252	1		689
Hourly Total	99	101	99	0	299	4		86	89	83	0	258	1		96	920	66	0	1082	0		76	975	71	0	1122	3		2761
Total	412	499	494	1	1406	22		442	509	363	0	1314	2		524	4991	469	1	5985	6		398	5264	457	2	6121	7		14826
% Approach	29.3%	35.5%	35.1%	0.1%	-	-		33.6%	38.7%	27.6%	0%	-	-		8.8%	83.4%	7.8%	0%	-	-		6.5%	86.0%	7.5%	0%	-	-		-
% Total	2.8%	3.4%	3.3%	0%	9.5%	-		3.0%	3.4%	2.4%	0%	8.9%	-		3.5%	33.7%	3.2%	0%	40.4%	-		2.7%	35.5%	3.1%	0%	41.3%	-		-
Lights	410	494	494	1	1399	-		442	507	361	0	1310	-		521	4866	467	1	5855	-		396	5131	457	2	5986	-		14550
% Lights	99.5%	99.0%	100%	100%	99.5%	-		100%	99.6%	99.4%	0%	99.7%	-		99.4%	97.5%	99.6%	100%	97.8%	-		99.5%	97.5%	100%	100%	97.8%	-		98.1%
Single-Unit Trucks	2	1	0	0	3	-		0	0	1	0	1	-		2	42	2	0	46	-		1	53	0	0	54	-		104
% Single-Unit Trucks	0.5%	0.2%	0%	0%	0.2%	-		0%	0%	0.3%	0%	0.1%	-		0.4%	0.8%	0.4%	0%	0.8%	-		0.3%	1.0%	0%	0%	0.9%	-		0.7%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	73	0	0	73	-		0	73	0	0	73	-		146
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	1.5%	0%	0%	1.2%	-		0%	1.4%	0%	0%	1.2%	-		1.0%
Buses	0	0	0	0	0	-		0	0	1	0	1	-		0	10	0	0	10	-		1	7	0	0	8	-		19
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0.3%	0%	0.1%	-		0%	0.2%	0%	0%	0.2%	-		0.3%	0.1%	0%	0%	0.1%	-		0.1%
Bicycles on Road	0	4	0	0	4	-		0	2	0	0	2	-		1	0	0	0	1	-		0	0	0	0	0	-		7
% Bicycles on Road	0%	0.8%	0%	0%	0.3%	-		0%	0.4%	0%	0%	0.2%	-		0.2%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	22		-	-	-	-	-	2		-	-	-	-	-	6		-	-	-	-	-	7		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	100%		

DRAFT

ID: 1335563, Location: 41.544414, -88.125551



Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM)

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

All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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

Leg Direction	Ingalls Avenue Eastbound							Ingalls Avenue Westbound							Larkin Avenue Northbound							Larkin Avenue Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2025-09-19 6:00PM	20	23	20	1	64	1		24	24	22	0	70	0		19	237	17	0	273	0		17	246	30	0	293	0		700
6:15PM	14	22	17	0	53	4		20	23	21	0	64	0		31	247	19	0	297	0		20	240	25	0	285	1		699
6:30PM	19	22	31	0	72	0		29	24	11	0	64	0		18	215	26	0	259	0		24	254	20	0	298	0		693
6:45PM	17	21	14	0	52	3		18	23	19	0	60	0		15	216	32	0	263	0		15	245	16	0	276	0		651
Total	70	88	82	1	241	8		91	94	73	0	258	0		83	915	94	0	1092	0		76	985	91	0	1152	1		2743
% Approach	29.0%	36.5%	34.0%	0.4%	-	-		35.3%	36.4%	28.3%	0%	-	-		7.6%	83.8%	8.6%	0%	-	-		6.6%	85.5%	7.9%	0%	-	-		-
% Total	2.6%	3.2%	3.0%	0%	8.8%	-		3.3%	3.4%	2.7%	0%	9.4%	-		3.0%	33.4%	3.4%	0%	39.8%	-		2.8%	35.9%	3.3%	0%	42.0%	-		-
PHF	0.875	0.957	0.661	0.250	0.837	-		0.784	0.969	0.830	-	0.918	-		0.669	0.926	0.734	-	0.919	-		0.792	0.969	0.758	-	0.966	-		0.979
Lights	69	88	82	1	240	-		91	93	73	0	257	-		83	882	94	0	1059	-		76	951	91	0	1118	-		2674
% Lights	98.6%	100%	100%	100%	99.6%	-		100%	98.9%	100%	0%	99.6%	-		100%	96.4%	100%	0%	97.0%	-		100%	96.5%	100%	0%	97.0%	-		97.5%
Single-Unit Trucks	1	0	0	0	1	-		0	0	0	0	0	-		0	12	0	0	12	-		0	10	0	0	10	-		23
% Single-Unit Trucks	1.4%	0%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	1.3%	0%	0%	1.1%	-		0%	1.0%	0%	0%	0.9%	-		0.8%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	21	0	0	21	-		0	22	0	0	22	-		43
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	2.3%	0%	0%	1.9%	-		0%	2.2%	0%	0%	1.9%	-		1.6%
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	2	0	0	2	-		2
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.2%	0%	0%	0.2%	-		0.1%
Bicycles on Road	0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-		0	0	0	0	0	-		1
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	1.1%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	8		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	100%		-

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

Larkin Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM)

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

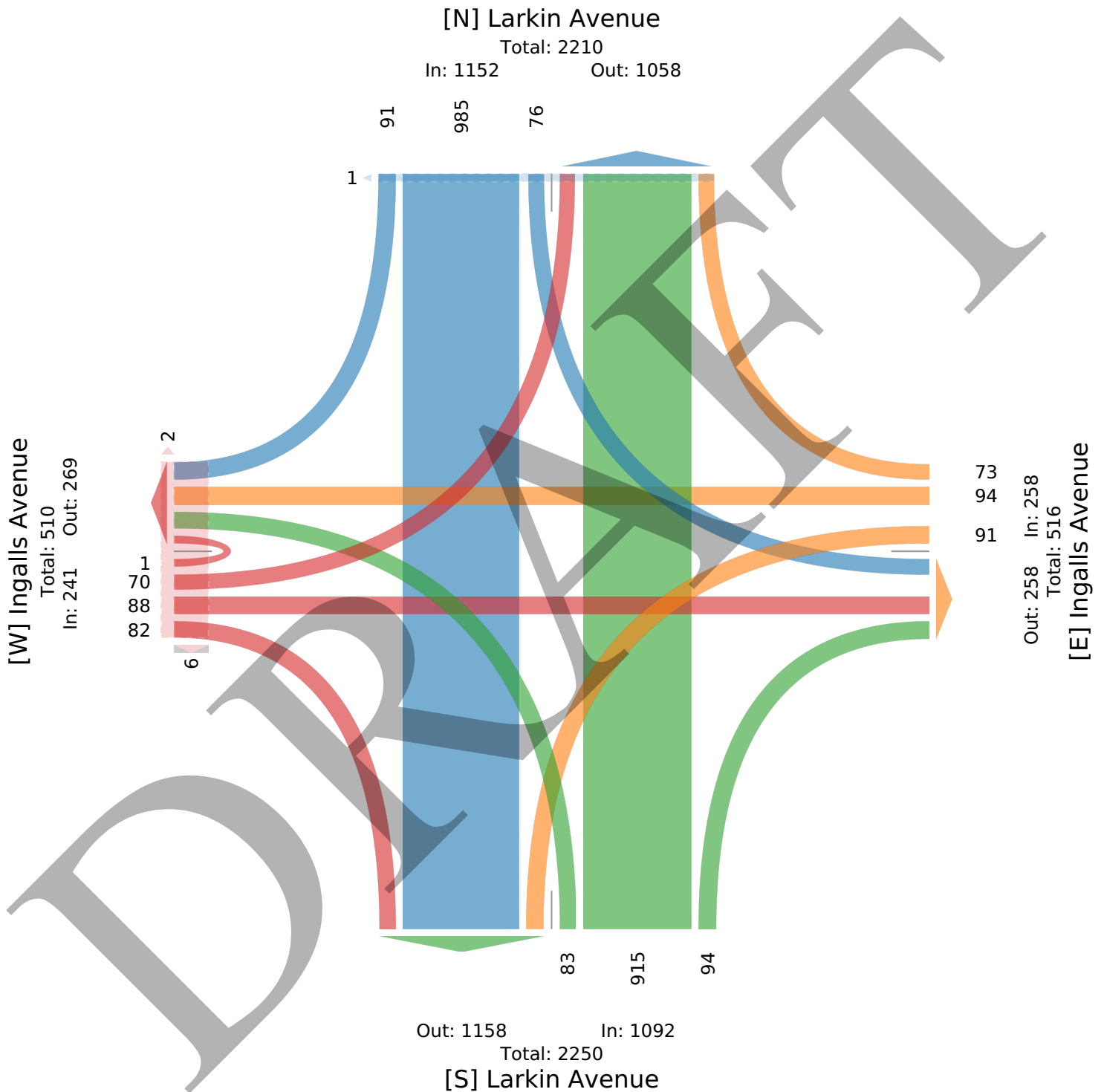
All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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



Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

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

All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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

Leg Direction	Ingalls Avenue Eastbound						Ingalls Avenue Westbound						Larkin Avenue Northbound						Larkin Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-20 3:00PM	27	22	21	0	70	0	16	20	20	0	56	0	21	209	18	0	248	0	20	244	17	0	281	0	655
3:15PM	24	30	23	0	77	0	27	22	13	0	62	1	28	239	13	0	280	0	17	249	26	0	292	2	711
3:30PM	29	29	21	0	79	3	23	27	22	0	72	0	25	218	15	0	258	0	20	259	18	0	297	0	706
3:45PM	19	20	34	0	73	1	20	20	28	0	68	0	22	254	20	0	296	0	19	223	10	0	252	1	689
Total	99	101	99	0	299	4	86	89	83	0	258	1	96	920	66	0	1082	0	76	975	71	0	1122	3	2761
% Approach	33.1%	33.8%	33.1%	0%	-	-	33.3%	34.5%	32.2%	0%	-	-	8.9%	85.0%	6.1%	0%	-	-	6.8%	86.9%	6.3%	0%	-	-	-
% Total	3.6%	3.7%	3.6%	0%	10.8%	-	3.1%	3.2%	3.0%	0%	9.3%	-	3.5%	33.3%	2.4%	0%	39.2%	-	2.8%	35.3%	2.6%	0%	40.6%	-	-
PHF	0.853	0.825	0.728	-	0.940	-	0.796	0.824	0.741	-	0.896	-	0.857	0.906	0.825	-	0.914	-	0.950	0.941	0.683	-	0.944	-	0.970
Lights	98	99	99	0	296	-	86	89	83	0	258	-	96	906	65	0	1067	-	74	957	71	0	1102	-	2723
% Lights	99.0%	98.0%	100%	0%	99.0%	-	100%	100%	100%	0%	100%	-	100%	98.5%	98.5%	0%	98.6%	-	97.4%	98.2%	100%	0%	98.2%	-	98.6%
Single-Unit Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	8	1	0	9	-	1	8	0	0	9	-	19
% Single-Unit Trucks	1.0%	0%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.9%	1.5%	0%	0.8%	-	1.3%	0.8%	0%	0%	0.8%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	6	0	0	6	-	0	7	0	0	7	-	13
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0.7%	0%	0%	0.6%	-	0.5%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	3	0	0	4	-	4
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.3%	0.3%	0%	0%	0.4%	-	0.1%
Bicycles on Road	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	2.0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

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

Larkin Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

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

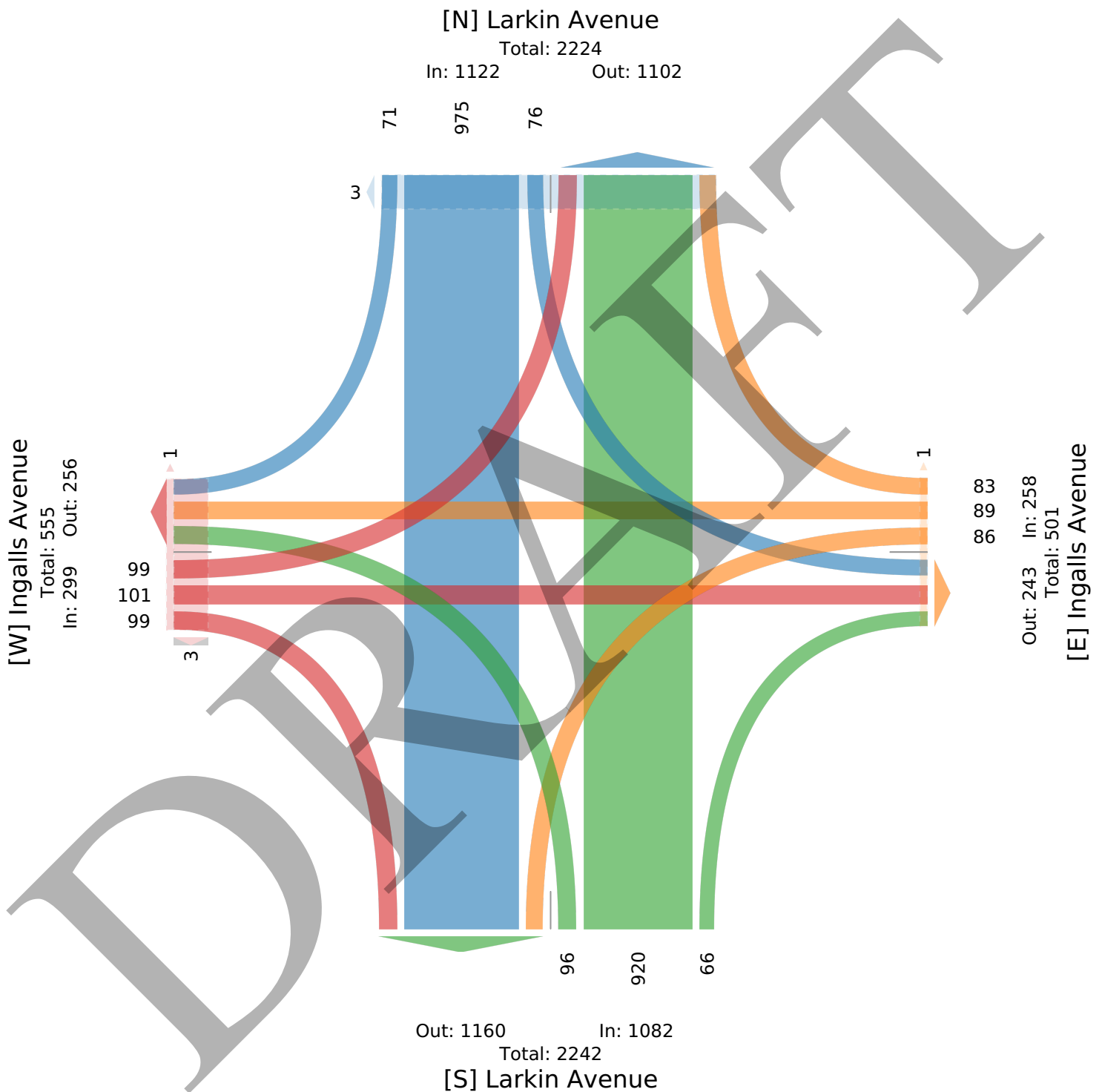
All Movements

ID: 1335563, Location: 41.544414, -88.125551



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

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



Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1335565, Location: 41.5446, -88.118405



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

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

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2025-09-19 6:00PM	5	49	0	54	0	56	9	0	65	0	9	17	0	26	1	145
6:15PM	5	52	0	57	0	65	6	0	71	0	11	8	0	19	1	147
6:30PM	7	60	0	67	1	43	3	0	46	0	12	10	0	22	0	135
6:45PM	15	48	0	63	0	52	5	0	57	0	9	5	0	14	0	134
Hourly Total	32	209	0	241	1	216	23	0	239	0	41	40	0	81	2	561
7:00PM	10	46	0	56	0	45	4	0	49	0	12	10	0	22	0	127
7:15PM	5	40	0	45	0	35	2	0	37	0	3	6	0	9	1	91
7:30PM	8	42	0	50	0	42	1	0	43	0	11	0	0	11	0	104
7:45PM	5	32	0	37	0	41	3	0	44	0	9	4	0	13	0	94
Hourly Total	28	160	0	188	0	163	10	0	173	0	35	20	0	55	1	416
8:00PM	4	31	0	35	0	33	1	0	34	0	4	7	0	11	1	80
8:15PM	1	45	0	46	0	33	0	0	33	0	2	9	0	11	0	90
8:30PM	7	31	0	38	0	36	2	0	38	0	7	6	0	13	0	89
8:45PM	4	23	1	28	0	31	0	0	31	0	10	5	0	15	0	74
Hourly Total	16	130	1	147	0	133	3	0	136	0	23	27	0	50	1	333
9:00PM	2	47	0	49	0	40	4	0	44	0	7	4	0	11	1	104
9:15PM	9	26	0	35	0	22	2	0	24	0	3	4	0	7	1	66
9:30PM	2	25	0	27	0	27	5	0	32	0	1	3	0	4	0	63
9:45PM	4	25	0	29	0	27	0	0	27	0	4	2	0	6	0	62
Hourly Total	17	123	0	140	0	116	11	0	127	0	15	13	0	28	2	295
10:00PM	4	19	0	23	0	15	2	0	17	0	2	1	0	3	0	43
10:15PM	2	22	0	24	0	17	2	0	19	0	6	2	0	8	0	51
10:30PM	2	20	0	22	0	20	1	0	21	0	2	6	0	8	0	51
10:45PM	0	22	0	22	0	23	3	0	26	0	4	2	0	6	0	54
Hourly Total	8	83	0	91	0	75	8	0	83	0	14	11	0	25	0	199
2025-09-20 2:00PM	7	45	0	52	0	40	3	0	43	0	8	8	0	16	0	111
2:15PM	9	61	0	70	0	54	1	0	55	0	13	9	0	22	1	147
2:30PM	8	45	0	53	0	59	6	0	65	0	10	4	0	14	0	132
2:45PM	4	49	0	53	0	44	6	0	50	0	4	7	0	11	2	114
Hourly Total	28	200	0	228	0	197	16	0	213	0	35	28	0	63	3	504
3:00PM	7	48	0	55	0	45	4	0	49	0	7	10	0	17	0	121
3:15PM	5	57	0	62	0	56	9	0	65	0	6	7	0	13	0	140
3:30PM	2	49	0	51	0	51	6	0	57	0	17	6	0	23	0	131
3:45PM	10	47	0	57	0	67	6	0	73	0	7	5	0	12	0	142
Hourly Total	24	201	0	225	0	219	25	0	244	0	37	28	0	65	0	534
Total	153	1106	1	1260	1	1119	96	0	1215	0	200	167	0	367	9	2842
% Approach	12.1%	87.8%	0.1%	-	-	92.1%	7.9%	0%	-	-	54.5%	45.5%	0%	-	-	-
% Total	5.4%	38.9%	0%	44.3%	-	39.4%	3.4%	0%	42.8%	-	7.0%	5.9%	0%	12.9%	-	-
Lights	152	1102	1	1255	-	1114	95	0	1209	-	200	165	0	365	-	2829
% Lights	99.3%	99.6%	100%	99.6%	-	99.6%	99.0%	0%	99.5%	-	100%	98.8%	0%	99.5%	-	99.5%
Single-Unit Trucks	0	1	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Single-Unit Trucks	0%	0.1%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Buses	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	1	3	0	4	-	4	1	0	5	-	0	2	0	2	-	11
% Bicycles on Road	0.7%	0.3%	0%	0.3%	-	0.4%	1.0%	0%	0.4%	-	0%	1.2%	0%	0.5%	-	0.4%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	9	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

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

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1335565, Location: 41.5446, -88.118405



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

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

[N] Wyoming Avenue

Total: 616

In: 367 Out: 249

167
200

5

4

96

1119

In: 1215

Total: 2521

[E] Ingalls Avenue

Out: 1306

[W] Ingalls Avenue

Total: 2547

Out: 1287

In: 1260

1
153

1106

1

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM) - Overall Peak Hour

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

All Movements

ID: 1335565, Location: 41.5446, -88.118405



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

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

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2025-09-19 6:00PM	5	49	0	54	0	56	9	0	65	0	9	17	0	26	1	145
6:15PM	5	52	0	57	0	65	6	0	71	0	11	8	0	19	1	147
6:30PM	7	60	0	67	1	43	3	0	46	0	12	10	0	22	0	135
6:45PM	15	48	0	63	0	52	5	0	57	0	9	5	0	14	0	134
Total	32	209	0	241	1	216	23	0	239	0	41	40	0	81	2	561
% Approach	13.3%	86.7%	0%	-	-	90.4%	9.6%	0%	-	-	50.6%	49.4%	0%	-	-	-
% Total	5.7%	37.3%	0%	43.0%	-	38.5%	4.1%	0%	42.6%	-	7.3%	7.1%	0%	14.4%	-	-
PHF	0.554	0.892	-	0.915	-	0.840	0.639	-	0.850	-	0.854	0.574	-	0.769	-	0.952
Lights	31	207	0	238	-	215	23	0	238	-	41	39	0	80	-	556
% Lights	96.9%	99.0%	0%	98.8%	-	99.5%	100%	0%	99.6%	-	100%	97.5%	0%	98.8%	-	99.1%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	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
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	1	2	0	3	-	1	0	0	1	-	0	1	0	1	-	5
% Bicycles on Road	3.1%	1.0%	0%	1.2%	-	0.5%	0%	0%	0.4%	-	0%	2.5%	0%	1.2%	-	0.9%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-

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

Wyoming Avenue with Ingalls Avenue TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM) - Overall Peak Hour

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

All Movements

ID: 1335565, Location: 41.5446, -88.118405



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

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

[N] Wyoming Avenue

Total: 136
In: 81 Out: 55

40 41

1

1

[W] Ingalls Avenue

Total: 497
In: 241 Out: 256

32
209

1

23
216

Out: 250 In: 239
Total: 489
[E] Ingalls Avenue

Wyoming Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM)

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

All Movements

ID: 1335565, Location: 41.5446, -88.118405



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

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

Leg Direction	Ingalls Avenue Eastbound					Ingalls Avenue Westbound					Wyoming Avenue Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2025-09-20 3:00PM	7	48	0	55	0	45	4	0	49	0	7	10	0	17	0	121
3:15PM	5	57	0	62	0	56	9	0	65	0	6	7	0	13	0	140
3:30PM	2	49	0	51	0	51	6	0	57	0	17	6	0	23	0	131
3:45PM	10	47	0	57	0	67	6	0	73	0	7	5	0	12	0	142
Total	24	201	0	225	0	219	25	0	244	0	37	28	0	65	0	534
% Approach	10.7%	89.3%	0%	-	-	89.8%	10.2%	0%	-	-	56.9%	43.1%	0%	-	-	-
% Total	4.5%	37.6%	0%	42.1%	-	41.0%	4.7%	0%	45.7%	-	6.9%	5.2%	0%	12.2%	-	-
PHF	0.600	0.882	-	0.907	-	0.835	0.667	-	0.849	-	0.544	0.700	-	0.707	-	0.948
Lights	24	201	0	225	-	217	24	0	241	-	37	28	0	65	-	531
% Lights	100%	100%	0%	100%	-	99.1%	96.0%	0%	98.8%	-	100%	100%	0%	100%	-	99.4%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	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
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	2	1	0	3	-	0	0	0	0	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0.9%	4.0%	0%	1.2%	-	0%	0%	0%	0%	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Wyoming Avenue with Ingalls Avenue TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM)

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

All Movements

ID: 1335565, Location: 41.5446, -88.118405



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

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

[N] Wyoming Avenue

Total: 114
In: 65 Out: 49

28 37

[W] Ingalls Avenue

Total: 472
In: 225 Out: 247

24
201

25
219

Out: 238
In: 244
Total: 482

[E] Ingalls Avenue

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Sep 19, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

All Movements

ID: 1335569, Location: 41.549954, -88.118435



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

Leg Direction	Wyoming Avenue Eastbound						Cleary Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-19																									
6:00PM	10	1	2	0	13	0	2	2	3	0	7	2	5	179	3	0	187	0	2	222	15	0	239	0	446
6:15PM	4	2	0	0	6	0	3	3	3	0	9	0	2	199	4	0	205	0	1	179	19	0	199	0	419
6:30PM	4	2	0	0	6	1	1	1	1	0	3	0	1	167	0	0	168	0	4	197	14	0	215	0	392
6:45PM	12	0	2	0	14	0	1	1	4	0	6	3	3	160	1	0	164	0	5	198	11	0	214	0	398
Hourly Total	30	5	4	0	39	1	7	7	11	0	25	5	11	705	8	0	724	0	12	796	59	0	867	0	1655
7:00PM	4	1	2	0	7	1	1	2	2	0	5	0	3	128	3	0	134	0	7	155	18	0	180	0	326
7:15PM	6	2	0	0	8	0	3	1	2	0	6	0	0	147	1	0	148	0	1	158	6	0	165	0	327
7:30PM	4	1	1	0	6	1	0	1	1	0	2	0	1	140	5	0	146	0	0	186	12	0	198	0	352
7:45PM	3	0	0	0	3	1	0	1	3	0	4	0	1	123	1	0	125	0	1	171	11	0	183	0	315
Hourly Total	17	4	3	0	24	3	4	5	8	0	17	0	5	538	10	0	553	0	9	670	47	0	726	0	1320
8:00PM	6	0	0	0	6	0	0	1	2	0	3	0	2	93	1	0	96	0	2	143	8	0	153	0	258
8:15PM	0	0	0	0	0	0	0	2	4	0	6	0	5	97	3	0	105	0	2	155	8	0	165	0	276
8:30PM	1	3	1	0	5	0	0	2	2	0	4	3	0	125	0	0	125	0	1	141	10	0	152	0	286
8:45PM	1	0	1	0	2	3	0	0	1	0	1	0	1	106	1	0	108	0	4	122	15	0	141	0	252
Hourly Total	8	3	2	0	13	3	0	5	9	0	14	3	8	421	5	0	434	0	9	561	41	0	611	0	1072
9:00PM	3	1	0	0	4	0	0	0	0	0	0	0	1	82	1	0	84	0	0	119	14	0	133	0	221
9:15PM	1	0	2	0	3	0	1	0	0	0	1	0	2	69	2	0	73	0	0	131	6	0	137	0	214
9:30PM	4	2	1	0	7	0	0	0	3	0	3	0	1	69	2	0	72	0	1	103	6	1	111	0	193
9:45PM	4	0	0	0	4	0	0	1	3	0	4	0	1	64	0	0	65	0	1	126	3	0	130	0	203
Hourly Total	12	3	3	0	18	0	1	1	6	0	8	0	5	284	5	0	294	0	2	479	29	1	511	0	831
10:00PM	1	2	0	0	3	0	0	0	0	0	0	0	1	60	2	0	63	0	0	92	4	0	96	0	162
10:15PM	2	0	1	0	3	1	0	0	0	0	0	0	0	62	0	0	62	0	1	125	7	0	133	0	198
10:30PM	1	0	0	0	1	0	3	3	0	0	6	0	1	48	1	0	50	0	1	105	5	0	111	0	168
10:45PM	0	0	1	0	1	0	1	0	3	0	4	0	1	43	3	0	47	0	0	74	5	0	79	0	131
Hourly Total	4	2	2	0	8	1	4	3	3	0	10	0	3	213	6	0	222	0	2	396	21	0	419	0	659
2025-09-20																									
2:00PM	6	0	0	0	6	0	1	0	2	0	3	0	5	143	3	0	151	0	0	186	12	0	198	0	358
2:15PM	9	1	1	0	11	0	2	0	1	0	3	0	1	207	4	0	212	0	0	185	20	0	205	0	431
2:30PM	4	2	4	0	10	2	0	2	2	0	4	3	1	170	1	0	172	0	0	215	13	0	228	0	414
2:45PM	8	0	1	0	9	2	2	0	3	0	5	0	0	181	5	0	186	0	5	174	9	0	188	0	388
Hourly Total	27	3	6	0	36	4	5	2	8	0	15	3	7	701	13	0	721	0	5	760	54	0	819	0	1591
3:00PM	10	1	4	0	15	1	0	1	5	0	6	1	1	157	3	0	161	0	5	199	15	0	219	0	401
3:15PM	7	1	2	0	10	0	3	3	7	0	13	2	2	162	2	0	166	0	2	211	8	0	221	0	410
3:30PM	8	2	0	0	10	0	2	1	4	0	7	0	1	196	3	0	200	0	4	223	18	0	245	0	462
3:45PM	7	1	5	0	13	0	1	1	1	0	3	0	4	175	2	0	181	0	3	210	8	0	221	0	418
Hourly Total	32	5	11	0	48	1	6	6	17	0	29	3	8	690	10	0	708	0	14	843	49	0	906	0	1691
Total	130	25	31	0	186	13	27	29	62	0	118	14	47	3552	57	0	3656	0	53	4505	300	1	4859	0	8819
% Approach	69.9%	13.4%	16.7%	0%	-	-	22.9%	24.6%	52.5%	0%	-	-	1.3%	97.2%	1.6%	0%	-	-	1.1%	92.7%	6.2%	0%	-	-	-
% Total	1.5%	0.3%	0.4%	0%	2.1%	-	0.3%	0.3%	0.7%	0%	1.3%	-	0.5%	40.3%	0.6%	0%	41.5%	-	0.6%	51.1%	3.4%	0%	55.1%	-	-
Lights	130	24	30	0	184	-	27	27	62	0	116	-	46	3494	56	0	3596	-	53	4436	298	1	4788	-	8684
% Lights	100%	96.0%	96.8%	0%	98.9%	-	100%	93.1%	100%	0%	98.3%	-	97.9%	98.4%	98.2%	0%	98.4%	-	100%	98.5%	99.3%	100%	98.5%	-	98.5%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	1	30	1	0	32	-	0	43	1	0	44	-	76
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	2.1%	0.8%	1.8%	0%	0.9%	-	0%	1.0%	0.3%	0%	0.9%	-	0.9%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	9	0	0	9	-	0	15	0	0	15	-	24
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.3%	-	0.3%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	19	0	0	19	-	0	10	0	0	10	-	29
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0.2%	0%	0%	0.2%	-	0.3%
Bicycles on Road	0	1	1	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	0	1	1	0	2	-	6

Leg Direction	Wyoming Avenue Eastbound							Cleary Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
% Bicycles on Road	0%	4.0%	3.2%	0%	1.1%	-		0%	6.9%	0%	0%	1.7%	-		0%	0%	0%	0%	0%	-		0%	0%	0.3%	0%	0%	-	0.1%	
Pedestrians	-	-	-	-	-	13		-	-	-	-	-	14		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-	-	

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

DRAFT

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Sep 19, 2025

Full Length (6 PM-11 PM, 2 PM-4 PM)

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

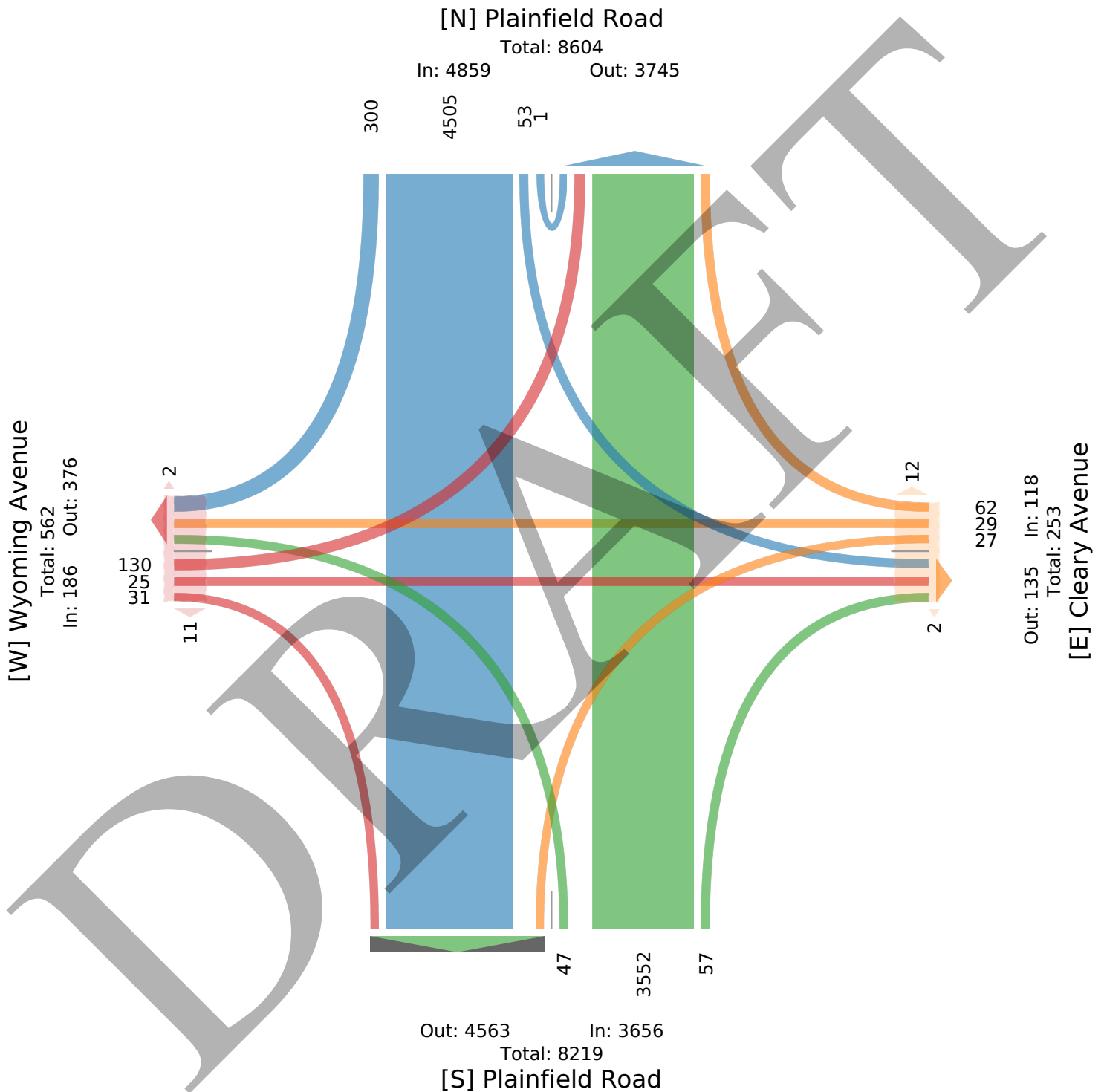
All Movements

ID: 1335569, Location: 41.549954, -88.118435



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

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



Wyoming Avenue with Plainfield Road TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM)

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

All Movements

ID: 1335569, Location: 41.549954, -88.118435



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

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

Leg Direction	Wyoming Avenue Eastbound							Cleary Avenue Westbound							Plainfield Road Northbound							Plainfield Road Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2025-09-19 6:00PM	10	1	2	0	13	0		2	2	3	0	7	2		5	179	3	0	187	0		2	222	15	0	239	0		446
6:15PM	4	2	0	0	6	0		3	3	3	0	9	0		2	199	4	0	205	0		1	179	19	0	199	0		419
6:30PM	4	2	0	0	6	1		1	1	1	0	3	0		1	167	0	0	168	0		4	197	14	0	215	0		392
6:45PM	12	0	2	0	14	0		1	1	4	0	6	3		3	160	1	0	164	0		5	198	11	0	214	0		398
Total	30	5	4	0	39	1		7	7	11	0	25	5		11	705	8	0	724	0		12	796	59	0	867	0		1655
% Approach	76.9%	12.8%	10.3%	0%	-	-		28.0%	28.0%	44.0%	0%	-	-		1.5%	97.4%	1.1%	0%	-	-		1.4%	91.8%	6.8%	0%	-	-	-	-
% Total	1.8%	0.3%	0.2%	0%	2.4%	-		0.4%	0.4%	0.7%	0%	1.5%	-		0.7%	42.6%	0.5%	0%	43.7%	-		0.7%	48.1%	3.6%	0%	52.4%	-	-	-
PHF	0.625	0.625	0.500	-	0.696	-		0.583	0.625	0.688	-	0.821	-		0.550	0.886	0.500	-	0.883	-		0.600	0.896	0.806	-	0.906	-	0.926	-
Lights	30	5	4	0	39	-		7	5	11	0	23	-		11	697	7	0	715	-		12	784	58	0	854	-	1631	-
% Lights	100%	100%	100%	0%	100%	-		100%	71.4%	100%	0%	92.0%	-		100%	98.9%	87.5%	0%	98.8%	-		100%	98.5%	98.3%	0%	98.5%	-	98.5%	-
Single-Unit Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	2	1	0	3	-		0	7	0	0	7	-	10	-
% Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.3%	12.5%	0%	0.4%	-		0%	0.9%	0%	0%	0.8%	-	0.6%	-
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	3	0	0	3	-		0	3	0	0	3	-	6	-
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.4%	0%	0%	0.4%	-		0%	0.4%	0%	0%	0.3%	-	0.4%	-
Buses	0	0	0	0	0	-		0	0	0	0	0	-		0	3	0	0	3	-		0	2	0	0	2	-	5	-
% Buses	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.4%	0%	0%	0.4%	-		0%	0.3%	0%	0%	0.2%	-	0.3%	-
Bicycles on Road	0	0	0	0	0	-		0	2	0	0	2	-		0	0	0	0	0	-		0	0	1	0	1	-	3	-
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	28.6%	0%	0%	8.0%	-		0%	0%	0%	0%	0%	-		0%	0%	1.7%	0%	0.1%	-	0.2%	-
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	5		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-	-	

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

Wyoming Avenue with Plainfield Road TMC - TMC

Fri Sep 19, 2025

PM Peak (Sep 19 2025 6PM - 7 PM)

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

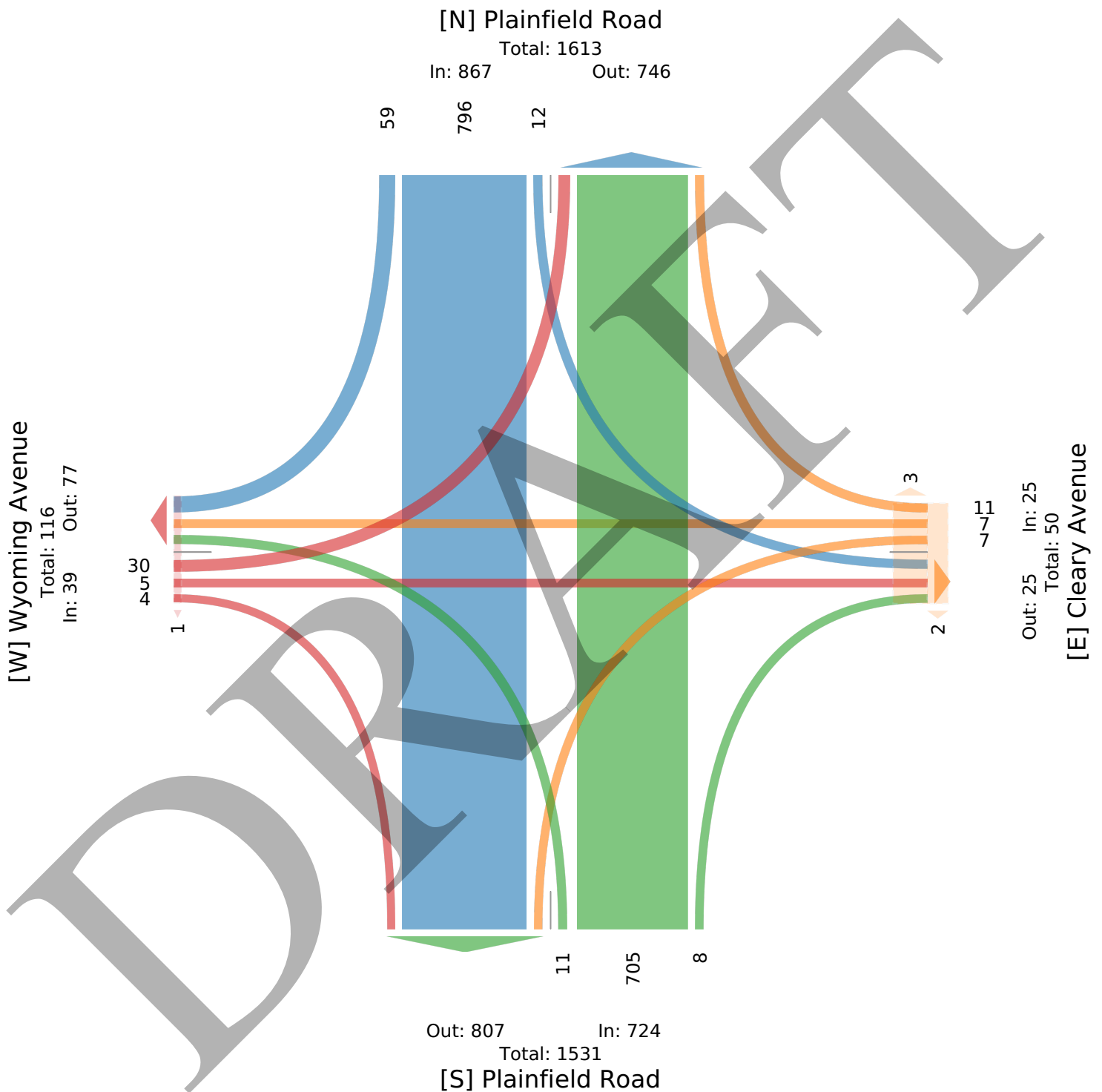
All Movements

ID: 1335569, Location: 41.549954, -88.118435



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

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



Wyoming Avenue with Plainfield Road TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

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

All Movements

ID: 1335569, Location: 41.549954, -88.118435



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

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Rosemont, IL, 60018, US

Leg Direction	Wyoming Avenue Eastbound						Cleary Avenue Westbound						Plainfield Road Northbound						Plainfield Road Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-20 3:00PM	10	1	4	0	15	1	0	1	5	0	6	1	1	157	3	0	161	0	5	199	15	0	219	0	401
3:15PM	7	1	2	0	10	0	3	3	7	0	13	2	2	162	2	0	166	0	2	211	8	0	221	0	410
3:30PM	8	2	0	0	10	0	2	1	4	0	7	0	1	196	3	0	200	0	4	223	18	0	245	0	462
3:45PM	7	1	5	0	13	0	1	1	1	0	3	0	4	175	2	0	181	0	3	210	8	0	221	0	418
Total	32	5	11	0	48	1	6	6	17	0	29	3	8	690	10	0	708	0	14	843	49	0	906	0	1691
% Approach	66.7%	10.4%	22.9%	0%	-	-	20.7%	20.7%	58.6%	0%	-	-	1.1%	97.5%	1.4%	0%	-	-	1.5%	93.0%	5.4%	0%	-	-	-
% Total	1.9%	0.3%	0.7%	0%	2.8%	-	0.4%	0.4%	1.0%	0%	1.7%	-	0.5%	40.8%	0.6%	0%	41.9%	-	0.8%	49.9%	2.9%	0%	53.6%	-	-
PHF	0.800	0.625	0.550	-	0.800	-	0.500	0.500	0.607	-	0.558	-	0.500	0.880	0.833	-	0.885	-	0.700	0.944	0.681	-	0.923	-	0.915
Lights	32	5	11	0	48	-	6	6	17	0	29	-	8	682	10	0	700	-	14	831	48	0	893	-	1670
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	98.8%	100%	0%	98.9%	-	100%	98.6%	98.0%	0%	98.6%	-	98.8%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	5	0	0	5	-	0	6	1	0	7	-	12
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.7%	-	0%	0.7%	2.0%	0%	0.8%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	3	0	0	3	-	4
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.4%	0%	0%	0.3%	-	0.2%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	2	0	0	2	-	4
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0.2%	0%	0%	0.2%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	

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

Wyoming Avenue with Plainfield Road TMC - TMC

Sat Sep 20, 2025

PM Peak (WKND) (Sep 20 2025 3PM - 4 PM) - Overall Peak Hour

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

All Movements

ID: 1335569, Location: 41.549954, -88.118435



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

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

[N] Plainfield Road

Total: 1645

In: 906

Out: 739

49

843

14

[W] Wyoming Avenue

Total: 111

In: 48 Out: 63

32
5
11

1

17
00

Out: 29 In: 29

Total: 58

[E] Cleary Avenue

Out: 860

In: 708

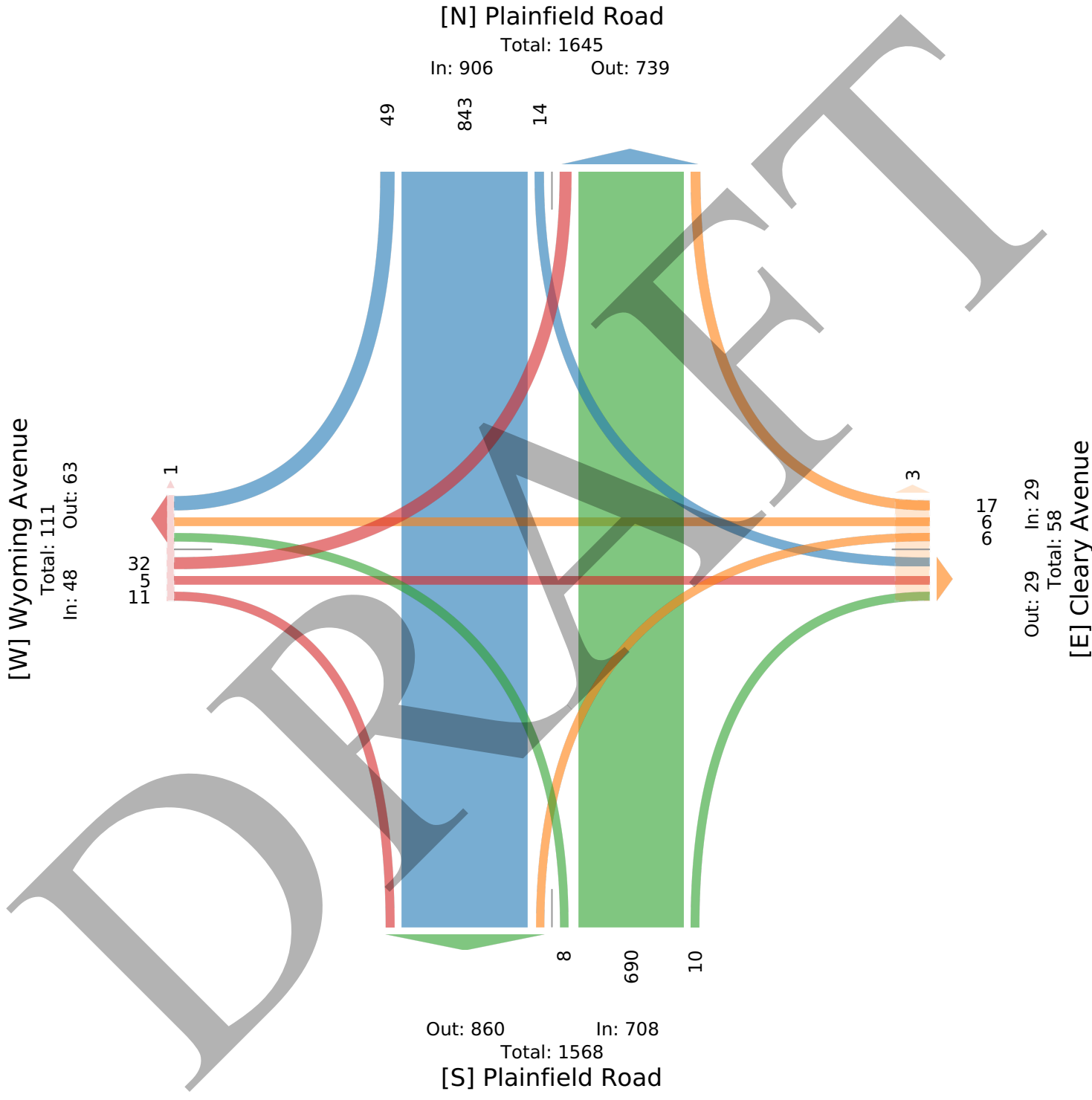
Total: 1568

[S] Plainfield Road

8

690

10



DRAFT

Site Plan

S:\Darien\Joliet Catholic Academy\240055_Athletic Complex Improvements\01\11 Drawings\02 CD\240055 C2.00 OVERALL SITE PLAN.dwg sspikes Oct 03, 2025 3:21:09 pm

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LARKIN AVENUE

LARKIN AVENUE

WINTHROP

WESTMINSTER

INGALLS AVENUE

ALAN

KINGS

PLAZA DRIVE

WESTSHIRE DRIVE

INGALLS AVENUE

WYOMING AVENUE

TEXAS AVENUE

MASSACHUSETTS AVENUE

WYOMING AVENUE

PLAINFIELD ROAD
US ROUTE 30

COLORADO AVENUE

PENNSYLVANIA AVENUE

VARSITY BASEBALL

PICKLEBALL COURTS

VARSITY SOFTBALL

MULTI-PURPOSE FIELD

8 LANE TRACK

TENNIS COURTS

VOLLEYBALL

MULTI-SPORT SYNTHETIC
TURF FIELD

PARKING SUMMARY

	SPOTS	ADA	PARALLEL	TOTAL
EXISTING	456	8	71	535
PROPOSED	383	15	0	398
SUM	839	23	71	933

KEY PLAN



Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

PUD SUBMITTAL 06/XX/2025

REV DESCRIPTION DATE

JOLIET CATHOLIC
ATHLETIC COMPLEX
IMPROVEMENTS

1200 N LARKIN AVE
JOLIET, IL 60435

SITE PLAN – OVERALL

Project Number:
240055

Drawn By:
SS

Sheet:
C2.00

1" = 100'
0' 50' 100' 200'

NORTH

Level of Service Table

LEVEL OF SERVICE CRITERIA

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

Capacity Analysis Summary Sheets
Friday Evening Peak Hour – Existing Conditions

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	37	177	71	23	185	122	112	590	9	47	455	25
Future Volume (vph)	37	177	71	23	185	122	112	590	9	47	455	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.957			0.940			0.998			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1798	0	1805	1786	0	1805	3561	0	1805	3548	0
Flt Permitted	0.228			0.413			0.403			0.378		
Satd. Flow (perm)	433	1798	0	783	1786	0	766	3561	0	718	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			26			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	266	0	25	330	0	120	644	0	51	516	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	11.0	46.0		11.0	46.0		13.0	60.0		13.0	60.0	
Total Split (%)	8.5%	35.4%		8.5%	35.4%		10.0%	46.2%		10.0%	46.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	39.1	31.5		36.9	28.8		81.6	71.2		76.8	67.3	
Actuated g/C Ratio	0.30	0.24		0.28	0.22		0.63	0.55		0.59	0.52	

Friday - Existing Traffic 11:46 am 06/23/2025 6:00 - 7:00 P.M.

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.19	0.59		0.09	0.80		0.22	0.33		0.11	0.28	
Control Delay (s/veh)	26.0	42.5		27.2	57.7		12.5	19.4		12.6	20.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.0	42.5		27.2	57.7		12.5	19.4		12.6	20.4	
LOS	C	D		C	E		B	B		B	C	
Approach Delay (s/veh)		40.4			55.5			18.3			19.7	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	17	189		14	246		39	161		16	127	
Queue Length 95th (ft)	m36	262		31	325		82	253		41	208	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	216	564		285	567		566	1951		517	1856	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.47		0.09	0.58		0.21	0.33		0.10	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 28.7

Intersection LOS: C

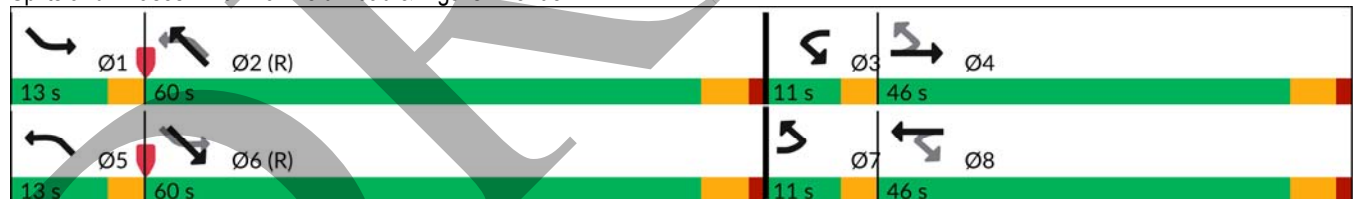
Intersection Capacity Utilization 57.1%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue



Lanes, Volumes, Timings
6: Larkin Avenue & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	124	80	84	116	66	93	912	91	88	878	67
Future Volume (vph)	75	124	80	84	116	66	93	912	91	88	878	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				1.00		1.00	1.00			1.00	
Frt		0.941			0.946			0.986			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1781	0	1719	1782	0	1805	3448	0	1805	3400	0
Flt Permitted	0.478			0.366			0.207			0.187		
Satd. Flow (perm)	898	1781	0	662	1782	0	393	3448	0	355	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			21			10			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		964			1966			358			868	
Travel Time (s)		21.9			44.7			8.1			19.7	
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	5%	0%	1%	0%	3%	1%	0%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	217	0	89	193	0	99	1067	0	94	1005	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	34.0		9.5	34.0		9.5	35.0		9.5	35.0	
Total Split (s)	14.0	34.0		17.0	37.0		18.0	61.0		18.0	61.0	
Total Split (%)	10.8%	26.2%		13.1%	28.5%		13.8%	46.9%		13.8%	46.9%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	34.4	22.7		36.6	23.8		80.7	69.8		80.3	69.7	
Actuated g/C Ratio	0.26	0.17		0.28	0.18		0.62	0.54		0.62	0.54	

Friday - Existing Traffic 11:46 am 06/23/2025 6:00 - 7:00 P.M.

Synchro 12 Report
Page 3

Lanes, Volumes, Timings
6: Larkin Avenue & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.27	0.66		0.33	0.56		0.30	0.57		0.30	0.55	
Control Delay (s/veh)	33.7	53.9		35.1	49.8		12.4	22.9		12.6	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.7	53.9		35.1	49.8		12.4	22.9		12.6	22.6	
LOS	C	D		D	D		B	C		B	C	
Approach Delay (s/veh)		48.5			45.2			22.0			21.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	49	154		69	150		30	305		28	284	
Queue Length 95th (ft)	81	231		m108	222		62	443		59	413	
Internal Link Dist (ft)		884			1886			278			788	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	318	401		307	440		411	1856		390	1825	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.54		0.29	0.44		0.24	0.57		0.24	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 127 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 27.0

Intersection LOS: C

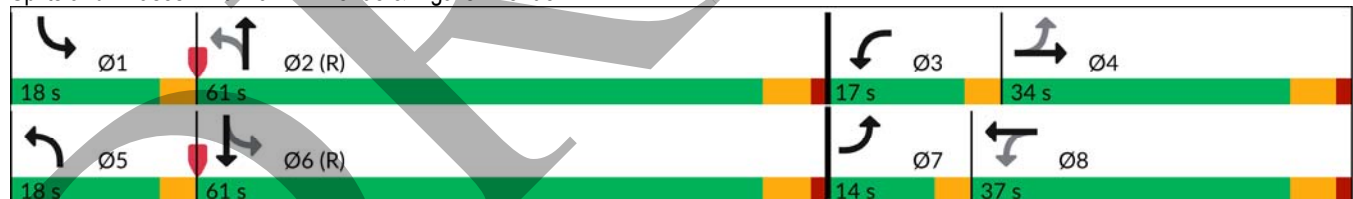
Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



Intersection

Int Delay, s/veh 1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Vol, veh/h	8	713	69	11	644	8	24	3	6	6	4	7
Future Vol, veh/h	8	713	69	11	644	8	24	3	6	6	4	7
Conflicting Peds, #/hr	3	0	1	1	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	784	76	12	708	9	26	3	7	7	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	719	0	0	860	0	0	1220	1584	431	1150	1617	361
Stage 1	-	-	-	-	-	-	840	840	-	739	739	-
Stage 2	-	-	-	-	-	-	380	744	-	411	878	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1101	-	-	790	-	-	*212	136	578	244	129	*904
Stage 1	-	-	-	-	-	-	*330	384	-	593	570	-
Stage 2	-	-	-	-	-	-	*853	567	-	594	369	-
Platoon blocked, %	0	-	-	-	-	-	0	0	-	0	0	0
Mov Cap-1 Maneuver	1098	-	-	789	-	-	*197	132	578	228	125	*902
Mov Cap-2 Maneuver	-	-	-	-	-	-	*197	132	-	228	125	-
Stage 1	-	-	-	-	-	-	*326	379	-	580	557	-
Stage 2	-	-	-	-	-	-	*823	554	-	576	364	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	0.16	0.33	24.09	19.56
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	197	272	59	-	-	32	-	-	228	276
HCM Lane V/C Ratio	0.134	0.036	0.015	-	-	0.008	-	-	0.029	0.044
HCM Ctrl Dly (s/v)	26.1	18.8	9.6	0.2	-	8.3	0.1	-	21.3	18.6
HCM Lane LOS	D	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	0.5	0.1	0	-	-	0	-	-	0.1	0.1

Notes

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

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	269	241	18	63	31
Future Vol, veh/h	20	269	241	18	63	31
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	22	292	262	20	68	34

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	283	0	609
Stage 1	-	-	273
Stage 2	-	-	336
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1308	-	844
Stage 1	-	-	815
Stage 2	-	-	762
Platoon blocked, %	0	-	0
Mov Cap-1 Maneuver	1307	-	843
Mov Cap-2 Maneuver	-	-	573
Stage 1	-	-	801
Stage 2	-	-	761

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.54	0	11.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1307	-	-	-	573	843
HCM Lane V/C Ratio	0.017	-	-	-	0.12	0.04
HCM Ctrl Dly (s/v)	7.8	-	-	-	12.1	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

Capacity Analysis Summary Sheets
Saturday Midday Peak Hour – Existing Conditions

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	27	168	63	31	158	120	82	556	6	39	472	22
Future Volume (vph)	27	168	63	31	158	120	82	556	6	39	472	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	0.99			1.00				
Frt		0.959			0.935			0.998			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1800	0	1805	1756	0	1787	3525	0	1805	3535	0
Flt Permitted	0.269			0.369			0.421			0.414		
Satd. Flow (perm)	511	1800	0	700	1756	0	792	3525	0	787	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			29			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	2%	0%	0%	1%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	241	0	32	290	0	85	585	0	41	515	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	45.5		9.5	45.5	
Total Split (s)	13.0	41.0		13.0	41.0		14.0	62.0		14.0	62.0	
Total Split (%)	10.0%	31.5%		10.0%	31.5%		10.8%	47.7%		10.8%	47.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	32.9	25.8		33.1	25.9		86.3	77.1		83.2	74.0	
Actuated g/C Ratio	0.25	0.20		0.25	0.20		0.66	0.59		0.64	0.57	

Saturday - Existing Traffic 1:32 pm 06/23/2025 2:00 - 3:00 P.M.

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.14	0.66		0.13	0.78		0.15	0.28		0.07	0.26	
Control Delay (s/veh)	26.9	47.5		31.3	58.3		10.2	15.9		10.4	16.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	26.9	47.5		31.3	58.3		10.2	15.9		10.4	16.6	
LOS	C	D		C	E		B	B		B	B	
Approach Delay (s/veh)		45.3			55.6			15.1			16.1	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	16	184		19	212		25	133		12	116	
Queue Length 95th (ft)	m34	242		40	289		57	211		32	188	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	228	494		264	493		614	2089		607	2015	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.49		0.12	0.59		0.14	0.28		0.07	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 27.1

Intersection LOS: C

Intersection Capacity Utilization 54.6%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue

	Ø1		Ø2 (R)		Ø3		Ø4
14 s		62 s		13 s		41 s	
	Ø5		Ø6 (R)		Ø7		Ø8
14 s		62 s		13 s		41 s	

Lanes, Volumes, Timings
6: Larkin Avenue & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	112	86	67	106	95	81	919	78	108	892	78
Future Volume (vph)	86	112	86	67	106	95	81	919	78	108	892	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	1.00			1.00	
Frt		0.935			0.929			0.988			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1767	0	1805	1741	0	1805	3486	0	1805	3480	0
Flt Permitted	0.360			0.475			0.195			0.179		
Satd. Flow (perm)	668	1767	0	902	1741	0	370	3486	0	340	3480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			34			8			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		964			1966			358			868	
Travel Time (s)		21.9			44.7			8.1			19.7	
Confl. Peds. (#/hr)	4					4	2		2	2		2
Confl. Bikes (#/hr)						1			1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	0%	2%	1%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	212	0	72	216	0	87	1072	0	116	1043	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	35.0		9.5	35.0	
Total Split (s)	16.0	41.0		16.0	41.0		14.0	59.0		14.0	59.0	
Total Split (%)	12.3%	31.5%		12.3%	31.5%		10.8%	45.4%		10.8%	45.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	37.0	25.7		34.4	22.7		79.7	69.2		81.4	70.1	
Actuated g/C Ratio	0.28	0.20		0.26	0.17		0.61	0.53		0.63	0.54	

Saturday - Existing Traffic 1:32 pm 06/23/2025 2:00 - 3:00 P.M.

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

6: Larkin Avenue & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.57		0.24	0.65		0.28	0.58		0.37	0.56	
Control Delay (s/veh)	34.9	46.6		21.5	38.6		12.4	23.5		13.6	22.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	34.9	46.6		21.5	38.6		12.4	23.5		13.6	22.5	
LOS	C	D		C	D		B	C		B	C	
Approach Delay (s/veh)		43.1			34.3			22.7			21.6	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	57	143		37	157		26	307		35	291	
Queue Length 95th (ft)	91	214		m43	224		57	458		72	433	
Internal Link Dist (ft)		884			1886			278			788	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	301	496		345	493		349	1859		338	1879	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.43		0.21	0.44		0.25	0.58		0.34	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 25.5

Intersection LOS: C

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



Intersection

Int Delay, s/veh 0.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4T			4T		7	7		7	7	
Traffic Vol, veh/h	9	640	54	6	615	7	17	6	4	2	6	13
Future Vol, veh/h	9	640	54	6	615	7	17	6	4	2	6	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	9	660	56	6	634	7	18	6	4	2	6	13

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	641	0	0	717	0	0	1042	1362	360	1002	1386	322
Stage 1	-	-	-	-	-	-	708	708	-	650	650	-
Stage 2	-	-	-	-	-	-	333	654	-	352	736	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1163	-	-	893	-	-	*288	191	643	311	184	*921
Stage 1	-	-	-	-	-	-	*396	441	-	651	614	-
Stage 2	-	-	-	-	-	-	*868	612	-	644	428	-
Platoon blocked, %	0	-	-	-	-	-	0	0	-	0	0	0
Mov Cap-1 Maneuver	1163	-	-	891	-	-	*268	187	641	294	180	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*268	187	-	294	180	-
Stage 1	-	-	-	-	-	-	*391	435	-	646	609	-
Stage 2	-	-	-	-	-	-	*839	606	-	624	423	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.18	0.16	19.36	14.74
HCM LOS			C	B

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	268	261	34	-	-	42	-	-	294	400
HCM Lane V/C Ratio	0.065	0.04	0.007	-	-	0.008	-	-	0.007	0.049
HCM Control Delay (s/veh)	19.4	19.4	9.1	0.1	-	8.1	0.1	-	17.3	14.5
HCM Lane LOS	C	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0	0.2

Notes

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

HCM 7th TWSC
12: Ingalls Avenue & Wyoming Avenue

07/08/2025

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	258	236	24	44	27
Future Vol, veh/h	16	258	236	24	44	27
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	18	297	271	28	51	31

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	300	0	0 619 286
Stage 1	-	-	- 286 -
Stage 2	-	-	- 333 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1283	-	- 499 817
Stage 1	-	-	- 797 -
Stage 2	-	-	- 759 -
Platoon blocked, %	0	-	- 0 0
Mov Cap-1 Maneuver	1282	-	- 491 816
Mov Cap-2 Maneuver	-	-	- 576 -
Stage 1	-	-	- 785 -
Stage 2	-	-	- 759 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.46	0	10.99
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1282	-	-	-	576	816
HCM Lane V/C Ratio	0.014	-	-	-	0.088	0.038
HCM Control Delay (s/veh)	7.8	-	-	-	11.8	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1

Capacity Analysis Summary Sheets
Friday Evening Peak Hour – Projected Conditions

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	47	197	96	23	265	122	112	605	9	207	505	25
Future Volume (vph)	47	197	96	23	265	122	112	605	9	207	505	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00								
Frt		0.951			0.953			0.998			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1786	0	1805	1811	0	1805	3561	0	1805	3551	0
Flt Permitted	0.178			0.395			0.397			0.305		
Satd. Flow (perm)	338	1786	0	749	1811	0	754	3561	0	580	3551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			18			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	315	0	25	416	0	120	661	0	223	570	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	11.0	46.0		11.0	46.0		13.0	60.0		13.0	60.0	
Total Split (%)	8.5%	35.4%		8.5%	35.4%		10.0%	46.2%		10.0%	46.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	46.1	38.1		42.8	34.8		69.7	58.3		74.8	61.0	
Actuated g/C Ratio	0.35	0.29		0.33	0.27		0.54	0.45		0.58	0.47	

Friday - Total Traffic 3:49 pm 07/07/2025 6:00 - 7:00 P.M.

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.24	0.59		0.08	0.84		0.25	0.41		0.50	0.34	
Control Delay (s/veh)	23.6	37.8		23.0	57.4		16.1	27.5		20.3	24.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	23.6	37.8		23.0	57.4		16.1	27.5		20.3	24.6	
LOS	C	D		C	E		B	C		C	C	
Approach Delay (s/veh)		35.8			55.5			25.8			23.4	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	24	188		13	316		45	207		90	162	
Queue Length 95th (ft)	m27	m250		28	410		91	284		162	239	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	215	585		311	578		489	1670		446	1714	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.54		0.08	0.72		0.25	0.40		0.50	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 32.0

Intersection LOS: C

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue

	Ø1		Ø2 (R)		Ø3		Ø4
13 s		60 s		11 s		46 s	
	Ø5		Ø6 (R)		Ø7		Ø8
13 s		60 s		11 s		46 s	

Lanes, Volumes, Timings
6: Larkin Avenue & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	204	80	151	136	141	93	912	301	318	878	67
Future Volume (vph)	75	204	80	151	136	141	93	912	301	318	878	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99		1.00	0.99			1.00	
Frt		0.958			0.924			0.963			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1815	0	1719	1735	0	1805	3367	0	1805	3400	0
Flt Permitted	0.313			0.239			0.260			0.071		
Satd. Flow (perm)	588	1815	0	432	1735	0	494	3367	0	135	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			36			40			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1293			1966			901			1337	
Travel Time (s)		29.4			44.7			20.5			30.4	
Confl. Peds. (#/hr)	1					1	1					1
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	5%	0%	1%	0%	3%	1%	0%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	302	0	161	295	0	99	1290	0	338	1005	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	33.0		9.5	33.0		9.5	35.0		9.5	35.0	
Total Split (s)	12.0	33.0		12.0	33.0		12.0	56.0		29.0	73.0	
Total Split (%)	9.2%	25.4%		9.2%	25.4%		9.2%	43.1%		22.3%	56.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	36.4	25.8		37.6	28.3		64.1	53.8		82.7	68.9	
Actuated g/C Ratio	0.28	0.20		0.29	0.22		0.49	0.41		0.64	0.53	

Friday - Total Traffic 3:49 pm 07/07/2025 6:00 - 7:00 P.M.

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

6: Larkin Avenue & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.81		0.77	0.73		0.31	0.91		0.89	0.56	
Control Delay (s/veh)	36.0	65.0		56.0	49.7		14.0	46.0		61.8	22.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.0	65.0		56.0	49.7		14.0	46.0		61.8	22.0	
LOS	D	E		E	D		B	D		E	C	
Approach Delay (s/veh)		58.9			51.9			43.8			32.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	48	232		109	220		31	546		220	293	
Queue Length 95th (ft)	88	#363		m#163	#339		54	#710		#370	358	
Internal Link Dist (ft)		1213			1886			821			1257	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	245	388		209	406		332	1417		413	1805	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.78		0.77	0.73		0.30	0.91		0.82	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 127 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 42.0

Intersection LOS: D

Intersection Capacity Utilization 93.1%

ICU Level of Service F

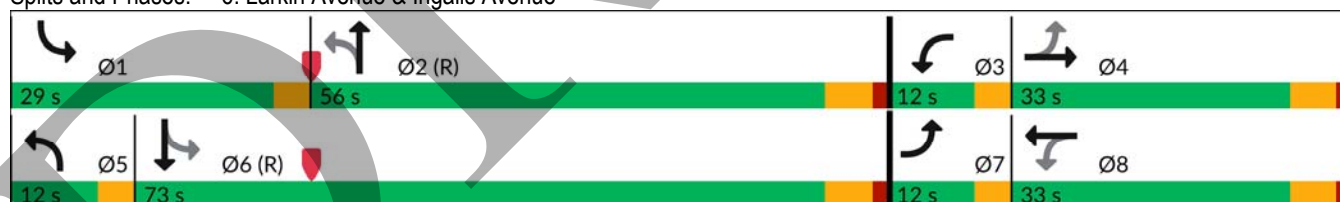
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



Intersection

Int Delay, s/veh 3.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Vol, veh/h	8	713	299	61	664	8	44	3	16	6	4	7
Future Vol, veh/h	8	713	299	61	664	8	44	3	16	6	4	7
Conflicting Peds, #/hr	3	0	1	1	0	3	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	784	329	67	730	9	48	3	18	7	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	741	0	0	1113	0	0	1467	1842	557	1282	2002	372
Stage 1	-	-	-	-	-	-	966	966	-	871	871	-
Stage 2	-	-	-	-	-	-	501	876	-	411	1131	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1077	-	-	635	-	-	*129	88	479	187	67	*904
Stage 1	-	-	-	-	-	-	*277	335	-	479	485	-
Stage 2	-	-	-	-	-	-	*853	483	-	594	281	-
Platoon blocked, %	0	-	-	-	-	-	0	0	-	0	0	0
Mov Cap-1 Maneuver	1074	-	-	634	-	-	*102	75	478	148	57	*902
Mov Cap-2 Maneuver	-	-	-	-	-	-	*102	75	-	148	57	-
Stage 1	-	-	-	-	-	-	*273	331	-	414	420	-
Stage 2	-	-	-	-	-	-	*725	417	-	560	277	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	0.14	2.1	54.08	31.88
HCM LOS			F	D

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2
Capacity (veh/h)	102	260	295	-	-	20	-	-	148	142
HCM Lane V/C Ratio	0.474	0.08	0.106	-	-	0.008	-	-	0.044	0.085
HCM Ctrl Dly (s/v)	68.8	20.1	11.3	1.3	-	8.4	0.1	-	30.4	32.7
HCM Lane LOS	F	C	B	A	-	A	A	-	D	D
HCM 95th %tile Q(veh)	2.1	0.3	0.4	-	-	0	-	-	0.1	0.3

Notes

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

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	329	441	78	83	181
Future Vol, veh/h	80	329	441	78	83	181
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	87	358	479	85	90	197

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	565	0	0 1054 523
Stage 1	-	-	- 523 -
Stage 2	-	-	- 532 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	992	-	- 232 627
Stage 1	-	-	- 626 -
Stage 2	-	-	- 606 -
Platoon blocked, %	0	-	- 0 0
Mov Cap-1 Maneuver	991	-	- 211 626
Mov Cap-2 Maneuver	-	-	- 364 -
Stage 1	-	-	- 570 -
Stage 2	-	-	- 606 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.76	0	14.85
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	991	-	-	-	364	626
HCM Lane V/C Ratio	0.088	-	-	-	0.248	0.314
HCM Ctrl Dly (s/v)	9	-	-	-	18.1	13.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1	1.3

Capacity Analysis Summary Sheets
Saturday Midday Peak Hour – Projected Conditions

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	152	268	273	31	183	120	82	606	6	79	452	22
Future Volume (vph)	152	268	273	31	183	120	82	606	6	79	452	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	135		0	75		0	185		0	175		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			130			130			140		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		1.00	0.99			1.00				
Frt		0.924			0.941			0.999			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1732	0	1805	1768	0	1787	3529	0	1805	3535	0
Flt Permitted	0.401			0.258			0.374			0.279		
Satd. Flow (perm)	762	1732	0	490	1768	0	704	3529	0	530	3535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			25			1			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1972			1230			2741			735	
Travel Time (s)		44.8			28.0			62.3			16.7	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	2%	0%	0%	1%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	563	0	32	316	0	85	637	0	82	494	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	45.5		9.5	45.5	
Total Split (s)	13.0	41.0		13.0	41.0		14.0	62.0		14.0	62.0	
Total Split (%)	10.0%	31.5%		10.0%	31.5%		10.8%	47.7%		10.8%	47.7%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	64.1	55.1		55.3	46.2		55.6	44.3		55.3	44.2	
Actuated g/C Ratio	0.49	0.42		0.43	0.36		0.43	0.34		0.43	0.34	

Saturday - Total Traffic 4:22 pm 07/07/2025 2:00 - 3:00 P.M.

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

3: Plainfield Road & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
v/c Ratio	0.34	0.74		0.12	0.49		0.23	0.53		0.26	0.41	
Control Delay (s/veh)	19.8	37.1		18.3	33.7		22.2	36.7		22.8	34.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	19.8	37.1		18.3	33.7		22.2	36.7		22.8	34.2	
LOS	B	D		B	C		C	D		C	C	
Approach Delay (s/veh)		33.3			32.2			35.0			32.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	77	427		14	189		41	227		39	166	
Queue Length 95th (ft)	m116	m572		31	290		75	297		72	224	
Internal Link Dist (ft)		1892			1150			2661			655	
Turn Bay Length (ft)	135			75			185			175		
Base Capacity (vph)	472	756		315	644		397	1520		335	1525	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.74		0.10	0.49		0.21	0.42		0.24	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 33.5

Intersection LOS: C

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Plainfield Road & Ingalls Avenue

	Ø1		Ø2 (R)		Ø3		Ø4
14 s		62 s		13 s		41 s	
	Ø5		Ø6 (R)		Ø7		Ø8
14 s		62 s		13 s		41 s	

Lanes, Volumes, Timings
6: Larkin Avenue & Ingalls Avenue

07/08/2025

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	86	137	86	287	266	245	81	919	168	208	892	78
Future Volume (vph)	86	137	86	287	266	245	81	919	168	208	892	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	265		0	175		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	130			130			195			135		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					0.99		1.00	1.00			1.00	
Frt		0.942			0.928			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1779	0	1805	1739	0	1805	3443	0	1805	3480	0
Flt Permitted	0.108			0.433			0.155			0.079		
Satd. Flow (perm)	201	1779	0	823	1739	0	294	3443	0	150	3480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			37			18			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		964			1966			358			868	
Travel Time (s)		21.9			44.7			8.1			19.7	
Confl. Peds. (#/hr)	4					4	2		2	2		2
Confl. Bikes (#/hr)						1			1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	0%	2%	1%	0%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	1	0	0	1	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	239	0	309	549	0	87	1169	0	224	1043	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	41.0		9.5	41.0		9.5	35.0		9.5	35.0	
Total Split (s)	11.0	43.0		15.0	47.0		14.0	51.0		21.0	58.0	
Total Split (%)	8.5%	33.1%		11.5%	36.2%		10.8%	39.2%		16.2%	44.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	46.7	36.8		54.3	41.0		58.4	47.4		68.7	54.1	
Actuated g/C Ratio	0.36	0.28		0.42	0.32		0.45	0.36		0.53	0.42	

Saturday - Total Traffic 4:22 pm 07/07/2025 2:00 - 3:00 P.M.

Synchro 12 Report
Page 3

Lanes, Volumes, Timings
6: Larkin Avenue & Ingalls Avenue

07/08/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.46		0.72	0.96		0.38	0.92		0.82	0.72	
Control Delay (s/veh)	38.0	37.6		35.7	66.9		20.8	52.1		54.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	38.0	37.6		35.7	66.9		20.8	52.1		54.2	35.1	
LOS	D	D		D	E		C	D		D	D	
Approach Delay (s/veh)		37.7			55.7			49.9			38.4	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	47	149		154	435		35	499		129	378	
Queue Length 95th (ft)	84	231		221	#665		64	#656		#242	473	
Internal Link Dist (ft)		884			1886			278			788	
Turn Bay Length (ft)	215			265			175			180		
Base Capacity (vph)	163	523		430	573		258	1267		301	1453	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.46		0.72	0.96		0.34	0.92		0.74	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 46.2

Intersection LOS: D

Intersection Capacity Utilization 92.9%

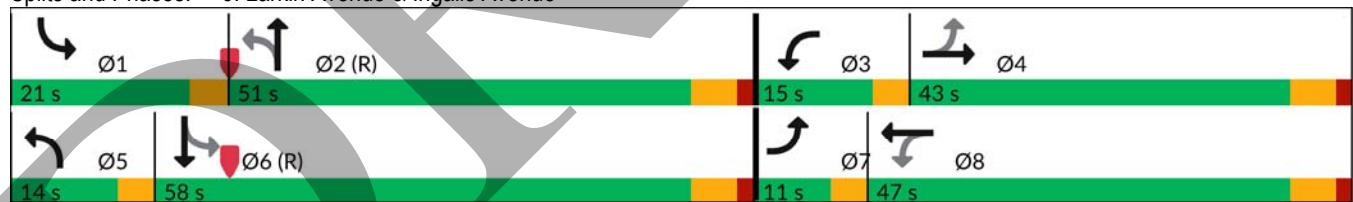
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Larkin Avenue & Ingalls Avenue



Intersection												
Int Delay, s/veh	5.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4T			4T		T	T		T	T	
Traffic Vol, veh/h	9	640	99	6	740	7	167	6	54	2	6	13
Future Vol, veh/h	9	640	99	6	740	7	167	6	54	2	6	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	9	660	102	6	763	7	172	6	56	2	6	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	770	0	0	764	0	0	1129	1514	383	1130	1561	386
Stage 1	-	-	-	-	-	-	731	731	-	779	779	-
Stage 2	-	-	-	-	-	-	398	782	-	352	782	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1071	-	-	858	-	-	*268	157	621	267	145	*888
Stage 1	-	-	-	-	-	-	*384	430	-	584	561	-
Stage 2	-	-	-	-	-	-	*837	558	-	644	408	-
Platoon blocked, %	0	-	-	-	-	-	0	0	-	0	0	0
Mov Cap-1 Maneuver	1071	-	-	856	-	-	*247	154	620	229	142	*887
Mov Cap-2 Maneuver	-	-	-	-	-	-	*247	154	-	229	142	-
Stage 1	-	-	-	-	-	-	*379	425	-	578	556	-
Stage 2	-	-	-	-	-	-	*807	553	-	571	402	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s/v	0.18			0.16			38.62			16.87		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1	SWLn2		
Capacity (veh/h)	247	476	28	-	-	36	-	-	229	334		
HCM Lane V/C Ratio	0.698	0.13	0.007	-	-	0.009	-	-	0.009	0.059		
HCM Control Delay (s/veh)	47.6	13.7	9.2	0.1	-	8.4	0.1	-	20.9	16.4		
HCM Lane LOS	E	B	A	A	-	A	A	-	C	C		
HCM 95th %tile Q(veh)	4.6	0.4	0	-	-	0	-	-	0	0.2		
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 7th TWSC
12: Ingalls Avenue & Wyoming Avenue

07/08/2025

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	458	286	49	179	117
Future Vol, veh/h	46	458	286	49	179	117
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	105	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	53	526	329	56	206	134

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	386	0	990
Stage 1	-	-	358
Stage 2	-	-	632
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1186	-	755
Stage 1	-	-	742
Stage 2	-	-	540
Platoon blocked, %	0	-	0
Mov Cap-1 Maneuver	1185	-	754
Mov Cap-2 Maneuver	-	-	390
Stage 1	-	-	709
Stage 2	-	-	539

Approach	EB	WB	SB
HCM Control Delay, s/v	0.75	0	18.86
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1185	-	-	-	390	754
HCM Lane V/C Ratio	0.045	-	-	-	0.528	0.178
HCM Control Delay (s/veh)	8.2	-	-	-	24.1	10.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3	0.6