

Traffic Impact Study Proposed Industrial Development

Chicago, Illinois



Prepared For:



August 13, 2025

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I. Executive Summary

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a partial redevelopment of the Ford City Mall in Chicago, Illinois with a new industrial development. The objectives of the traffic study are as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish a base condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any street, access, bicycle, and pedestrian modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Vehicle, pedestrian, and bicycle counts were conducted during the weekday morning and weekday evening peak periods at the intersections of Cicero Avenue (Illinois Route 50) with 72nd Street, 73rd Street, State Road, 74th Place, and 76th Street and the intersections of Kostner Avenue with 76th Street, 77th Street, and two Ford City Mall access roads in order to determine the general peak hour of traffic activity during these time periods.

As proposed, the central mall building area will be redeveloped with four industrial buildings totaling approximately 912,931 square feet. Employee parking will be accommodated within surface parking lots throughout the site totaling 848 parking spaces. Employee access to the site will primarily be provided via five proposed access drives on 76th Street which will be realigned along the site frontage as part of the proposed redevelopment. Truck access to the site will be provided exclusively via a proposed access drive on the existing access road that borders the site to the north and provides connection to Kostner Avenue.

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

- Area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic control modifications are required.
- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the development.
- The provision of multiple parking lots and multiple loading bays is necessary as the buildings will have multiple tenants.
- The proposed industrial development will generate significantly less total traffic than the Ford City Mall central building and, as such, will have a reduced impact on area streets.

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a partial redevelopment of the Ford City Mall in Chicago, Illinois with a new industrial development. Ford City Mall is located on the east side of Cicero Avenue between 74th Place and 76th Street. As proposed, the site will be redeveloped with four industrial buildings totaling approximately 912,931 square feet. Employee parking will be accommodated within surface parking lots throughout the site totaling 858 parking spaces. Access to the site will be provided via 76th Street and the existing access road that borders the site to the north.

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

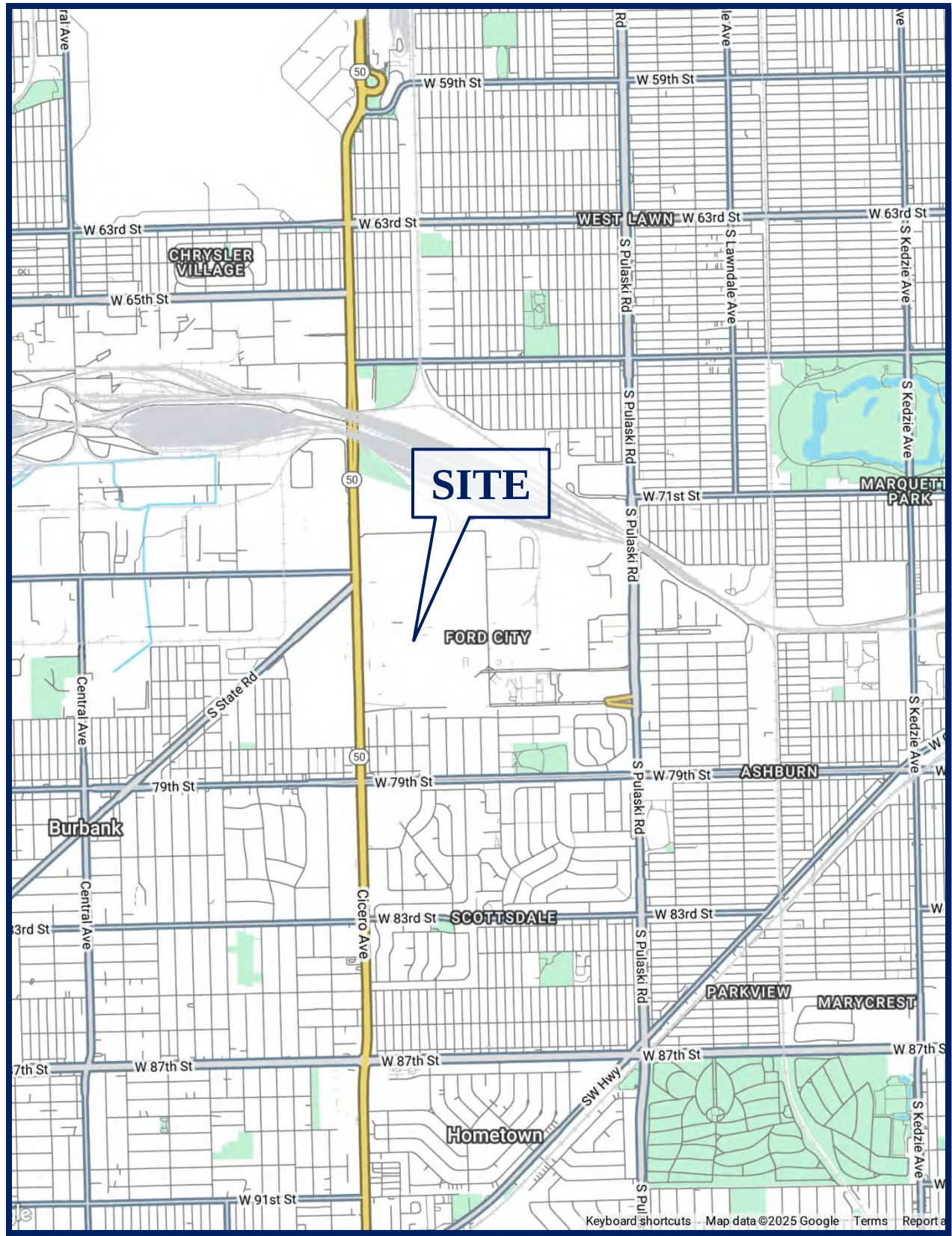
Figure 1 shows the location of the site in relation to the area street system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

1. Existing Traffic Volumes – Analyze the capacity of the existing street system based on existing peak hour traffic volumes in the surrounding area.
2. Year 2031 No-Build Conditions – Analyze the capacity of the existing street system using the no-build traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by other area developments.
3. Year 2031 Projected Conditions – Analyze the capacity of the future street system using the projected traffic volumes that include the no-build traffic volumes and the traffic estimated to be generated by the proposed development.



Site Location

Figure 1

*Proposed Industrial Development
Chicago, Illinois*



Aerial View of Site

Figure 2

2. Existing Conditions

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

Existing Ford City Mall

The Ford City Mall is a multi-building shopping mall with a central enclosed building. The entire development consists of approximately 1.352 million square feet of gross leasable space broken down as follows:

- An approximately 956,000 square-foot central mall building located between 74th Place and 76th Street. The mall is anchored by JC Penny and the vacant Carson Pirie Scott.
- Five outlot buildings along the east side of Cicero Avenue totaling approximately 40,000 square feet. The buildings contain a mixture of retail and restaurant uses.
- An approximately 190,000 square-foot retail center on the north side of 74th Place. The building contains nine retail uses including Planet Fitness, Marshalls, and Ross and has approximately 46,516 square feet of vacant space.
- The approximately 94,000 square-foot vacant Sears building in the northeast corner of the site.
- An approximately 72,000 square-foot AMC theater located on the west side of Kostner Avenue south of 76th Street.

Only the central mall building is being redeveloped. Access to the mall is provided as follows:

- 74th Place, a private access road, which serves the parking lots between the central mall building and the retail center/sears and the parking lot west of the retail center. 74th Place has a signalized intersection with Cicero Avenue.
- 76th Street, a private access road, which serves two outlot buildings, the parking lots on the south side of the central mall building, and the AMC movie theater. 76th Street has signalized intersections with Cicero Avenue, Kostner Avenue, and Pulaski Avenue.
- Kostner Avenue, a private access road along the mall frontage which serves the parking lot on the east side of the mall as well as industrial uses in the area. Kostner Avenue has a signalized intersection with 76th Street and a connection to 72nd Street north of the mall.
- Three internal access roads that encircle the central mall building and provide access to the surrounding parking lots.

A copy of the most recent available mall site plan from Mason Asset Management is included in the Appendix.

Existing Street System Characteristics

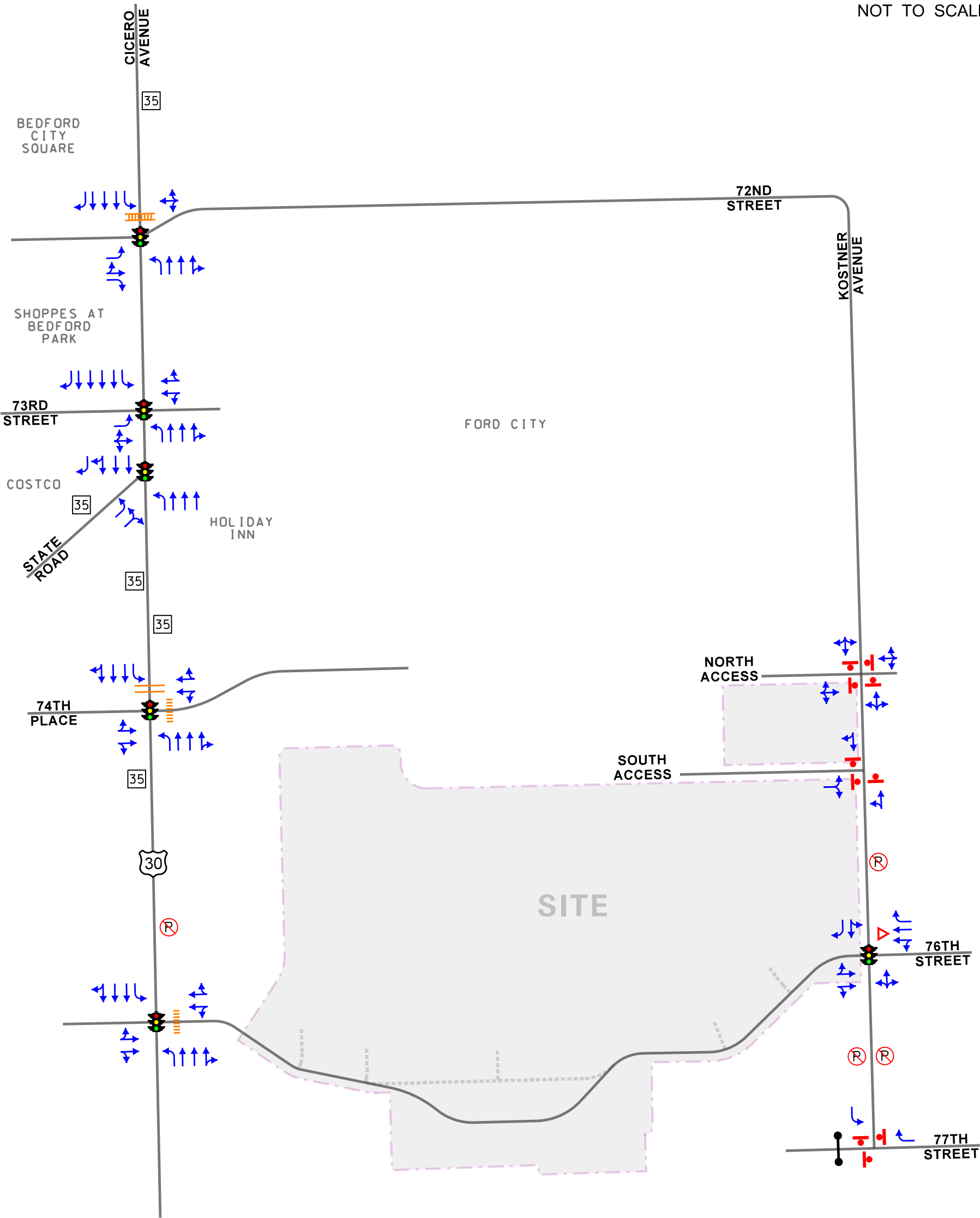
The characteristics of the existing streets near the site are described below and illustrated in **Figure 3**. All streets are under the jurisdiction of the Chicago Department of Transportation (CDOT) unless otherwise noted.

Cicero Avenue (IL 50) is a north-south, other principal arterial that provides three lanes in each direction. At its signalized intersection with 72nd Street, Cicero Avenue provides an exclusive left-turn lane, two through lanes, and a shared through/right turn lane on the northbound approach and an exclusive left-turn lane, three through lanes, and an exclusive right turn lane on the southbound approach. At its signalized intersection with 73rd Street, Cicero Avenue provides an exclusive left-turn lane, two through lanes, and a shared through/right turn lane on the northbound approach and an exclusive left-turn lane, four through lanes, and an exclusive right turn lane on the southbound approach. At its signalized intersection with State Road, Cicero Avenue provides an exclusive left-turn lane and three through lanes on the northbound approach and two through lanes, a shared through/right turn lane, and an exclusive right turn lane on the southbound approach. At its signalized intersections with 74th Place and 76th Street, Cicero Avenue provides an exclusive left-turn lane, two through lanes, and a shared through/right turn lane on both approaches. Cicero Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA), and is designated as a Class II Truck Route. Cicero Avenue carries an Annual Average Daily Traffic (AADT) volume of approximately 42,500 vehicles (IDOT 2023). Cicero Avenue has a posted speed limit of 35 miles per hour.

Kostner Avenue is a north-south, local private street that extends from 72nd Street to 77th Street and provides one lane in each direction. At its signalized intersection with 76th Street, Kostner Avenue provides a shared left-turn/through/right-turn lane on both approaches. At its all-way stop controlled intersection with 74th Place, Kostner Avenue provides a shared left-turn/through/right-turn lane on both approaches. The west leg of this intersection is permanently blocked. Kostner Avenue's intersections with the south Ford City Access Road is under all-way stop sign control and all approaches provide one lane. Kostner Avenue has a posted speed limit of 25 miles per hour.

72nd Street is an east-west, local private street that extends east from Cicero Avenue and provides one lane in each direction. At its signalized intersection with Cicero Avenue, 72nd Street is aligned opposite an access drive. At this intersection, 72nd Street generally operates as one approach lane to accommodate truck turning movements. The access drive is striped for an exclusive left-turn lane, a shared left-turn/through lane, and an exclusive right-turn lane.

73rd Street is an east-west, major collector street that extends west from Cicero Avenue and provides two lanes in each direction. At its signalized intersection with Cicero Avenue, 72nd Street is aligned opposite an access drive and provides an exclusive left-turn lane and a shared left-turn/through/right-turn lane. The access drive provides two westbound lanes. 73rd Street carries an AADT volume of 14,300 vehicles (2022) and has a posted speed limit of 30 miles per hour.



- LEGEND**

 -  - TRAVEL LANE
 -  - TRAFFIC SIGNAL
 -  - STOP SIGN
 -  - YIELD SIGN
 -  - SPEED LIMIT SIGN
 -  - NO PARKING
 -  - HIGH VISIBILITY CROSSWALK
 -  - HIGH VISIBILITY CROSSWALK
 -  - GATED

FORD CITY MALL
INDUSTRIAL
CHICAGO, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

State Road is a northeast-southwest, major collector street that extends southwest from Cicero Avenue and provides two lanes in each direction. At its signalized intersection with Cicero Avenue, State Road provides an exclusive left-turn lane and a shared left-turn/right-turn lane on the northwest-bound approach. State Road is under the jurisdiction of IDOT, carries an AADT volume of 18,000 vehicles (IDOT 2023), and has a posted speed limit of 30 miles per hour.

74th Place is an east-west, local street that extends east from Cicero Avenue to Kostner Avenue, provides one lane in each direction, and is an access road serving the Ford City Mall. At its signalized intersection with Cicero Avenue, 74th Place is aligned opposite an access drive and provides an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach. The eastbound (access drive) approach provides two outbound lanes. At its all-way stop controlled intersection with Kostner Avenue, 74th Place is permanently blocked. 74th Place is under the jurisdiction of the Chicago Department of Transportation (CDOT) and has a posted speed limit of 15 miles per hour.

76th Street is an east-west, local private street that extends east from Cicero Avenue and operates as an access road for the Ford City Mall. 76th Street provides one lane in each direction west of Kostner Avenue and two lanes in each direction east of Kostner Avenue. At its signalized intersection with Cicero Avenue, 76th Street is aligned opposite an access drive and both approaches provide two lanes that operate as exclusive left-turn lane and a shared through/right-turn lane. At its signalized intersection with Kostner Avenue, 76th Street provides a shared through/left-turn and a shared through/right-turn lane on the eastbound approach and a shared through/left-turn lane, a through lane, and an exclusive right-turn lane on the westbound approach. 76th Street has a posted speed limit of 15 miles per hour.

77th Street is an east-west, local street that extends east from Kostner Avenue and provides one lane in each direction. At its unsignalized intersection with Kostner Avenue, the west leg of 77th Street is permanently closed. The intersection is signed for all-way stop control but effectively operates as turn in the street.

Alternative Modes of Transportation

Accessibility to and from the area is enhanced by the various alternative modes of transportation serving the area as summarized below.

Public Transportation

The following CTA bus routes serve the immediate area and have stops near the development:

- *CTA Route 54B (South Cicero)* provides service between 16th Street and Ford City Mall via Cicero Avenue. This route provides daily service between approximately 4:30 A.M. and 11:40 P.M. daily, including Sunday and Holidays. Notable stops include the Cicero Pink Line Station and Midway Orange Line Station.
- *CTA Route 67 (67th-69th-71st)* provides service between South Shore Drive and Ford City Mall via 67th Street, 69th Street, and 71st Street. This route provides daily service between approximately 4:45 A.M. and 12:10 A.M. daily, including Sunday and Holidays. Notable stops include LaRabida Hospital and the 69th Street Red Line Station.

- *CTA Route 79 (79th)* provides service between South Shore Drive and Ford City Mall via 79th Street. This route provides daily service between approximately 4:45 A.M. and 12:10 A.M. daily, including Sunday and Holidays. Notable stops include Daley College, the Cheltenham Metra Station, the 79th Street Metra Station, The Wrightwood Metra Station, and the 79th Street Red Line Station.

The following Pace bus routes serve the immediate area and have stops near the development:

- 379 – Midway-Orland Park
- 383 – South Cicero
- 384 – Narragansett-Ridgeland
- 385 - 87th - 111th - 127th
- 390 – Midway CTA – UPS Hodgkins Limited

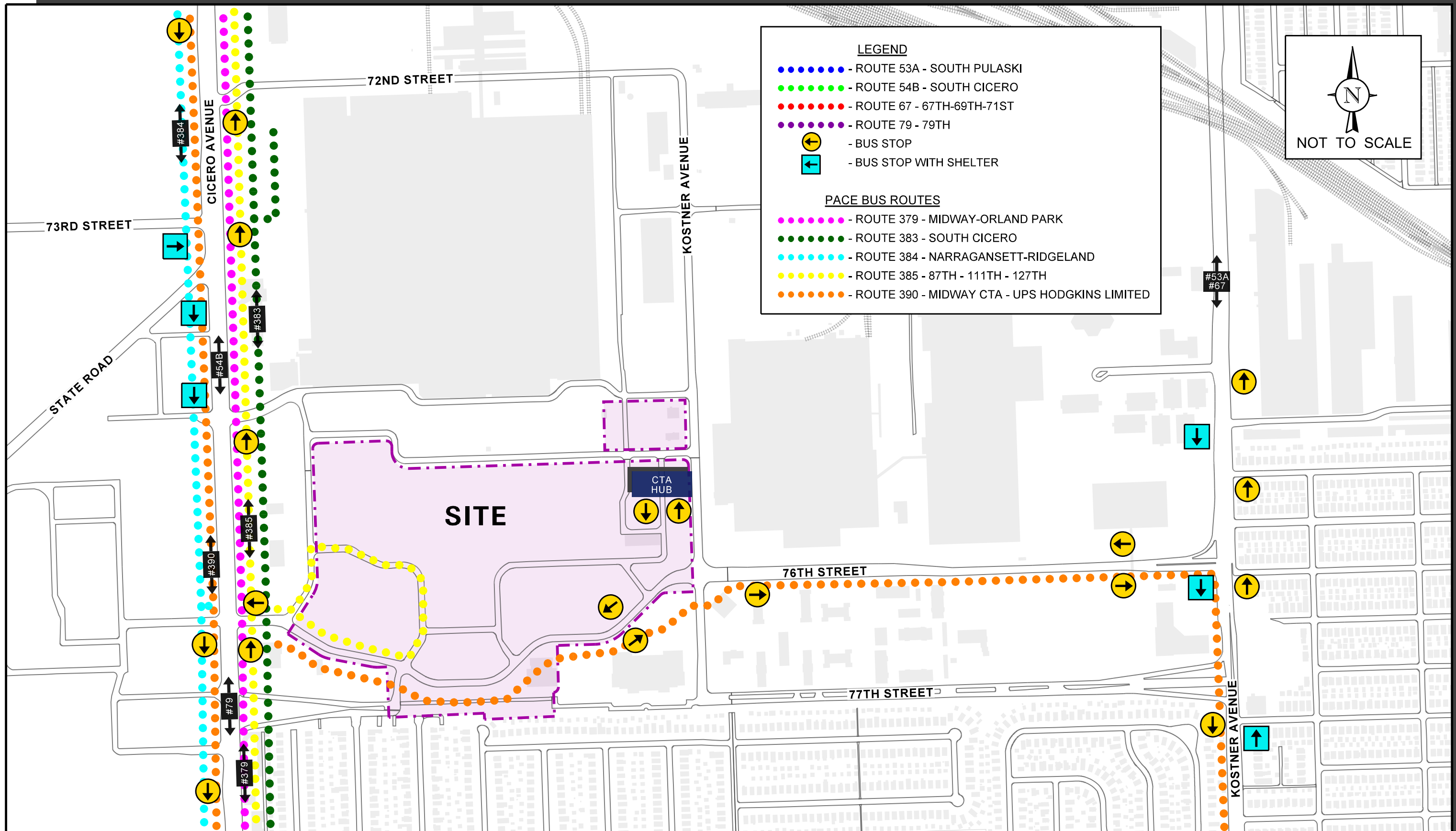
Multiple area bus routes travel through the site or on the surrounding private access roads:

- CTA Routes 54B, 67, and 79 all terminate at Ford City Mall and use the site as a turnaround point. On the east side of the central mall building a designated bus loading area is provided within the parking lot.
- CTA Routes 54B, 67 and 69 all travel along and have stops on Kostner Avenue and 76th Street (private access roads).
- Pace Rote 385 travels along 76th Street (private access road) and within the mall parking lots to a stop on the south side of the existing mall building.
- Pace Rote 390 travels along and has stops on 76th Street (private access road).

Figure 4 illustrates the bus routes in the site area.

Pedestrian Facilities. Sidewalks are generally provided on the majority of public streets within the study area. High visibility crosswalks are provided on the north and east legs of Cicero Avenue with 72nd Street, the north leg of Cicero Avenue with 73rd Street, and the east legs of Cicero Avenue with 74th Place and 76th Street. Standard crosswalks are provided on the west leg of Cicero Avenue with 73rd Street, the west and south legs of Cicero Avenue with State Road, and the north leg of Cicero Avenue with 74th Place.

Bicycle Facilities. According to the City of Chicago's *Streets for Cycling Plan 2020*, 76th Street is designated as a Crosstown Bike Route east of Kostner Avenue and Kostner Avenue is designated as a Neighborhood Bike Route south of 76th Street.



FORD CITY MALL INDUSTRIAL
CHICAGO, ILLINOIS

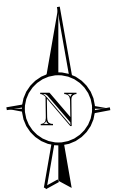
PUBLIC TRANSPORTATION

Existing Traffic Volumes

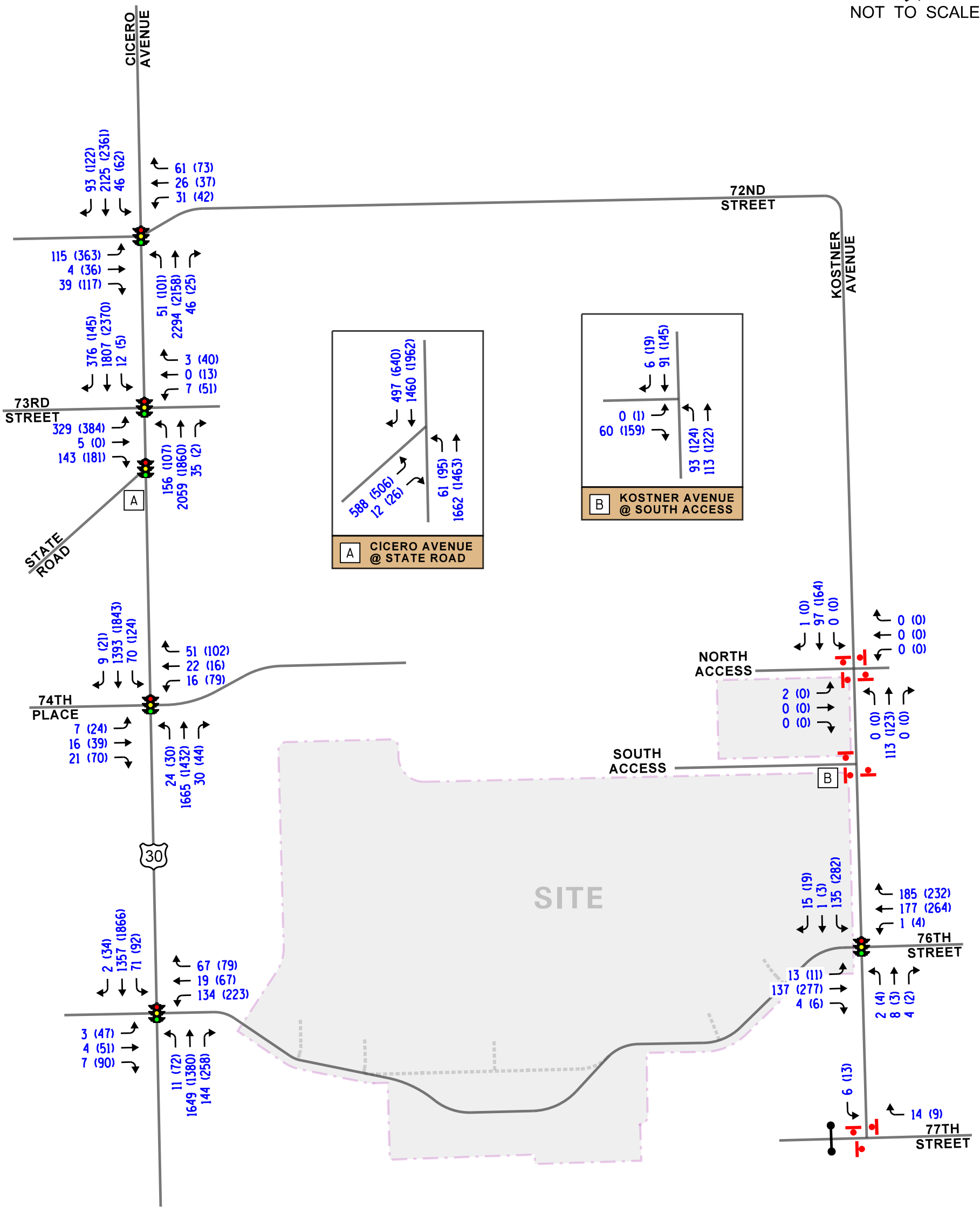
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Thursday, April 3, 2025 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (3:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Cicero Avenue with 72nd Street
- Cicero Avenue with 73rd Street
- Cicero Avenue with State Road
- Cicero Avenue with 74th Place
- Cicero Avenue with 76th Street
- Kostner Avenue with 74th Place
- Kostner Avenue with the Ford City Access Road
- Kostner Avenue with 76th Street
- Kostner Avenue with 77th Street

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 3:00 P.M. to 4:00 P.M. **Figure 5** illustrates the existing peak hour vehicle traffic volumes, inclusive of heavy vehicles. **Figure 6** illustrates the existing heavy vehicle peak hour traffic volumes.



NOT TO SCALE



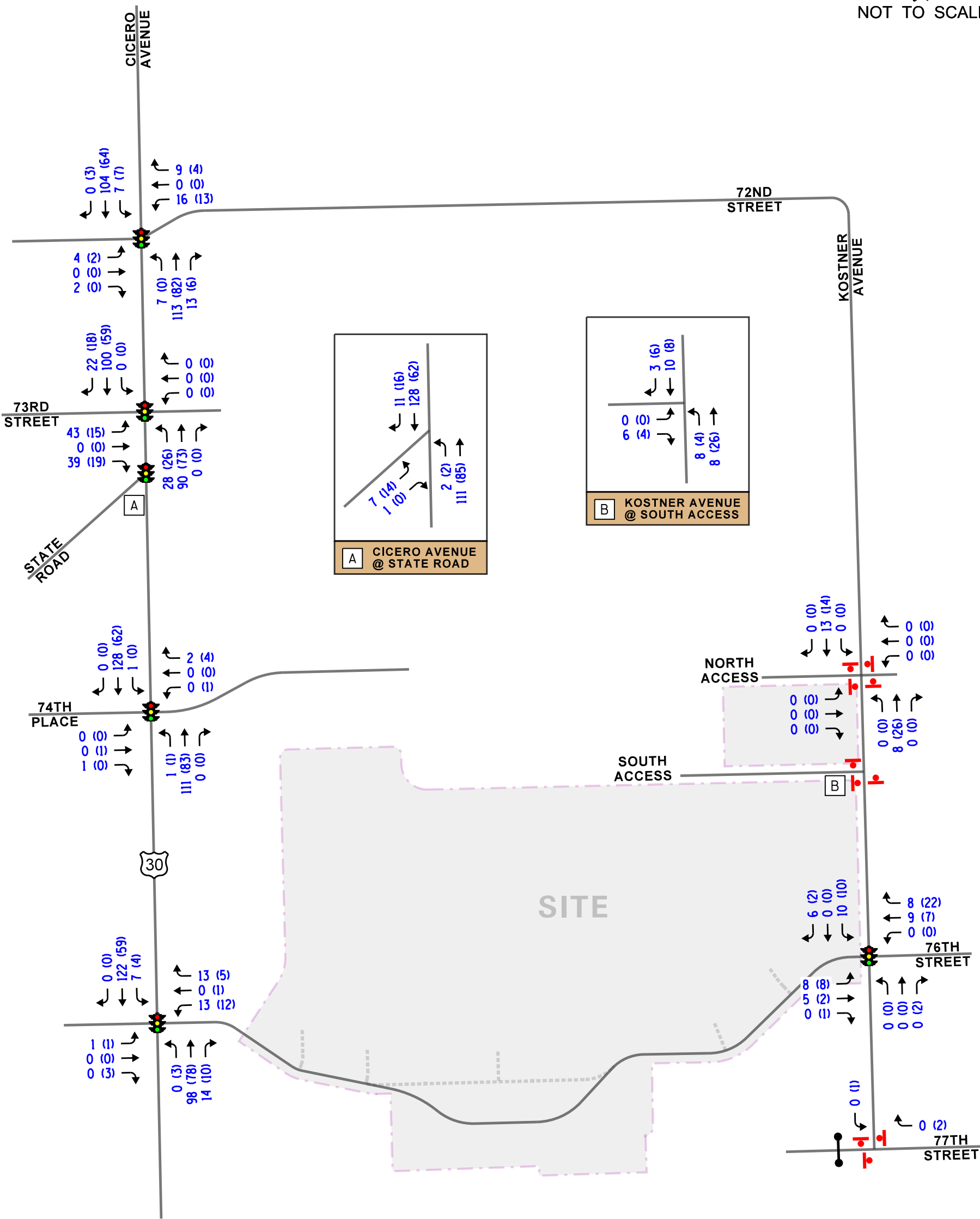
LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (3:00-4:00 PM)

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EXISTING TRAFFIC VOLUMES

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 25-067 Figure: 5



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (3:00-4:00 PM)

3. Traffic Characteristics of the Proposed Development

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

Proposed Development Plan

As proposed, the new industrial development will occupy the site of the central mall building which will result in the elimination of approximately 956,000 square feet of building area. The development will consist of four industrial buildings totaling approximately 912,931 square feet. Employee parking will be accommodated within surface parking lots throughout the site totaling 858 parking spaces. In addition, two parcels within the mall property that are currently vacant will be redeveloped with green space. A copy of the preliminary site plan is included in the appendix.

Internal Roadway Modifications

As proposed, the internal roadways within the mall site will be modified as follows:

- 76th Street will be realigned from approximately 400 feet east of Cicero Avenue to approximately 500 feet west of Kostner Avenue.
- The existing access roads within the industrial development site area will be vacated.
- The existing connections of the parking lots within the industrial development site area to 76th Street and the mall access roads will be removed.

Site Access

Access to the proposed industrial development will be provided via the following six access drives:

- Five full movement access drives on the north side of the realigned 76th Street located approximately 540, 770, 1,235, 2,035, and 2,350 feet east of Cicero Avenue. These access drives will provide one inbound lane and one outbound with outbound movements under stop sign control. These access drives will be the primary entrance point for employee traffic and truck traffic will be prohibited.
- A full movement access drive on the south side of the access road that borders the site to the north located approximately 415 feet east of Kostner Avenue. This access drive will provide one inbound lane and one outbound with outbound movements under stop sign control. This access drive will be the only truck access drive.

The separation of truck and employee traffic will help improve safety and onsite circulation and will help enforce the truck routing plan.

Directional Distribution

The directions from which traffic will approach and depart the site was estimated based on existing travel patterns, as determined from the traffic counts and the proposed access system of the development. **Figure 7** illustrates the directional distribution of traffic. Figure 6 also shows the distance, in feet, between the existing and proposed access intersections.

Truck Routing Plan

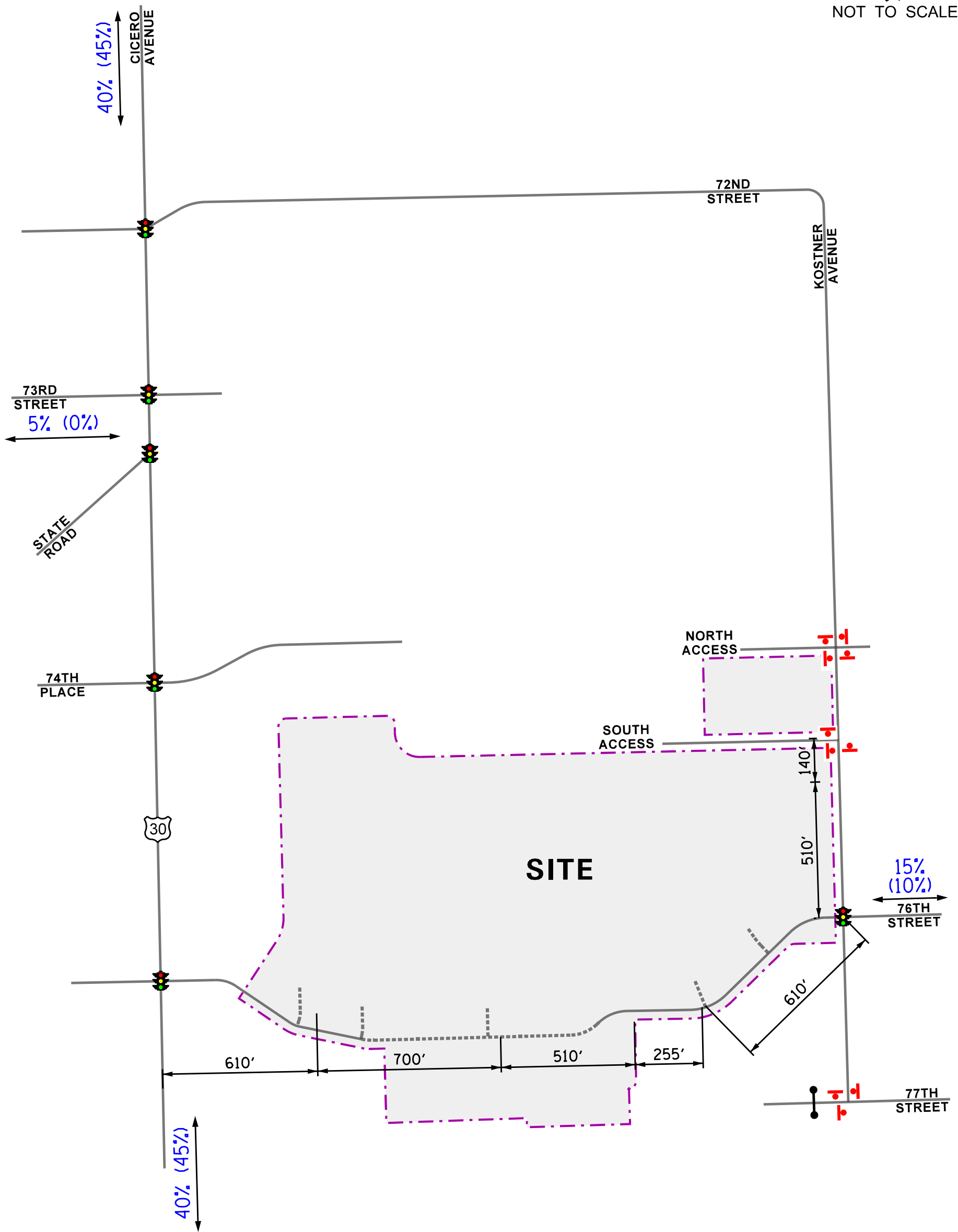
Trucks approaching and departing the development will follow a set truck routing plan. Per the plan, trucks will approach and depart the site as follows:

- Trucks will primarily approach/depart the site area via Cicero Avenue. Some trucks may approach/depart via 76th Street to the east which has a signalized intersection with Pulaski Road.
- Trucks from Cicero Avenue will be directed to travel on the following route:
 - Trucks will turn to/from Cicero Avenue at its signalized intersection with 72nd Street north of the site. 72nd Street turns and becomes Kostner Avenue.
 - Trucks will turn to/from Kostner Avenue at its all-way stop controlled intersection with the mall access road north of the site.
 - Trucks will enter/exit the site via the access drive in the northeast corner of the site on the mall access road.
- Trucks from 76th Street/Pulaski Road will be directed to travel on the following route:
 - Trucks will turn to/from 76th Street at its signalized intersection with Kostner Avenue southeast of the site.
 - Trucks will turn to/from Kostner Avenue at its all-way stop controlled intersection with the mall access road north of the site.
 - Trucks will enter/exit the site via the access drive in the northeast corner of the site on the mall access road.
- Trucks will not turn at the signalized intersections of Cicero Avenue with 74th Place or 76th Street.
- Trucks will not utilize any of the proposed access drives on 76th Street or travel along 76th Street through the mall area.

Figure 8 illustrates the planned truck route.



NOT TO SCALE



LEGEND

- 00% - PERCENT DISTRIBUTION - PASSENGER VEHICLES
- (00%) - PERCENT DISTRIBUTION - TRUCKS
- 00' - DISTANCE IN FEET

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CHICAGO, ILLINOIS

DIRECTIONAL DISTRIBUTION

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 25-067 Figure: 7

The truck route will be enforced via the following methods:

- The access drives along 76th Street will be designed to prevent truck access.
 - These access drives will have reduced radii such that truck turning movements in or out of the site are not feasible.
 - These access drives will connect to the employee parking lots and will not provide direct access to the truck loading or parking areas.
- The access drive on the north side of the site will be designed with an increased radius on the east side only to allow for truck turning movements to/from the east (towards Kostner Avenue).
- Signage should be provided on area roadways as follows:
 - No truck traffic signs should be provided on 74th place and 76th Street on the east legs of their intersections with Cicero Avenue.
 - A no truck traffic sign should be provided on 76th Street on the west leg of its intersection with Kostner Avenue.
 - A no right-turning truck traffic sign should be provided on Kostner Avenue on the north leg of its intersection with 76th Street.
 - At the intersection of Kostner Avenue with the mall access road, signage will be provided directing eastbound trucks to turn left to access Cicero Avenue or right to access Pulaski Road.
 - At the intersection of Kostner Avenue with the mall access road, directional signs indicating the location of the site's truck access drive will be provided for northbound and southbound traffic on Kostner avenue
- Future tenants of the proposed development should be instructed to provide information regarding the truck route to truck drivers.

Development-Generated Traffic Volumes

The total number of on-site employee and truck trips estimated to be generated by the proposed development was based on Warehousing (Land-Use Code 150) vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). Copies of the ITE trip generation rates are included in the Appendix

It should be noted that given the location of the site within an urban area and the proximity of the site to public transportation and alternative modes of transportation, the number of trips generated by warehouse employees will be reduced. However, to provide a conservative analysis, no reduction was applied.

Table 1 summarizes the trips projected to be generated by the development during the peak hours and on a daily basis. **Table 2** summarizes the trips projected to be generated by the development throughout the day.

Trip Generation Comparison

The site is currently occupied by the 956,000 square-foot enclosed mall building portion of the Ford City Mall. **Table 3** provides a comparison of the traffic estimated to be generated by the proposed development and the traffic that would be generated by the mall building at full occupancy based on ITE trip generation rates for Land-Use Code 820 (Shopping Center). As can be seen, the proposed development will generate significantly lower total site traffic and passenger vehicle traffic than the mall building would typically generate during both peak hours and daily. While the proposed warehouse will generate more truck traffic than the mall, the 16 to 21 additional truck trips during the peak hour will have a considerably less impact on area roadways than the 581 to 2,752 additional passenger vehicle trips that could have been generated by the mall at full occupancy.

Table 1

ESTIMATED DAILY AND PEAK HOUR SITE GENERATED TRAFFIC

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
150	Warehousing (912,931 s.f.)	103	30	133	38	98	136	741	741	1,482
	Trucks	9	22	31	29	21	50	274	274	548
	Passenger Vehicles	94	8	102	9	77	86	467	467	889

Table 2
ESTIMATED 24-HOUR SITE GENERATED TRAFFIC

Hour	Warehousing (ITE LUC 150) – 912,931 SF								
	Trucks			Passenger Vehicles			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
0:00	1	1	2	0	2	2	1	3	4
1:00	1	0	1	0	6	6	1	6	7
2:00	3	4	7	0	0	0	3	4	7
3:00	5	2	7	0	1	1	5	3	8
4:00	5	9	14	4	0	4	9	9	18
5:00	9	9	18	19	7	26	28	16	44
6:00	14	10	24	49	11	60	63	21	84
7:00	9	22	31	94	8	102	103	30	133
8:00	12	19	31	41	17	58	53	36	89
9:00	33	20	53	29	21	50	62	41	103
10:00	22	32	54	20	12	32	42	44	86
11:00	29	32	61	22	22	44	51	54	105
12:00	22	14	36	45	43	88	67	57	124
13:00	23	21	44	24	20	44	47	41	88
14:00	17	16	33	39	29	68	56	45	101
15:00	29	21	50	9	77	86	38	98	136
16:00	20	17	37	15	54	69	35	71	106
17:00	9	12	21	24	52	76	33	64	97
18:00	2	3	5	11	38	49	13	41	54
19:00	2	2	4	5	9	14	7	11	18
20:00	5	4	9	1	2	3	6	6	12
21:00	1	4	5	4	24	28	5	28	33
22:00	0	0	0	9	3	12	9	3	12
23:00	1	0	1	3	9	12	4	9	13
Total	274	274	548	467	467	934	741	741	1,482
Based on daily trips (Table 1) and ITE's Hourly Distribution of Entering and Exiting Truck Trips and Vehicle Trips tables.									

Table 3
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
150	Warehousing (912,931 s.f.)	103	30	133	38	98	136	741	741	1,482
	<i>Trucks</i>	9	22	31	29	21	50	274	274	548
	<i>Passenger Vehicles</i>	94	8	102	9	77	86	467	467	889
820	Existing Enclosed Mall Building (956,000 s.f.)	433	265	698	1,376	1,491	2,867	15,413	15,413	30,826
	<i>Truck Trips</i>	1	1	2	3	3	6	43	43	86
	<i>Passenger Vehicle Trips</i>	432	264	696	1,373	1,488	2861	1,5370	1,5370	30,740
Difference										
	Total Traffic	-330	-235	-565	-1,338	-1,393	-2,731	-14,672	-14,672	-29,344
	<i>Truck Traffic</i>	+8	+21	+29	+26	+18	+44	+231	+231	+462
	<i>Passenger Vehicle Traffic</i>	-338	-256	-594	-1,364	-1,411	-2,775	-14,903	-14903	-29,851

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the street system in accordance with the previously described directional distribution (Figure 7). **Figure 9** illustrates the traffic assignment of the new employee trips for the development. **Figure 10** illustrates the traffic assignment of the new truck trips for the development.

Ambient Traffic Growth

To account for any additional increase in traffic due to other factors or developments not previously discussed, an ambient growth factor of 0.5 percent per year was also applied to the study area over a six-year period to represent Year 2031 conditions. Furthermore, in order to account for the increase in population in the study area, bicycle and pedestrian volumes were increased by 10 percent at each intersection.

In addition, the traffic that could be generated by the full occupancy of the approximately 140,516 square feet of vacant space in the retail building and sears building north of the site was added to the roadway network. The volume of additional traffic was based on ITE trip generation rates for Land-Use Code 820 (Shopping Center).

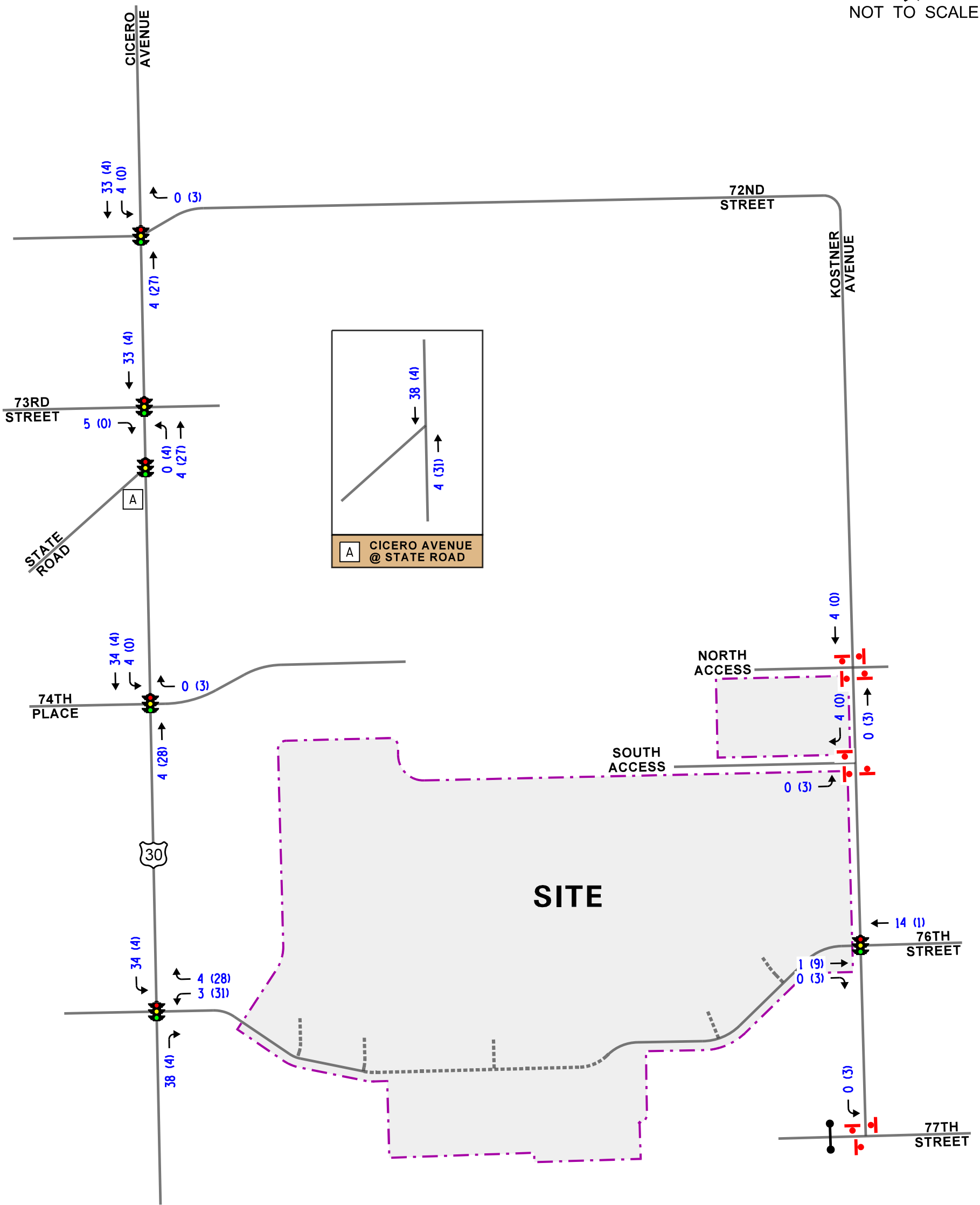
Figure 11 illustrates the Year 2031 no build volumes which include the existing traffic volumes increased by the ambient growth factor and the traffic that could be generated by the full occupancy of the retail space.

Total Projected Traffic Volumes

The Year 2031 no build traffic volumes were combined with the new peak hour traffic volumes generated by the proposed development to determine the Year 2031 total traffic volumes, shown in **Figure 12**. It should be noted that no traffic was removed to account for the closing of the central mall building. While the building has significant vacancies, some tenants were open when the counts were conducted. This provides for a conservative analysis.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (3:00-4:00 PM)

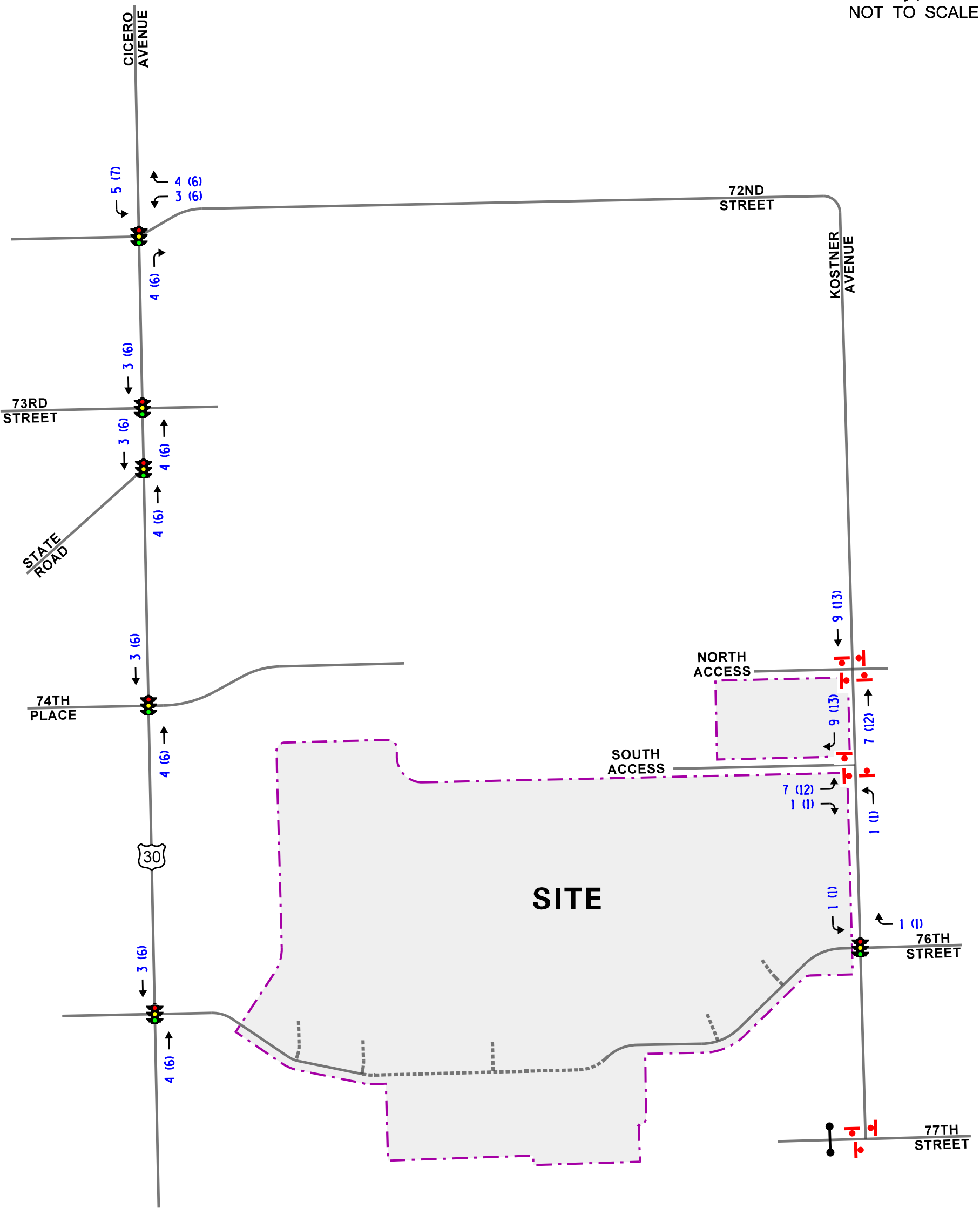
FORD CITY MALL
INDUSTRIAL
CHICAGO, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES
PASSENGER VEHICLES

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 25-067 Figure: 9



NOT TO SCALE



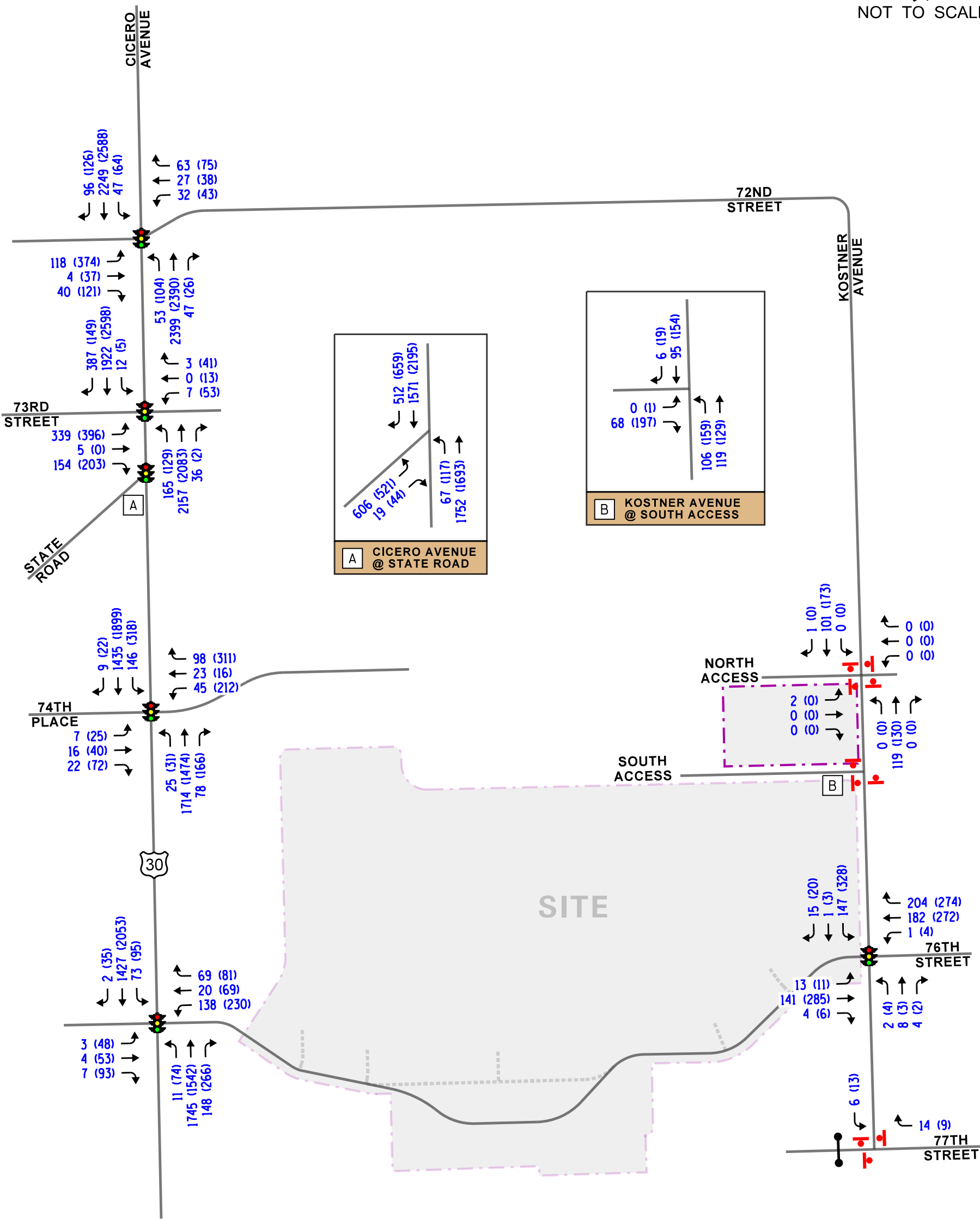
LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (3:00-4:00 PM)

FORD CITY MALL
INDUSTRIAL
CHICAGO, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES
TRUCKS

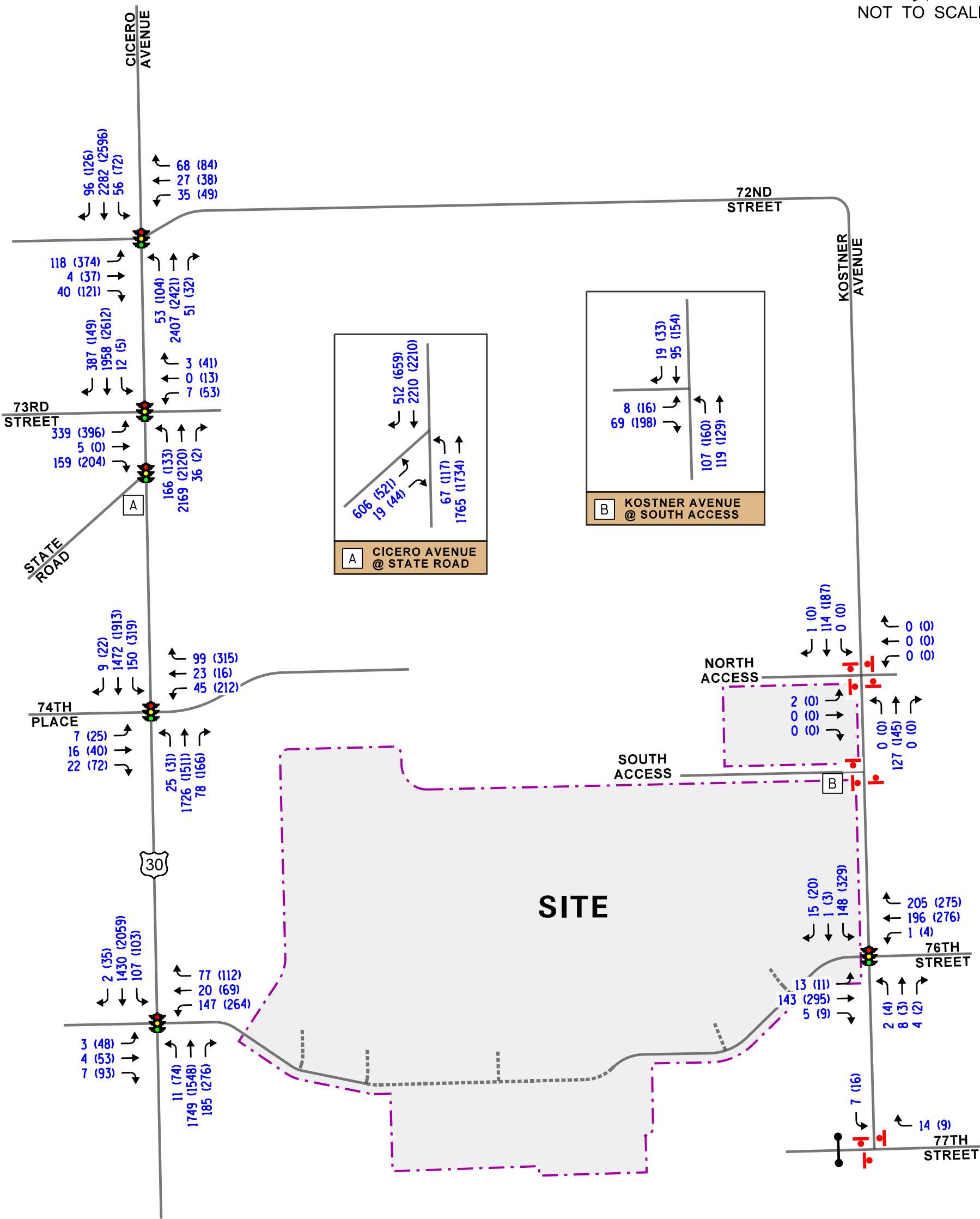
KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 25-067 Figure: 10



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (3:00-4:00 PM)



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (3:00-4:00 PM)

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, Year 2031 no-build, and Year 2031 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 conducted utilizing actual cycle lengths, phasings, and offsets.

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, Year 2031 no-build and Year 2031 total projected conditions are presented in **Tables 4** through **11**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4

CAPACITY ANALYSIS RESULTS – CICERO AVENUE WITH 72ND STREET – SIGNALIZED

Existing Traffic Volumes	Peak Hour	Eastbound			Westbound	Northbound		Southbound			Overall	
		L	T	R	L/T/R	L	T/R	L	T	R		
	Weekday Morning	E 71.0	E 70.8	E 66.0	F 83.3	C 29.0	B 15.4	C 21.6	C 21.9	B 13.6	C 21.7	
		E - 69.7				B - 15.7		C - 21.6				
	Weekday Evening	F 87.8	F 86.5	E 71.1	F 98.6	E 63.4	C 30.5	D 40.1	D 37.9	C 20.8	D 41.0	
		F - 83.5				C - 32		D - 37.1				
	No-Build Traffic Volumes	Weekday Morning	E 71.2	E 70.3	E 66.1	F 84.3	C 28.1	B 18.7	C 21.7	C 23.6	B 13.8	C 24.0
			E - 69.6				B - 18.9		C - 23.2			
		Weekday Evening	F 88.3	F 87.3	E 71.0	F 103.9	E 62.6	C 34.1	D 41.4	D 48.5	C 20.9	D 46.9
			F – 84.0				D - 35.3		D - 47.1			
Total Projected Traffic Volumes	Weekday Morning	E 71.2	E 70.3	E 66.1	F 87.1	C 26.9	C 21.8	C 28.1	C 26.0	B 14.4	C 26.9	
		E - 69.6				C – 21.9		C – 25.6				
	Weekday Evening	F 88.3	F 87.3	E 71.0	F 145.7	E 61.0	D 37.2	D 64.2	D 51.1	C 20.9	D 50.8	
		F – 84.0				D – 38.1		D - 50.1				
Letter denotes Level of Service Delay is measured in seconds.		L – Left-Turns T – Through		R – Right-Turns								

Table 5

CAPACITY ANALYSIS RESULTS – CICERO AVENUE WITH 73RD STREET – SIGNALIZED

Existing Traffic Volumes	Peak Hour	Eastbound		Westbound	Northbound		Southbound			Overall	
		L/T	R	L/T/R	L	T/R	L	T	R		
	Weekday Morning	F 99+	F 99+	D 48.6	B 16.4	A 1.6	B 11.7	C 26.5	C 30.0	C 31.0	
		F – 99+			A - 2.7		C - 27				
	Weekday Evening	F 99+	F 99+	E 64.5	C 23.4	A 1.8	B 11.4	C 20.5	B 15.1	D 38.7	
		F – 99+			A – 3.0		C - 20.2				
	No-Build Traffic Volumes	Weekday Morning	F 99+	F 99+	D 48.6	B 16.5	A 1.8	B 13.5	C 28.6	C 31.1	C 33.7
			F – 99+			A - 2.9		C - 28.9			
		Weekday Evening	F 99+	F 99+	E 64.6	C 24.4	A 2.1	B 14.0	C 34.8	B 17.9	D 44.7
			F – 99+			A - 3.4		C - 33.8			
Total Projected Traffic Volumes	Weekday Morning	F 99+	F 99+	D 48.6	B 16.3	A 1.9	B 13.5	C 28.2	C 29.6	C 33.8	
		F – 99+			A - 2.9		C - 28.3				
	Weekday Evening	F 99+	F 99+	E 64.6	C 25.2	A 2.1	B 14.0	D 38.7	B 18.0	D 49.2	
		F – 99+			A - 3.5		D - 37.5				
Letter denotes Level of Service Delay is measured in seconds.		L – Left-Turns T – Through		R – Right-Turns							

Table 6

CAPACITY ANALYSIS RESULTS – CICERO AVENUE WITH STATE ROAD – SIGNALIZED

Existing Traffic Volumes	Peak Hour	Northbound		Southbound		Northeast-bound	Overall	
		L	T	T	R	L/R		
	Weekday Morning	C 24.4	B 18.1	A 7.8	A 9.8	D 50.5	B 18.2	
		B - 18.3		A - 8.3				
	Weekday Evening	E 64.9	D 35.5	A 6.1	B 13.4	E 78.9	C 25.6	
		D - 37.3		A - 7.7				
	No-Build Traffic Volumes	Weekday Morning	C 31.7	B 16.0	A 9.4	B 11.5	D 51.5	B 18.3
			B - 16.6		A - 9.8			
		Weekday Evening	E 68.4	C 34.0	B 11.8	B 13.8	F 84.8	C 28.4
			D - 36.3		B - 12.2			
Total Projected Traffic Volumes	Weekday Morning	C 31.5	B 15.7	B 11.3	B 11.1	D 51.5	B 18.8	
		B - 16.3		B – 11.3				
	Weekday Evening	E 68.5	C 34.0	B 12.1	B 12.7	F 84.8	C 28.4	
		D – 36.2		B - 12.2				
Letter denotes Level of Service Delay is measured in seconds.								
L – Left-Turns R – Right-Turns T – Through								

Table 7

CAPACITY ANALYSIS RESULTS – CICERO AVENUE WITH 74TH PLACE – SIGNALIZED

Existing Traffic Volumes	Peak Hour	Eastbound	Westbound		Northbound		Southbound		Overall	
		L/T/R	L	T/R	L	T/R	L	T/R		
	Weekday Morning	E 63.0	D 52.0	E 65.3	A 3.1	B 17.7	B 18.6	A 1.3	B 12.5	
			E - 62.9		B - 17.5		A - 2.1			
	Weekday Evening	F 83.4	E 60.8	E 66.8	B 12.8	C 21.8	C 29.8	A 3.5	B 17.4	
			E - 64.4		C - 21.6		A - 5.1			
	No-Build Traffic Volumes	Weekday Morning	E 64.2	D 52.3	E 67.4	A 3.5	C 23.6	D 49.4	A 1.7	B 18.1
				E - 63.3		C - 23.3		A - 6.1		
		Weekday Evening	E 72.8	E 63.2	F 89.2	B 20.0	C 31.8	F 99+	A 8.0	D 44.3
				E - 79		C - 31.6		D - 43.8		
Total Projected Traffic Volumes	Weekday Morning	E 64.3	D 52.3	E 66.9	A 4.6	C 26.4	D 49.9	A 1.7	B 19.3	
			E – 62.9		C - 26.1		A - 6.1			
	Weekday Evening	E 72.6	E 62.9	F 89.7	C 20.6	C 33.7	F 99+	A 8.4	D 46.7	
			E – 79.2		C – 33.5		D – 47.2			
Letter denotes Level of Service Delay is measured in seconds.		L – Left-Turns T – Through	R – Right-Turns							

Table 8

CAPACITY ANALYSIS RESULTS – CICERO AVENUE WITH 76TH STREET – SIGNALIZED

Existing Traffic Volumes	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall	
		L	T/R	L	T/R	L	T/R	L	T/R		
	Weekday Morning	E 64.0	E 67.2	E 78.1	E 68.6	A 6.7	B 15.3	C 20.5	A 8.7	B 16.7	
		E - 66.5		E - 74.4		B - 15.2		A - 9.3			
	Weekday Evening	E 67.8	F 94.8	F 95.6	E 75.9	D 41.2	C 33.5	D 37.2	B 17.7	C 33.8	
		F - 88		F - 87.8		C - 33.8		B - 18.6			
	No-Build Traffic Volumes	Weekday Morning	E 59.7	E 74.7	F 85.9	E 73.2	A 7.9	C 20.5	C 28.4	B 11.4	C 21.7
			E - 73.9		F - 80.9		C - 20.5		B - 12.2		
		Weekday Evening	E 67.5	F 95.3	F 95.2	E 75.2	D 47.4	D 37.0	D 52.2	C 25.5	D 38.5
			F - 88.4		F - 87.3		D - 37.4		C - 26.6		
Total Projected Traffic Volumes	Weekday Morning	E 64.0	E 67.3	E 78.0	E 69.2	A 7.0	B 18.0	D 49.4	A 9.8	B 19.4	
		E - 66.6		E - 74.5		B – 17.9		B - 12.5			
	Weekday Evening	E 67.5	F 95.3	F 95.1	E 76.1	D 45.9	D 40.3	E 61.6	C 27.9	D 41.7	
		F - 88.4		F – 87.4		D – 40.5		C – 29.4			
Letter denotes Level of Service Delay is measured in seconds.		L – Left-Turns T – Through		R – Right-Turns							

Table 9

CAPACITY ANALYSIS RESULTS – CALIFORNIA AVENUE WITH LAKE STREET – SIGNALIZED

Existing Traffic Volumes	Peak Hour	Eastbound	Westbound			Northbound	Southbound	Overall	
		L/T/R	L	T	R	L/T/R	L/T/R		
	Weekday Morning	B 10.7	B 10.8		B 13.5	A 9.9	B 13.2	B 12.0	
			B - 12.2						
	Weekday Evening	B 11.4	B 11.2		B 15.2	A 9.9	B 17.6	B 13.8	
			B - 13.1						
	No-Build Traffic Volumes	Weekday Morning	B 10.7	B 10.8		B 14.1	A 9.9	B 13.6	B 12.3
				B - 12.5					
		Weekday Evening	B 11.5	B 11.2		B 16.7	A 9.9	C 20.7	B 15.3
				B - 14					
Total Projected Traffic	Weekday Morning	B 10.7	B 10.9		B 14.1	A 9.9	B 13.6	B 12.3	
			B - 12.5						
	Weekday Evening	B 11.6	B 11.2		B 16.8	A 9.9	C 20.8	B 15.3	
			B – 14.0						
Letter denotes Level of Service Delay is measured in seconds.		L – Left-Turns T – Through	R – Right-Turns						

Table 10

CAPACITY ANALYSIS RESULTS – KOSTNER AVENUE WITH 74TH PLACE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Overall	A	8.0	A	8.4
• Eastbound Approach	A	7.7	--	--
• Westbound Approach	--	--	--	--
• Northbound Approach	A	8.0	A	8.4
• Southbound Approach	A	8.0	A	8.4
No Build Conditions				
• Overall	A	8.1	A	8.3
• Eastbound Approach	A	7.8	--	--
• Westbound Approach	--	--	--	--
• Northbound Approach	A	8.1	A	8.3
• Southbound Approach	A	8.1	A	8.3
Total Projected Conditions				
• Overall	A	8.6	A	9.1
• Eastbound Approach	A	7.9	--	--
• Westbound Approach	--	--	--	--
• Northbound Approach	A	8.7	A	9.0
• Southbound Approach	A	8.4	A	9.1
LOS = Level of Service Delay is measured in seconds.				

Table 11

CAPACITY ANALYSIS RESULTS – KOSTNER AVENUE WITH MALL ACCESS ROAD

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Overall	A	8.8	A	9.6
• Eastbound Approach	A	7.5	A	8.7
• Northbound Approach	A	9.4	B	10.4
• Southbound Approach	A	8.3	A	9.2
No Build Conditions				
• Overall	A	9.0	B	10.5
• Eastbound Approach	A	7.7	A	9.5
• Northbound Approach	A	9.7	B	11.7
• Southbound Approach	A	8.4	A	9.7
Total Projected Conditions				
• Overall	A	9.9	B	12.8
• Eastbound Approach	A	10.6	B	14.2
• Northbound Approach	A	10.2	B	13.2
• Southbound Approach	A	8.7	B	10.8
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

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

Cicero Avenue with 72nd Street

The results of the capacity analyses indicate that this intersection currently operates at Level of Service (LOS) C during the weekday morning peak hour and LOS D during the weekday evening peak hour. It should be noted that the eastbound and westbound movements operate at LOS E or F during both peak hours. This is the result of the long cycle length (140 seconds during the weekday morning peak hour and 170 seconds during the weekday evening peak hour), the fact that Cicero Avenue is an SRA route and receives a majority of the green time, and the split phase operations of the eastbound and westbound approaches necessitated by the configuration of the eastbound approach. Northbound and southbound through movements on Cicero Avenue operate at LOS D or better during both peak hours. Under Year 2031 no-build conditions, this intersection is projected to continue to operate at the same LOS during both peak hours.

Under Year 2031 total projected conditions, this intersection is projected to continue to operate at the same LOS during the weekday morning and weekday evening peak hours with increases in delay of approximately two and three seconds over no-build conditions, respectively. This intersection is projected to operate acceptably given the following:

- Through movements on Cicero Avenue are projected to continue to operate at LOS D or better during both peak hours.
- Projected northbound and southbound left-turn 95th percentile queues can be accommodated within the existing left-turn lanes or striped median on Cicero Avenue.
- Westbound 95th percentile queues are not projected to extend to the loading area for the industrial building east of this intersection.

As proposed, all truck traffic approaching or departing the site from Cicero Avenue will turn at this intersection. This intersection can accommodate these new trucks turns given the following:

- As previously mentioned, the intersection can accommodate projected traffic volumes.
- This intersection carries truck traffic to and from the east leg under existing conditions.
- The large width of the east leg (approximately 55 feet) will accommodate truck turning movements.
- The split phase operations of the east and west legs results in outbound trucks having no opposing movements.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Cicero Avenue with 73rd Street and State Road

The intersections of Cicero Avenue with 73rd Street and State Road operate under a single controller. The results of the capacity analyses indicate that the intersection of Cicero Avenue with 73rd Street currently operates at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour. The intersection of Cicero Avenue with State Road currently operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. Under Year 2031 no-build conditions, these intersections are projected to continue to operate at the same LOS during both peak hours.

Under Year 2031 total projected conditions, these intersections are projected to continue to operate at the same LOS during both peak hours with increases in delay of less than five seconds over no-build conditions. It should be noted that the proposed development will increase the volume of turning movements at this intersection by a limited amount. Overall, the proposed development will increase the total volume of traffic traversing these intersections by approximately one percent during the peak hours. As such, the proposed development will have a limited impact on the operations of this intersection.

Cicero Avenue with 74th Place

The results of the capacity analyses indicate that this intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. It should be noted that the eastbound and westbound movements operate at LOS E or F during both peak hours. As with other intersections along Cicero Avenue, this is the result of the long cycle length (140 seconds during the weekday morning peak hour and 170 seconds during the weekday evening peak hour) and the fact that Cicero Avenue is an SRA route and receives a majority of the green time. Northbound and southbound through movements on Cicero Avenue operate at LOS C or better during both peak hours.

Under Year 2031 no-build conditions, this intersection is projected to operate at LOS B during the weekday morning peak hour and LOS D during the weekday evening peak hour. This increase in delay during the weekday evening peak hour is the result of the additional traffic that would be generated if all vacant retail space in the north retail building and Sears building were occupied. If this future development is realized, especially the occupation of the Sears building, this intersection should be evaluated.

Under Year 2031 total projected conditions, this intersection is projected to continue to operate at the same LOS during the weekday morning and weekday evening peak hours with increases in delay of less than one second over no-build conditions. It should be noted that based on the layout of the proposed development with primary employee access on 76th Street and truck access via 72nd Street, the proposed development will increase the volume of turning traffic at this intersection by a limited amount and will not increase the volume of truck turning traffic at all. Overall, the proposed development will increase the total volume of traffic traversing this intersection by approximately one to two percent during the peak hours. As such, the proposed development will have a limited impact on the operations of this intersection.

Cicero Avenue with 76th Street

The results of the capacity analyses indicate that this intersection currently operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. It should be noted that the eastbound and westbound movements operate at LOS E or F during both peak hours. As with other intersections along Cicero Avenue, this is the result of the long cycle length (140 seconds during the weekday morning peak hour and 170 seconds during the weekday evening peak hour), the fact that Cicero Avenue is an SRA route and receives a majority of the green time, and the split phase operations of the eastbound and westbound approaches. Under Year 2031 no-build conditions, this intersection is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour.

Under Year 2031 total projected conditions, this intersection is projected to continue to operate at the same LOS during the weekday morning and weekday evening peak hours with increases in delay of approximately two and four seconds over no-build conditions, respectively. This intersection is projected to operate acceptably given the following:

- All movements are projected to operate with a volume to capacity ratio (v/c) of less than one during both peak hours.
- Through movements on Cicero Avenue are projected to continue to operate at LOS D or better during both peak hours.
- Projected northbound and southbound left-turn 95th percentile queues can be accommodated within the existing left-turn lanes on Cicero Avenue.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Kostner Avenue with 76th Street

The results of the capacity analyses indicate that this intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. Further, all movements operate at LOS B or better. Under Year 2031 no-build conditions, this intersection is projected to continue to operate at the same LOS during both peak hours. Under Year 2031 total projected conditions, this intersection is projected to continue to operate at the same LOS during both peak hours with insignificant increases in delay over no-build conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Kostner Avenue with 74th Place

The results of the capacity analyses indicate that this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Further, all movements operate at LOS A during both peak hours. Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at LOS A during both peak hours with increases in delay of less than one second over existing conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications will be required.

It should be noted that the west leg of this intersection is currently blocked. Removing this block would likely benefit access to any future commercial development north of the site. This block does not impact access to the proposed development.

Kostner Avenue with the Mall Access Road

The results of the capacity analyses indicate that this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Under Year 2031 no-build conditions, this intersection is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour.

Under Year 2031 total projected conditions, this intersection is projected to continue to operate at the same LOS during the weekday morning and weekday evening peak hours with increases in delay of approximately one and two seconds over no-build conditions, respectively.

As proposed, all truck traffic approaching or departing the site from Cicero Avenue will travel down 72nd Street/Kostner Avenue and turn at this intersection. This intersection can accommodate these new trucks turns given the following:

- As previously mentioned, the intersection can accommodate projected traffic volumes.
- This intersection carries a limited volume of traffic
- The large width of Kostner Avenue (approximately 44 feet) will accommodate truck turning movements.
- The all-way stop control of the intersection will ensure trucks are able to turn.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications will be required.

Proposed Site Access System

As proposed access to the site will be provided via the following six access drives.

- Five full movement access drives on the north side of the realigned 76th Street located approximately 540, 770, 1,235, 2,035, and 2,350 feet east of Cicero Avenue. These access drives will provide one inbound lane and one outbound with outbound movements under stop sign control. These access drives will be the primary entrance point for employee traffic and truck traffic will be prohibited.
- A full movement access drive on the south side of the access road that borders the site to the north located approximately 415 feet east of Kostner Avenue. This access drive will provide one inbound lane and one outbound with outbound movements under stop sign control. This access drive will be the only truck access drive.

The proposed access system is projected to operate acceptably given the following:

- The access drives will be on 76th Street and the Mall Access Road which are local roads that carry a limited volume of traffic and were designed to carry higher volumes of Mall Traffic.
- Passenger vehicles and truck traffic will be separated with separate access points. All truck access will be via Kostner Avenue as described in the truck routing plan (Page 16).
- The provision of multiple employee access drives will promote flexible and efficient access.
- The proposed development will have multiple tenants. As a result, arrival and departure of employees will be staggered as different tenants have different start/end times or shift changes.
- All employee parking and truck loading will occur within the site.

6. Conclusion

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

- As proposed the Ford City Mall central building (956,000 square feet of building area) will be redeveloped with an industrial development containing four industrial buildings totaling approximately 912,931 square feet.
- The proposed industrial development will generate significantly less total traffic than the Ford City Mall central building and, as such, will have a reduced impact on area streets.
- Area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no street improvements or traffic control modifications are required.
- All truck traffic approaching or departing from Cicero Avenue will follow a set truck route.
 - Trucks from Cicero Avenue will all access the site via 72nd Street, Kostner Avenue, and the mall access road north of the site.
 - All trucks will enter/exit the site via the access drive in the northeast corner of the site on the mall access road.
 - Trucks will not turn at the signalized intersections of Cicero Avenue with 74th Place or 76th Street.
 - Signage should be provided at the intersection of Kostner Avenue and the mall access road indicating that all truck traffic traveling to Cicero Avenue must use 72nd Street.
- Primary site access for employees will be provided via five access drives on 76th Street which will be realigned as part of the proposed development.
- The proposed access system is projected operate acceptably.
 - The access drives will be on 76th Street and the Mall Access Road which are local roads that carry a limited volume of traffic and were designed to carry higher volumes of Mall Traffic.
 - Passenger vehicles and truck traffic will be separated with separate access points.

Appendix

Traffic Count Summary Sheets
Ford City Mall Occupancy Sheet
Site Plan
ITE Trip Generation Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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

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

Count Name: Cicero Avenue with 72nd Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound						72nd Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	4	0	1	0	5	0	2	1	11	1	14	3	6	492	8	0	509	1	10	309	19	0	339	867
6:15 AM	0	5	0	5	0	10	0	2	4	3	0	9	0	3	531	7	0	541	0	13	371	37	0	421	981
6:30 AM	0	7	0	3	0	10	0	13	1	9	0	23	0	3	537	4	0	544	1	13	419	44	0	477	1054
6:45 AM	0	10	0	6	0	16	0	9	3	5	2	17	0	2	558	5	0	565	1	15	390	32	1	438	1036
Hourly Total	0	26	0	15	0	41	0	26	9	28	3	63	3	14	2118	24	0	2159	3	51	1489	132	1	1675	3938
7:00 AM	0	27	0	5	0	32	0	5	2	18	0	25	0	3	579	7	0	589	0	15	378	8	0	401	1047
7:15 AM	0	26	1	7	1	34	0	6	1	8	0	15	0	7	604	2	1	613	0	6	393	14	0	413	1075
7:30 AM	0	18	0	7	0	25	0	8	6	19	0	33	0	12	552	2	0	566	0	4	418	22	0	444	1068
7:45 AM	0	28	3	12	0	43	0	13	6	17	0	36	0	11	604	10	0	625	0	19	412	38	0	469	1173
Hourly Total	0	99	4	31	1	134	0	32	15	62	0	109	0	33	2339	21	1	2393	0	44	1601	82	0	1727	4363
8:00 AM	0	28	1	3	0	32	0	6	9	12	0	27	1	13	488	17	0	519	0	9	462	18	0	489	1067
8:15 AM	0	41	0	17	0	58	0	4	5	13	1	22	0	14	505	17	0	536	0	14	462	15	0	491	1107
8:30 AM	0	45	6	29	0	80	0	15	8	9	1	32	0	24	495	4	0	523	1	6	414	9	0	430	1065
8:45 AM	0	39	0	20	0	59	0	15	6	6	0	27	0	31	502	5	0	538	0	6	439	10	0	455	1079
Hourly Total	0	153	7	69	0	229	0	40	28	40	2	108	1	82	1990	43	0	2116	1	35	1777	52	0	1865	4318
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	88	7	20	1	115	0	8	11	18	0	37	0	27	571	6	2	604	0	17	565	32	0	614	1370
3:15 PM	0	79	9	33	5	121	0	19	16	19	2	54	0	24	503	8	2	535	0	11	530	31	0	572	1282
3:30 PM	0	126	12	26	1	164	0	9	4	21	1	34	0	27	524	2	1	553	0	17	528	37	0	582	1333
3:45 PM	0	70	8	38	0	116	0	6	6	15	0	27	0	23	560	9	0	592	0	17	528	22	0	567	1302
Hourly Total	0	363	36	117	7	516	0	42	37	73	3	152	0	101	2158	25	5	2284	0	62	2151	122	0	2335	5287
4:00 PM	0	56	6	35	1	97	0	3	9	16	0	28	0	30	502	8	0	540	0	6	521	22	0	549	1214
4:15 PM	0	80	8	37	0	125	0	14	6	26	0	46	0	36	508	7	2	551	0	12	488	30	1	530	1252
4:30 PM	0	67	8	21	0	96	0	16	9	15	0	40	0	28	600	3	0	631	0	20	553	18	0	591	1358
4:45 PM	0	49	7	32	0	88	0	12	6	19	1	37	0	30	537	5	0	572	0	21	545	38	0	604	1301
Hourly Total	0	252	29	125	1	406	0	45	30	76	1	151	0	124	2147	23	2	2294	0	59	2107	108	1	2274	5125
5:00 PM	0	85	12	45	0	142	0	11	11	20	0	42	0	29	431	2	1	462	0	23	533	28	0	584	1230
5:15 PM	0	52	8	30	0	90	0	11	6	14	0	31	1	36	516	6	0	559	0	9	563	34	0	606	1286
5:30 PM	0	57	7	28	0	92	0	9	6	22	0	37	0	21	514	5	0	540	0	17	569	41	0	627	1296
5:45 PM	0	50	1	33	0	84	0	3	15	14	0	32	0	36	445	10	0	491	0	12	514	37	5	563	1170
Hourly Total	0	244	28	136	0	408	0	34	38	70	0	142	1	122	1906	23	1	2052	0	61	2179	140	5	2380	4982
Grand Total	0	1137	104	493	9	1734	0	219	157	349	9	725	5	476	12658	159	9	13298	4	312	11304	636	7	12256	28013
Approach %	0.0	65.6	6.0	28.4	-	-	0.0	30.2	21.7	48.1	-	-	0.0	3.6	95.2	1.2	-	-	0.0	2.5	92.2	5.2	-	-	-
Total %	0.0	4.1	0.4	1.8	-	6.2	0.0	0.8	0.6	1.2	-	2.6	0.0	1.7	45.2	0.6	-	47.5	0.0	1.1	40.4	2.3	-	43.8	-
Lights	0	1122	104	485	-	1711	0	139	154	310	-	603	5	463	12191	104	-	12763	4	270	10860	627	-	11761	26838

% Lights	-	98.7	100.0	98.4	-	98.7	-	63.5	98.1	88.8	-	83.2	100.0	97.3	96.3	65.4	-	96.0	100.0	86.5	96.1	98.6	-	96.0	95.8
Buses	0	1	0	0	-	1	0	1	0	3	-	4	0	0	98	0	-	98	0	0	84	1	-	85	188
% Buses	-	0.1	0.0	0.0	-	0.1	-	0.5	0.0	0.9	-	0.6	0.0	0.0	0.8	0.0	-	0.7	0.0	0.0	0.7	0.2	-	0.7	0.7
Single-Unit Trucks	0	10	0	5	-	15	0	7	2	10	-	19	0	9	193	24	-	226	0	12	172	6	-	190	450
% Single-Unit Trucks	-	0.9	0.0	1.0	-	0.9	-	3.2	1.3	2.9	-	2.6	0.0	1.9	1.5	15.1	-	1.7	0.0	3.8	1.5	0.9	-	1.6	1.6
Articulated Trucks	0	4	0	3	-	7	0	72	1	26	-	99	0	4	176	31	-	211	0	30	187	2	-	219	536
% Articulated Trucks	-	0.4	0.0	0.6	-	0.4	-	32.9	0.6	7.4	-	13.7	0.0	0.8	1.4	19.5	-	1.6	0.0	9.6	1.7	0.3	-	1.8	1.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

[illegible]



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Count Name: Cicero Avenue with 72nd Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Access Drive Eastbound						72nd Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
3:00 PM	0	88	7	20	1	115	0	8	11	18	0	37	0	27	571	6	2	604	0	17	565	32	0	614	1370	
3:15 PM	0	79	9	33	5	121	0	19	16	19	2	54	0	24	503	8	2	535	0	11	530	31	0	572	1282	
3:30 PM	0	126	12	26	1	164	0	9	4	21	1	34	0	27	524	2	1	553	0	17	528	37	0	582	1333	
3:45 PM	0	70	8	38	0	116	0	6	6	15	0	27	0	23	560	9	0	592	0	17	528	22	0	567	1302	
Total	0	363	36	117	7	516	0	42	37	73	3	152	0	101	2158	25	5	2284	0	62	2151	122	0	2335	5287	
Approach %	0.0	70.3	7.0	22.7	-	-	0.0	27.6	24.3	48.0	-	-	0.0	4.4	94.5	1.1	-	-	0.0	2.7	92.1	5.2	-	-	-	
Total %	0.0	6.9	0.7	2.2	-	9.8	0.0	0.8	0.7	1.4	-	2.9	0.0	1.9	40.8	0.5	-	43.2	0.0	1.2	40.7	2.3	-	44.2	-	
PHF	0.000	0.720	0.750	0.770	-	0.787	0.000	0.553	0.578	0.869	-	0.704	0.000	0.935	0.945	0.694	-	0.945	0.000	0.912	0.952	0.824	-	0.951	0.965	
Lights	0	361	36	117	-	514	0	29	37	69	-	135	0	101	2079	19	-	2199	0	55	2094	119	-	2268	5116	
% Lights	-	99.4	100.0	100.0	-	99.6	-	69.0	100.0	94.5	-	88.8	-	100.0	96.3	76.0	-	96.3	-	88.7	97.4	97.5	-	-	97.1	96.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	16	0	-	16	0	0	13	0	-	13	29	
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.7	-	0.0	0.6	0.0	-	0.6	0.5	
Single-Unit Trucks	0	2	0	0	-	2	0	1	0	2	-	3	0	0	39	1	-	40	0	1	20	3	-	24	69	
% Single-Unit Trucks	-	0.6	0.0	0.0	-	0.4	-	2.4	0.0	2.7	-	2.0	-	0.0	1.8	4.0	-	1.8	-	1.6	0.9	2.5	-	1.0	1.3	
Articulated Trucks	0	0	0	0	-	0	0	12	0	2	-	14	0	0	24	5	-	29	0	6	24	0	-	30	73	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	28.6	0.0	2.7	-	9.2	-	0.0	1.1	20.0	-	1.3	-	9.7	1.1	0.0	-	1.3	1.4	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	



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Count Name: Cicero Avenue with 73rd Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 1

Turning Movement Data

Start Time	73rd Street Eastbound						73rd Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	38	1	15	0	54	0	0	1	0	0	1	0	40	435	14	0	489	0	11	255	55	0	321	865
6:15 AM	0	49	2	16	0	67	0	0	0	1	1	1	0	36	489	9	0	534	0	9	295	83	1	387	989
6:30 AM	0	38	1	21	0	60	0	1	1	2	0	4	0	52	521	6	0	579	0	8	343	87	0	438	1081
6:45 AM	0	42	1	17	0	60	0	3	0	3	2	6	0	46	509	4	0	559	0	4	316	106	0	426	1051
Hourly Total	0	167	5	69	0	241	0	4	2	6	3	12	0	174	1954	33	0	2161	0	32	1209	331	1	1572	3986
7:00 AM	0	79	1	43	0	123	0	19	1	9	0	29	0	14	486	10	0	510	0	1	301	47	0	349	1011
7:15 AM	0	66	0	30	0	96	0	3	0	3	2	6	0	25	463	8	0	496	0	2	408	46	0	456	1054
7:30 AM	0	76	1	34	0	111	0	3	0	1	0	4	0	42	576	5	5	623	0	1	431	88	0	520	1258
7:45 AM	0	108	2	30	0	140	0	1	0	1	0	2	0	47	599	10	0	656	0	7	357	92	0	456	1254
Hourly Total	0	329	4	137	0	470	0	26	1	14	2	41	0	128	2124	33	5	2285	0	11	1497	273	0	1781	4577
8:00 AM	0	69	1	45	0	115	0	1	0	1	0	2	0	35	429	14	0	478	0	2	464	89	0	555	1150
8:15 AM	0	76	1	34	0	111	0	2	0	0	0	2	0	32	455	6	0	493	0	2	512	107	1	621	1227
8:30 AM	0	83	0	27	0	110	0	0	0	0	0	0	0	44	449	7	0	500	0	0	442	75	0	517	1127
8:45 AM	0	88	0	61	0	149	0	0	0	0	2	0	0	33	386	2	0	421	0	1	398	80	2	479	1049
Hourly Total	0	316	2	167	0	485	0	3	0	1	2	4	0	144	1719	29	0	1892	0	5	1816	351	3	2172	4553
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	81	0	47	1	128	0	5	0	3	1	8	0	20	409	2	0	431	0	1	587	38	1	626	1193
3:15 PM	0	81	0	40	1	121	0	18	5	14	0	37	0	31	366	0	0	397	0	3	572	42	0	617	1172
3:30 PM	0	128	0	55	0	183	0	24	4	19	2	47	0	23	352	0	0	375	0	1	565	32	1	598	1203
3:45 PM	0	94	0	39	0	133	0	4	4	4	1	12	0	33	397	0	1	430	0	0	647	33	0	680	1255
Hourly Total	0	384	0	181	2	565	0	51	13	40	4	104	0	107	1524	2	1	1633	0	5	2371	145	2	2521	4823
4:00 PM	0	81	0	39	1	120	0	8	1	5	4	14	0	23	414	1	0	438	0	0	605	39	3	644	1216
4:15 PM	0	103	0	52	1	155	0	7	0	0	8	7	0	20	444	0	1	464	0	0	520	44	7	564	1190
4:30 PM	0	96	0	45	0	141	0	18	4	8	2	30	0	23	456	2	0	481	0	0	556	56	2	612	1264
4:45 PM	0	76	0	41	0	117	0	4	0	1	2	5	0	25	452	0	1	477	0	0	569	40	1	609	1208
Hourly Total	0	356	0	177	2	533	0	37	5	14	16	56	0	91	1766	3	2	1860	0	0	2250	179	13	2429	4878
5:00 PM	0	89	1	43	0	133	0	22	3	3	1	28	0	25	388	0	1	413	0	0	543	33	0	576	1150
5:15 PM	0	81	0	61	0	142	0	9	1	1	1	11	0	13	420	1	0	434	0	0	560	38	0	598	1185
5:30 PM	0	89	0	34	1	123	0	9	0	4	5	13	0	24	426	1	2	451	0	0	566	40	2	606	1193
5:45 PM	0	71	0	51	1	122	0	1	1	3	3	5	0	34	449	1	0	484	0	0	499	41	5	540	1151
Hourly Total	0	330	1	189	2	520	0	41	5	11	10	57	0	96	1683	3	3	1782	0	0	2168	152	7	2320	4679
Grand Total	0	1882	12	920	6	2814	0	162	26	86	37	274	0	740	10770	103	11	11613	0	53	11311	1431	26	12795	27496
Approach %	0.0	66.9	0.4	32.7	-	-	0.0	59.1	9.5	31.4	-	-	0.0	6.4	92.7	0.9	-	-	0.0	0.4	88.4	11.2	-	-	-
Total %	0.0	6.8	0.0	3.3	-	10.2	0.0	0.6	0.1	0.3	-	1.0	0.0	2.7	39.2	0.4	-	42.2	0.0	0.2	41.1	5.2	-	46.5	-
Lights	0	1736	12	777	-	2525	0	162	26	86	-	274	0	606	10388	103	-	11097	0	53	10892	1323	-	12268	26164

% Lights	-	92.2	100.0	84.5	-	89.7	-	100.0	100.0	100.0	-	100.0	-	81.9	96.5	100.0	-	95.6	-	100.0	96.3	92.5	-	95.9	95.2
Buses	0	3	0	3	-	6	0	0	0	0	-	0	0	1	77	0	-	78	0	0	92	3	-	95	179
% Buses	-	0.2	0.0	0.3	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.1	0.7	0.0	-	0.7	-	0.0	0.8	0.2	-	0.7	0.7
Single-Unit Trucks	0	84	0	53	-	137	0	0	0	0	-	0	0	46	149	0	-	195	0	0	120	60	-	180	512
% Single-Unit Trucks	-	4.5	0.0	5.8	-	4.9	-	0.0	0.0	0.0	-	0.0	-	6.2	1.4	0.0	-	1.7	-	0.0	1.1	4.2	-	1.4	1.9
Articulated Trucks	0	59	0	87	-	146	0	0	0	0	-	0	0	87	156	0	-	243	0	0	206	45	-	251	640
% Articulated Trucks	-	3.1	0.0	9.5	-	5.2	-	0.0	0.0	0.0	-	0.0	-	11.8	1.4	0.0	-	2.1	-	0.0	1.8	3.1	-	2.0	2.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	37	-	-	-	-	-	11	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

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Count Name: Cicero Avenue with 73rd Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	73rd Street Eastbound						73rd Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	76	1	34	0	111	0	3	0	1	0	4	0	42	576	5	5	623	0	1	431	88	0	520	1258
7:45 AM	0	108	2	30	0	140	0	1	0	1	0	2	0	47	599	10	0	656	0	7	357	92	0	456	1254
8:00 AM	0	69	1	45	0	115	0	1	0	1	0	2	0	35	429	14	0	478	0	2	464	89	0	555	1150
8:15 AM	0	76	1	34	0	111	0	2	0	0	0	2	0	32	455	6	0	493	0	2	512	107	1	621	1227
Total	0	329	5	143	0	477	0	7	0	3	0	10	0	156	2059	35	5	2250	0	12	1764	376	1	2152	4889
Approach %	0.0	69.0	1.0	30.0	-	-	0.0	70.0	0.0	30.0	-	-	0.0	6.9	91.5	1.6	-	-	0.0	0.6	82.0	17.5	-	-	-
Total %	0.0	6.7	0.1	2.9	-	9.8	0.0	0.1	0.0	0.1	-	0.2	0.0	3.2	42.1	0.7	-	46.0	0.0	0.2	36.1	7.7	-	44.0	-
PHF	0.000	0.762	0.625	0.794	-	0.852	0.000	0.583	0.000	0.750	-	0.625	0.000	0.830	0.859	0.625	-	0.857	0.000	0.429	0.861	0.879	-	0.866	0.972
Lights	0	286	5	104	-	395	0	7	0	3	-	10	0	128	1977	35	-	2140	0	12	1681	354	-	2047	4592
% Lights	-	86.9	100.0	72.7	-	82.8	-	100.0	-	100.0	-	100.0	-	82.1	96.0	100.0	-	95.1	-	100.0	95.3	94.1	-	95.1	93.9
Buses	0	0	0	2	-	2	0	0	0	0	-	0	0	0	14	0	-	14	0	0	14	1	-	15	31
% Buses	-	0.0	0.0	1.4	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	0.7	0.0	-	0.6	-	0.0	0.8	0.3	-	0.7	0.6
Single-Unit Trucks	0	25	0	12	-	37	0	0	0	0	-	0	0	7	34	0	-	41	0	0	27	12	-	39	117
% Single-Unit Trucks	-	7.6	0.0	8.4	-	7.8	-	0.0	-	0.0	-	0.0	-	4.5	1.7	0.0	-	1.8	-	0.0	1.5	3.2	-	1.8	2.4
Articulated Trucks	0	18	0	25	-	43	0	0	0	0	-	0	0	21	34	0	-	55	0	0	42	9	-	51	149
% Articulated Trucks	-	5.5	0.0	17.5	-	9.0	-	0.0	-	0.0	-	0.0	-	13.5	1.7	0.0	-	2.4	-	0.0	2.4	2.4	-	2.4	3.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cicero Avenue with 73rd Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	73rd Street Eastbound						73rd Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	81	0	47	1	128	0	5	0	3	1	8	0	20	409	2	0	431	0	1	587	38	1	626	1193
3:15 PM	0	81	0	40	1	121	0	18	5	14	0	37	0	31	366	0	0	397	0	3	572	42	0	617	1172
3:30 PM	0	128	0	55	0	183	0	24	4	19	2	47	0	23	352	0	0	375	0	1	565	32	1	598	1203
3:45 PM	0	94	0	39	0	133	0	4	4	4	1	12	0	33	397	0	1	430	0	0	647	33	0	680	1255
Total	0	384	0	181	2	565	0	51	13	40	4	104	0	107	1524	2	1	1633	0	5	2371	145	2	2521	4823
Approach %	0.0	68.0	0.0	32.0	-	-	0.0	49.0	12.5	38.5	-	-	0.0	6.6	93.3	0.1	-	-	0.0	0.2	94.0	5.8	-	-	-
Total %	0.0	8.0	0.0	3.8	-	11.7	0.0	1.1	0.3	0.8	-	2.2	0.0	2.2	31.6	0.0	-	33.9	0.0	0.1	49.2	3.0	-	52.3	-
PHF	0.000	0.750	0.000	0.823	-	0.772	0.000	0.531	0.650	0.526	-	0.553	0.000	0.811	0.932	0.250	-	0.947	0.000	0.417	0.916	0.863	-	0.927	0.961
Lights	0	369	0	162	-	531	0	51	13	40	-	104	0	81	1457	2	-	1540	0	5	2311	127	-	2443	4618
% Lights	-	96.1	-	89.5	-	94.0	-	100.0	100.0	100.0	-	100.0	-	75.7	95.6	100.0	-	94.3	-	100.0	97.5	87.6	-	96.9	95.7
Buses	0	3	0	1	-	4	0	0	0	0	-	0	0	0	7	0	-	7	0	0	15	1	-	16	27
% Buses	-	0.8	-	0.6	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.6	0.7	-	0.6	0.6
Single-Unit Trucks	0	7	0	6	-	13	0	0	0	0	-	0	0	11	39	0	-	50	0	0	13	11	-	24	87
% Single-Unit Trucks	-	1.8	-	3.3	-	2.3	-	0.0	0.0	0.0	-	0.0	-	10.3	2.6	0.0	-	3.1	-	0.0	0.5	7.6	-	1.0	1.8
Articulated Trucks	0	5	0	12	-	17	0	0	0	0	-	0	0	15	21	0	-	36	0	0	31	6	-	37	90
% Articulated Trucks	-	1.3	-	6.6	-	3.0	-	0.0	0.0	0.0	-	0.0	-	14.0	1.4	0.0	-	2.2	-	0.0	1.3	4.1	-	1.5	1.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cicero Avenue with 74th Place
TMC
Site Code:
Start Date: 04/03/2025
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound						74th Place Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	1	1	0	2	0	1	0	9	0	10	0	5	345	2	0	352	1	7	218	0	0	226	590
6:15 AM	0	0	2	1	0	3	0	2	1	7	0	10	0	1	382	10	0	393	0	7	195	0	0	202	608
6:30 AM	0	0	0	1	0	1	0	2	1	11	1	14	0	2	423	8	0	433	0	6	257	1	0	264	712
6:45 AM	0	1	1	1	0	3	0	3	0	18	3	21	0	4	399	5	0	408	0	11	244	0	0	255	687
Hourly Total	0	1	4	4	0	9	0	8	2	45	4	55	0	12	1549	25	0	1586	1	31	914	1	0	947	2597
7:00 AM	0	1	6	4	0	11	0	7	3	13	1	23	0	2	357	2	0	361	0	12	317	0	1	329	724
7:15 AM	0	0	4	5	0	9	0	7	4	6	5	17	0	1	401	4	0	406	0	12	303	2	1	317	749
7:30 AM	0	0	7	5	0	12	0	5	3	14	4	22	0	6	383	4	1	393	0	18	356	3	1	377	804
7:45 AM	0	2	2	6	0	10	1	2	11	10	3	24	0	8	477	12	1	497	0	19	339	1	0	359	890
Hourly Total	0	3	19	20	0	42	1	21	21	43	13	86	0	17	1618	22	2	1657	0	61	1315	6	3	1382	3167
8:00 AM	0	1	3	4	0	8	0	3	4	9	1	16	0	5	306	8	1	319	0	14	353	4	0	371	714
8:15 AM	0	4	4	6	0	14	0	5	4	18	5	27	0	5	336	6	0	347	0	19	345	1	0	365	753
8:30 AM	0	2	3	9	1	14	0	5	3	10	2	18	0	6	373	5	2	384	0	25	356	3	0	384	800
8:45 AM	0	2	3	5	0	10	0	8	4	14	0	26	0	8	359	7	0	374	0	12	352	4	2	368	778
Hourly Total	0	9	13	24	1	46	0	21	15	51	8	87	0	24	1374	26	3	1424	0	70	1406	12	2	1488	3045
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	8	8	18	0	34	0	22	3	29	0	54	0	3	352	8	0	363	0	27	409	3	0	439	890
3:15 PM	1	4	6	8	0	19	0	13	2	23	4	38	0	7	345	16	1	368	0	29	477	7	0	513	938
3:30 PM	0	9	13	23	0	45	0	38	6	28	1	72	0	7	362	8	3	377	0	35	459	8	0	502	996
3:45 PM	0	2	12	21	0	35	0	6	5	22	2	33	0	13	333	12	2	358	0	33	430	3	4	466	892
Hourly Total	1	23	39	70	0	133	0	79	16	102	7	197	0	30	1392	44	6	1466	0	124	1775	21	4	1920	3716
4:00 PM	0	5	13	8	0	26	0	9	4	25	0	38	0	6	343	12	0	361	0	28	452	5	0	485	910
4:15 PM	0	6	6	13	1	25	0	16	8	32	4	56	0	4	372	19	1	395	0	36	440	6	2	482	958
4:30 PM	0	5	10	22	0	37	0	14	9	26	1	49	0	3	327	14	0	344	0	33	402	4	4	439	869
4:45 PM	0	8	9	11	0	28	0	12	6	25	4	43	0	9	346	11	1	366	0	33	438	9	1	480	917
Hourly Total	0	24	38	54	1	116	0	51	27	108	9	186	0	22	1388	56	2	1466	0	130	1732	24	7	1886	3654
5:00 PM	0	8	13	9	0	30	0	25	10	22	2	57	0	4	303	9	2	316	0	30	448	7	9	485	888
5:15 PM	0	6	6	13	0	25	0	13	4	27	0	44	0	10	311	14	0	335	0	40	421	5	3	466	870
5:30 PM	0	3	12	9	2	24	0	18	6	25	0	49	0	7	313	17	3	337	1	40	386	4	2	431	841
5:45 PM	0	7	13	8	2	28	0	15	9	38	3	62	0	5	291	8	1	304	0	35	428	6	12	469	863
Hourly Total	0	24	44	39	4	107	0	71	29	112	5	212	0	26	1218	48	6	1292	1	145	1683	22	26	1851	3462
Grand Total	1	84	157	211	6	453	1	251	110	461	46	823	0	131	8539	221	19	8891	2	561	8825	86	42	9474	19641
Approach %	0.2	18.5	34.7	46.6	-	-	0.1	30.5	13.4	56.0	-	-	0.0	1.5	96.0	2.5	-	-	0.0	5.9	93.1	0.9	-	-	-
Total %	0.0	0.4	0.8	1.1	-	2.3	0.0	1.3	0.6	2.3	-	4.2	0.0	0.7	43.5	1.1	-	45.3	0.0	2.9	44.9	0.4	-	48.2	-
Lights	1	84	154	208	-	447	1	244	105	450	-	800	0	126	8067	220	-	8413	2	558	8294	85	-	8939	18599

% Lights	100.0	100.0	98.1	98.6	-	98.7	100.0	97.2	95.5	97.6	-	97.2	-	96.2	94.5	99.5	-	94.6	100.0	99.5	94.0	98.8	-	94.4	94.7
Buses	0	0	1	0	-	1	0	1	0	0	-	1	0	0	90	0	-	90	0	0	99	0	-	99	191
% Buses	0.0	0.0	0.6	0.0	-	0.2	0.0	0.4	0.0	0.0	-	0.1	-	0.0	1.1	0.0	-	1.0	0.0	0.0	1.1	0.0	-	1.0	1.0
Single-Unit Trucks	0	0	2	3	-	5	0	2	5	11	-	18	0	5	144	1	-	150	0	2	153	1	-	156	329
% Single-Unit Trucks	0.0	0.0	1.3	1.4	-	1.1	0.0	0.8	4.5	2.4	-	2.2	-	3.8	1.7	0.5	-	1.7	0.0	0.4	1.7	1.2	-	1.6	1.7
Articulated Trucks	0	0	0	0	-	0	0	4	0	0	-	4	0	0	238	0	-	238	0	1	278	0	-	279	521
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	1.6	0.0	0.0	-	0.5	-	0.0	2.8	0.0	-	2.7	0.0	0.2	3.2	0.0	-	2.9	2.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	46	-	-	-	-	-	19	-	-	-	-	-	42	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Start Date: 04/03/2025
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Access Drive Eastbound						74th Place Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	7	5	0	12	0	5	3	14	4	22	0	6	383	4	1	393	0	18	356	3	1	377	804
7:45 AM	0	2	2	6	0	10	1	2	11	10	3	24	0	8	477	12	1	497	0	19	339	1	0	359	890
8:00 AM	0	1	3	4	0	8	0	3	4	9	1	16	0	5	306	8	1	319	0	14	353	4	0	371	714
8:15 AM	0	4	4	6	0	14	0	5	4	18	5	27	0	5	336	6	0	347	0	19	345	1	0	365	753
Total	0	7	16	21	0	44	1	15	22	51	13	89	0	24	1502	30	3	1556	0	70	1393	9	1	1472	3161
Approach %	0.0	15.9	36.4	47.7	-	-	1.1	16.9	24.7	57.3	-	-	0.0	1.5	96.5	1.9	-	-	0.0	4.8	94.6	0.6	-	-	-
Total %	0.0	0.2	0.5	0.7	-	1.4	0.0	0.5	0.7	1.6	-	2.8	0.0	0.8	47.5	0.9	-	49.2	0.0	2.2	44.1	0.3	-	46.6	-
PHF	0.000	0.438	0.571	0.875	-	0.786	0.250	0.750	0.500	0.708	-	0.824	0.000	0.750	0.787	0.625	-	0.783	0.000	0.921	0.978	0.563	-	0.976	0.888
Lights	0	7	16	20	-	43	1	15	22	49	-	87	0	23	1402	30	-	1455	0	69	1265	9	-	1343	2928
% Lights	-	100.0	100.0	95.2	-	97.7	100.0	100.0	100.0	96.1	-	97.8	-	95.8	93.3	100.0	-	93.5	-	98.6	90.8	100.0	-	91.2	92.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	17	0	-	17	0	0	22	0	-	22	39
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	1.1	-	0.0	1.6	0.0	-	1.5	1.2
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	2	-	2	0	1	30	0	-	31	0	1	41	0	-	42	76
% Single-Unit Trucks	-	0.0	0.0	4.8	-	2.3	0.0	0.0	0.0	3.9	-	2.2	-	4.2	2.0	0.0	-	2.0	-	1.4	2.9	0.0	-	2.9	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	53	0	-	53	0	0	65	0	-	65	118
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	3.5	0.0	-	3.4	-	0.0	4.7	0.0	-	4.4	3.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	13	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Cicero Avenue with 74th Place
TMC
Site Code:
Start Date: 04/03/2025
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Access Drive Eastbound						74th Place Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
3:00 PM	0	8	8	18	0	34	0	22	3	29	0	54	0	3	352	8	0	363	0	27	409	3	0	439	890	
3:15 PM	1	4	6	8	0	19	0	13	2	23	4	38	0	7	345	16	1	368	0	29	477	7	0	513	938	
3:30 PM	0	9	13	23	0	45	0	38	6	28	1	72	0	7	362	8	3	377	0	35	459	8	0	502	996	
3:45 PM	0	2	12	21	0	35	0	6	5	22	2	33	0	13	333	12	2	358	0	33	430	3	4	466	892	
Total	1	23	39	70	0	133	0	79	16	102	7	197	0	30	1392	44	6	1466	0	124	1775	21	4	1920	3716	
Approach %	0.8	17.3	29.3	52.6	-	-	0.0	40.1	8.1	51.8	-	-	0.0	2.0	95.0	3.0	-	-	0.0	6.5	92.4	1.1	-	-	-	
Total %	0.0	0.6	1.0	1.9	-	3.6	0.0	2.1	0.4	2.7	-	5.3	0.0	0.8	37.5	1.2	-	39.5	0.0	3.3	47.8	0.6	-	51.7	-	
PHF	0.250	0.639	0.750	0.761	-	0.739	0.000	0.520	0.667	0.879	-	0.684	0.000	0.577	0.961	0.688	-	0.972	0.000	0.886	0.930	0.656	-	0.936	0.933	
Lights	1	23	38	70	-	132	0	78	16	98	-	192	0	29	1311	44	-	1384	0	124	1713	21	-	1858	3566	
% Lights	100.0	100.0	97.4	100.0	-	99.2	-	98.7	100.0	96.1	-	97.5	-	96.7	94.2	100.0	-	94.4	-	100.0	96.5	100.0	-	-	96.8	96.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	11	0	-	11	0	0	14	0	-	14	25	
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.8	-	0.0	0.8	0.0	-	0.7	0.7	
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	4	-	4	0	1	30	0	-	31	0	0	14	0	-	14	50	
% Single-Unit Trucks	0.0	0.0	2.6	0.0	-	0.8	-	0.0	0.0	3.9	-	2.0	-	3.3	2.2	0.0	-	2.1	-	0.0	0.8	0.0	-	0.7	1.3	
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	40	0	-	40	0	0	33	0	-	33	74	
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	1.3	0.0	0.0	-	0.5	-	0.0	2.9	0.0	-	2.7	-	0.0	1.9	0.0	-	1.7	2.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1	
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0	
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	4	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



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Count Name: Cicero Avenue with 76th Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 1

Turning Movement Data

Start Time	76th Street Eastbound						76th Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	2	0	0	2	0	16	3	9	2	28	0	0	338	24	1	362	0	9	203	0	0	212	604
6:15 AM	0	0	0	0	1	0	0	16	2	10	11	28	0	1	394	35	0	430	0	9	191	0	1	200	658
6:30 AM	0	0	0	0	0	0	0	17	1	10	2	28	0	1	442	21	0	464	0	8	217	0	1	225	717
6:45 AM	0	3	2	0	6	5	0	20	2	10	1	32	0	3	440	38	1	481	0	12	249	0	0	261	779
Hourly Total	0	3	4	0	7	7	0	69	8	39	16	116	0	5	1614	118	2	1737	0	38	860	0	2	898	2758
7:00 AM	0	0	2	3	1	5	0	30	1	15	2	46	0	1	375	26	0	402	0	16	305	1	1	322	775
7:15 AM	0	3	0	4	2	7	0	36	1	11	4	48	0	0	391	49	3	440	0	16	277	2	1	295	790
7:30 AM	0	0	0	2	3	2	0	31	2	11	7	44	0	1	414	34	9	449	0	16	306	0	1	322	817
7:45 AM	0	0	2	0	0	2	0	27	5	19	1	51	0	4	435	36	4	475	0	24	302	0	0	326	854
Hourly Total	0	3	4	9	6	16	0	124	9	56	14	189	0	6	1615	145	16	1766	0	72	1190	3	3	1265	3236
8:00 AM	0	2	0	2	2	4	0	34	7	20	10	61	1	2	304	41	12	348	0	15	329	1	0	345	758
8:15 AM	0	1	2	3	1	6	0	42	5	17	4	64	1	2	312	33	0	348	1	15	315	1	0	332	750
8:30 AM	0	1	5	3	1	9	0	33	6	11	3	50	0	4	366	42	8	412	0	23	316	0	0	339	810
8:45 AM	0	3	3	5	1	11	0	40	3	23	4	66	0	10	372	55	3	437	0	26	326	4	0	356	870
Hourly Total	0	7	10	13	5	30	0	149	21	71	21	241	2	18	1354	171	23	1545	1	79	1286	6	0	1372	3188
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	12	14	15	4	41	0	55	16	24	0	95	0	20	319	51	2	390	1	29	409	9	1	448	974
3:15 PM	0	15	13	27	2	55	0	51	15	12	10	78	0	16	363	70	4	449	0	22	469	11	2	502	1084
3:30 PM	0	9	16	22	1	47	0	62	16	21	4	99	0	18	344	53	3	415	0	24	502	5	1	531	1092
3:45 PM	0	11	9	26	0	46	0	55	20	22	3	97	0	18	321	84	3	423	0	16	432	9	0	457	1023
Hourly Total	0	47	52	90	7	189	0	223	67	79	17	369	0	72	1347	258	12	1677	1	91	1812	34	4	1938	4173
4:00 PM	0	18	14	25	1	57	0	66	10	24	6	100	0	26	341	64	8	431	0	32	391	16	0	439	1027
4:15 PM	0	15	11	21	1	47	1	52	14	23	3	90	0	29	341	51	0	421	0	30	448	11	0	489	1047
4:30 PM	1	20	15	33	3	69	0	65	18	27	5	110	0	14	310	64	4	388	0	21	385	9	2	415	982
4:45 PM	0	12	13	17	3	42	0	53	15	35	7	103	0	26	347	66	4	439	0	21	410	12	1	443	1027
Hourly Total	1	65	53	96	8	215	1	236	57	109	21	403	0	95	1339	245	16	1679	0	104	1634	48	3	1786	4083
5:00 PM	0	11	18	24	1	53	0	63	19	21	6	103	0	18	290	70	2	378	1	21	349	15	0	386	920
5:15 PM	0	11	18	26	1	55	0	52	23	27	5	102	0	19	315	73	6	407	0	35	346	10	4	391	955
5:30 PM	0	12	15	27	10	54	0	63	15	23	5	101	0	19	326	79	4	424	0	27	250	11	2	288	867
5:45 PM	0	17	11	31	3	59	0	61	9	22	0	92	0	23	349	81	1	453	0	16	300	9	0	325	929
Hourly Total	0	51	62	108	15	221	0	239	66	93	16	398	0	79	1280	303	13	1662	1	99	1245	45	6	1390	3671
Grand Total	1	176	185	316	48	678	1	1040	228	447	105	1716	2	275	8549	1240	82	10066	3	483	8027	136	18	8649	21109
Approach %	0.1	26.0	27.3	46.6	-	-	0.1	60.6	13.3	26.0	-	-	0.0	2.7	84.9	12.3	-	-	0.0	5.6	92.8	1.6	-	-	-
Total %	0.0	0.8	0.9	1.5	-	3.2	0.0	4.9	1.1	2.1	-	8.1	0.0	1.3	40.5	5.9	-	47.7	0.0	2.3	38.0	0.6	-	41.0	-
Lights	1	170	183	308	-	662	1	969	225	406	-	1601	2	271	8106	1165	-	9544	3	442	7542	135	-	8122	19929

% Lights	100.0	96.6	98.9	97.5	-	97.6	100.0	93.2	98.7	90.8	-	93.3	100.0	98.5	94.8	94.0	-	94.8	100.0	91.5	94.0	99.3	-	93.9	94.4
Buses	0	0	0	4	-	4	0	52	1	25	-	78	0	2	81	54	-	137	0	23	76	1	-	100	319
% Buses	0.0	0.0	0.0	1.3	-	0.6	0.0	5.0	0.4	5.6	-	4.5	0.0	0.7	0.9	4.4	-	1.4	0.0	4.8	0.9	0.7	-	1.2	1.5
Single-Unit Trucks	0	5	0	4	-	9	0	5	2	7	-	14	0	2	141	14	-	157	0	12	145	0	-	157	337
% Single-Unit Trucks	0.0	2.8	0.0	1.3	-	1.3	0.0	0.5	0.9	1.6	-	0.8	0.0	0.7	1.6	1.1	-	1.6	0.0	2.5	1.8	0.0	-	1.8	1.6
Articulated Trucks	0	1	1	0	-	2	0	14	0	9	-	23	0	0	221	7	-	228	0	6	263	0	-	269	522
% Articulated Trucks	0.0	0.6	0.5	0.0	-	0.3	0.0	1.3	0.0	2.0	-	1.3	0.0	0.0	2.6	0.6	-	2.3	0.0	1.2	3.3	0.0	-	3.1	2.5
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Bicycles on Road	0.0	0.0	0.5	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	48	-	-	-	-	-	105	-	-	-	-	-	82	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cicero Avenue with 76th Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	76th Street Eastbound						76th Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	0	2	3	2	0	31	2	11	7	44	0	1	414	34	9	449	0	16	306	0	1	322	817
7:45 AM	0	0	2	0	0	2	0	27	5	19	1	51	0	4	435	36	4	475	0	24	302	0	0	326	854
8:00 AM	0	2	0	2	2	4	0	34	7	20	10	61	1	2	304	41	12	348	0	15	329	1	0	345	758
8:15 AM	0	1	2	3	1	6	0	42	5	17	4	64	1	2	312	33	0	348	1	15	315	1	0	332	750
Total	0	3	4	7	6	14	0	134	19	67	22	220	2	9	1465	144	25	1620	1	70	1252	2	1	1325	3179
Approach %	0.0	21.4	28.6	50.0	-	-	0.0	60.9	8.6	30.5	-	-	0.1	0.6	90.4	8.9	-	-	0.1	5.3	94.5	0.2	-	-	-
Total %	0.0	0.1	0.1	0.2	-	0.4	0.0	4.2	0.6	2.1	-	6.9	0.1	0.3	46.1	4.5	-	51.0	0.0	2.2	39.4	0.1	-	41.7	-
PHF	0.000	0.375	0.500	0.583	-	0.583	0.000	0.798	0.679	0.838	-	0.859	0.500	0.563	0.842	0.878	-	0.853	0.250	0.729	0.951	0.500	-	0.960	0.931
Lights	0	2	4	7	-	13	0	121	19	54	-	194	2	9	1369	130	-	1510	1	63	1136	2	-	1202	2919
% Lights	-	66.7	100.0	100.0	-	92.9	-	90.3	100.0	80.6	-	88.2	100.0	100.0	93.4	90.3	-	93.2	100.0	90.0	90.7	100.0	-	90.7	91.8
Buses	0	0	0	0	-	0	0	9	0	7	-	16	0	0	17	10	-	27	0	4	19	0	-	23	66
% Buses	-	0.0	0.0	0.0	-	0.0	-	6.7	0.0	10.4	-	7.3	0.0	0.0	1.2	6.9	-	1.7	0.0	5.7	1.5	0.0	-	1.7	2.1
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	2	-	2	0	0	34	2	-	36	0	1	36	0	-	37	76
% Single-Unit Trucks	-	33.3	0.0	0.0	-	7.1	-	0.0	0.0	3.0	-	0.9	0.0	0.0	2.3	1.4	-	2.2	0.0	1.4	2.9	0.0	-	2.8	2.4
Articulated Trucks	0	0	0	0	-	0	0	4	0	4	-	8	0	0	45	2	-	47	0	2	61	0	-	63	118
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	3.0	0.0	6.0	-	3.6	0.0	0.0	3.1	1.4	-	2.9	0.0	2.9	4.9	0.0	-	4.8	3.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	22	-	-	-	-	-	25	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cicero Avenue with 76th Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	76th Street Eastbound						76th Street Westbound						Cicero Avenue Northbound						Cicero Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	12	14	15	4	41	0	55	16	24	0	95	0	20	319	51	2	390	1	29	409	9	1	448	974
3:15 PM	0	15	13	27	2	55	0	51	15	12	10	78	0	16	363	70	4	449	0	22	469	11	2	502	1084
3:30 PM	0	9	16	22	1	47	0	62	16	21	4	99	0	18	344	53	3	415	0	24	502	5	1	531	1092
3:45 PM	0	11	9	26	0	46	0	55	20	22	3	97	0	18	321	84	3	423	0	16	432	9	0	457	1023
Total	0	47	52	90	7	189	0	223	67	79	17	369	0	72	1347	258	12	1677	1	91	1812	34	4	1938	4173
Approach %	0.0	24.9	27.5	47.6	-	-	0.0	60.4	18.2	21.4	-	-	0.0	4.3	80.3	15.4	-	-	0.1	4.7	93.5	1.8	-	-	-
Total %	0.0	1.1	1.2	2.2	-	4.5	0.0	5.3	1.6	1.9	-	8.8	0.0	1.7	32.3	6.2	-	40.2	0.0	2.2	43.4	0.8	-	46.4	-
PHF	0.000	0.783	0.813	0.833	-	0.859	0.000	0.899	0.838	0.823	-	0.932	0.000	0.900	0.928	0.768	-	0.934	0.250	0.784	0.902	0.773	-	0.912	0.955
Lights	0	46	51	87	-	184	0	211	66	74	-	351	0	69	1269	248	-	1586	1	87	1754	34	-	1876	3997
% Lights	-	97.9	98.1	96.7	-	97.4	-	94.6	98.5	93.7	-	95.1	-	95.8	94.2	96.1	-	94.6	100.0	95.6	96.8	100.0	-	96.8	95.8
Buses	0	0	0	2	-	2	0	9	0	3	-	12	0	2	10	8	-	20	0	2	11	0	-	13	47
% Buses	-	0.0	0.0	2.2	-	1.1	-	4.0	0.0	3.8	-	3.3	-	2.8	0.7	3.1	-	1.2	0.0	2.2	0.6	0.0	-	0.7	1.1
Single-Unit Trucks	0	1	0	1	-	2	0	0	1	0	-	1	0	1	32	2	-	35	0	2	12	0	-	14	52
% Single-Unit Trucks	-	2.1	0.0	1.1	-	1.1	-	0.0	1.5	0.0	-	0.3	-	1.4	2.4	0.8	-	2.1	0.0	2.2	0.7	0.0	-	0.7	1.2
Articulated Trucks	0	0	0	0	-	0	0	3	0	2	-	5	0	0	36	0	-	36	0	0	34	0	-	34	75
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	1.3	0.0	2.5	-	1.4	-	0.0	2.7	0.0	-	2.1	0.0	0.0	1.9	0.0	-	1.8	1.8
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	1.9	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	0.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	17	-	-	-	-	-	12	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Cicero Avenue with State Road
TMC
Site Code:
Start Date: 04/03/2025
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Turning Movement Data

Start Time	State Road Eastbound					Cicero Avenue Northbound					Cicero Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	117	2	1	119	0	5	367	1	372	0	202	76	0	278	769
6:15 AM	0	157	1	0	158	0	5	337	1	342	0	197	64	0	261	761
6:30 AM	0	153	4	1	157	0	9	442	5	451	0	237	60	0	297	905
6:45 AM	0	147	3	0	150	0	15	424	0	439	0	235	69	0	304	893
Hourly Total	0	574	10	2	584	0	34	1570	7	1604	0	871	269	0	1140	3328
7:00 AM	0	178	3	0	181	0	6	378	7	384	0	267	76	0	343	908
7:15 AM	0	154	3	0	157	0	13	383	1	396	0	275	72	0	347	900
7:30 AM	0	144	2	1	146	0	8	420	5	428	0	273	109	0	382	956
7:45 AM	0	139	3	1	142	0	17	486	2	503	0	267	130	0	397	1042
Hourly Total	0	615	11	2	626	0	44	1667	15	1711	0	1082	387	0	1469	3806
8:00 AM	0	165	4	1	169	0	16	329	2	345	0	348	114	0	462	976
8:15 AM	0	140	3	1	143	0	20	359	3	379	0	328	144	0	472	994
8:30 AM	0	124	5	0	129	0	20	372	2	392	0	363	147	0	510	1031
8:45 AM	0	139	7	0	146	0	22	356	0	378	0	349	122	0	471	995
Hourly Total	0	568	19	2	587	0	78	1416	7	1494	0	1388	527	0	1915	3996
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	136	6	5	142	0	32	383	8	415	0	391	156	0	547	1104
3:15 PM	0	119	6	3	125	0	17	380	3	397	0	478	180	0	658	1180
3:30 PM	0	119	8	3	127	0	20	342	0	362	0	467	147	0	614	1103
3:45 PM	0	132	6	9	138	0	26	332	3	358	0	421	157	0	578	1074
Hourly Total	0	506	26	20	532	0	95	1437	14	1532	0	1757	640	0	2397	4461
4:00 PM	0	104	6	2	110	0	20	386	1	406	0	405	120	0	525	1041
4:15 PM	0	143	8	0	151	0	25	360	6	385	0	439	129	0	568	1104
4:30 PM	0	150	4	0	154	0	22	353	0	375	0	388	130	0	518	1047
4:45 PM	0	131	7	0	138	0	27	381	3	408	0	400	145	0	545	1091
Hourly Total	0	528	25	2	553	0	94	1480	10	1574	0	1632	524	0	2156	4283
5:00 PM	0	130	7	1	137	0	31	335	5	366	0	430	199	0	629	1132
5:15 PM	0	157	8	1	165	1	22	336	16	359	0	381	158	0	539	1063
5:30 PM	0	107	10	1	117	0	28	311	0	339	0	361	147	0	508	964
5:45 PM	0	98	6	2	104	0	28	340	4	368	0	450	152	0	602	1074
Hourly Total	0	492	31	5	523	1	109	1322	25	1432	0	1622	656	0	2278	4233
Grand Total	0	3283	122	33	3405	1	454	8892	78	9347	0	8352	3003	0	11355	24107
Approach %	0.0	96.4	3.6	-	-	0.0	4.9	95.1	-	-	0.0	73.6	26.4	-	-	-
Total %	0.0	13.6	0.5	-	14.1	0.0	1.9	36.9	-	38.8	0.0	34.6	12.5	-	47.1	-
Lights	0	3225	118	-	3343	1	435	8419	-	8855	0	7844	2946	-	10790	22988
% Lights	-	98.2	96.7	-	98.2	100.0	95.8	94.7	-	94.7	-	93.9	98.1	-	95.0	95.4

Buses	0	10	0	-	10	0	3	93	-	96	0	90	5	-	95	201
% Buses	-	0.3	0.0	-	0.3	0.0	0.7	1.0	-	1.0	-	1.1	0.2	-	0.8	0.8
Single-Unit Trucks	0	34	1	-	35	0	7	155	-	162	0	157	22	-	179	376
% Single-Unit Trucks	-	1.0	0.8	-	1.0	0.0	1.5	1.7	-	1.7	-	1.9	0.7	-	1.6	1.6
Articulated Trucks	0	13	3	-	16	0	9	225	-	234	0	260	30	-	290	540
% Articulated Trucks	-	0.4	2.5	-	0.5	0.0	2.0	2.5	-	2.5	-	3.1	1.0	-	2.6	2.2
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	33	-	-	-	-	78	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Cicero Avenue with State Road
TMC
Site Code:
Start Date: 04/03/2025
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	State Road Eastbound					Cicero Avenue Northbound					Cicero Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:30 AM	0	144	2	1	146	0	8	420	5	428	0	273	109	0	382	956
7:45 AM	0	139	3	1	142	0	17	486	2	503	0	267	130	0	397	1042
8:00 AM	0	165	4	1	169	0	16	329	2	345	0	348	114	0	462	976
8:15 AM	0	140	3	1	143	0	20	359	3	379	0	328	144	0	472	994
Total	0	588	12	4	600	0	61	1594	12	1655	0	1216	497	0	1713	3968
Approach %	0.0	98.0	2.0	-	-	0.0	3.7	96.3	-	-	0.0	71.0	29.0	-	-	-
Total %	0.0	14.8	0.3	-	15.1	0.0	1.5	40.2	-	41.7	0.0	30.6	12.5	-	43.2	-
PHF	0.000	0.891	0.750	-	0.888	0.000	0.763	0.820	-	0.823	0.000	0.874	0.863	-	0.907	0.952
Lights	0	581	11	-	592	0	59	1489	-	1548	0	1100	486	-	1586	3726
% Lights	-	98.8	91.7	-	98.7	-	96.7	93.4	-	93.5	-	90.5	97.8	-	92.6	93.9
Buses	0	0	0	-	0	0	0	18	-	18	0	18	2	-	20	38
% Buses	-	0.0	0.0	-	0.0	-	0.0	1.1	-	1.1	-	1.5	0.4	-	1.2	1.0
Single-Unit Trucks	0	6	0	-	6	0	1	30	-	31	0	37	6	-	43	80
% Single-Unit Trucks	-	1.0	0.0	-	1.0	-	1.6	1.9	-	1.9	-	3.0	1.2	-	2.5	2.0
Articulated Trucks	0	1	1	-	2	0	1	57	-	58	0	61	3	-	64	124
% Articulated Trucks	-	0.2	8.3	-	0.3	-	1.6	3.6	-	3.5	-	5.0	0.6	-	3.7	3.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	4	-	-	-	-	12	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Cicero Avenue with State Road
TMC
Site Code:
Start Date: 04/03/2025
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Turning Movement Peak Hour Data (3:00 PM)

Start Time	State Road Eastbound					Cicero Avenue Northbound					Cicero Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
3:00 PM	0	136	6	5	142	0	32	383	8	415	0	391	156	0	547	1104
3:15 PM	0	119	6	3	125	0	17	380	3	397	0	478	180	0	658	1180
3:30 PM	0	119	8	3	127	0	20	342	0	362	0	467	147	0	614	1103
3:45 PM	0	132	6	9	138	0	26	332	3	358	0	421	157	0	578	1074
Total	0	506	26	20	532	0	95	1437	14	1532	0	1757	640	0	2397	4461
Approach %	0.0	95.1	4.9	-	-	0.0	6.2	93.8	-	-	0.0	73.3	26.7	-	-	-
Total %	0.0	11.3	0.6	-	11.9	0.0	2.1	32.2	-	34.3	0.0	39.4	14.3	-	53.7	-
PHF	0.000	0.930	0.813	-	0.937	0.000	0.742	0.938	-	0.923	0.000	0.919	0.889	-	0.911	0.945
Lights	0	492	26	-	518	0	93	1360	-	1453	0	1695	624	-	2319	4290
% Lights	-	97.2	100.0	-	97.4	-	97.9	94.6	-	94.8	-	96.5	97.5	-	96.7	96.2
Buses	0	3	0	-	3	0	0	11	-	11	0	13	1	-	14	28
% Buses	-	0.6	0.0	-	0.6	-	0.0	0.8	-	0.7	-	0.7	0.2	-	0.6	0.6
Single-Unit Trucks	0	10	0	-	10	0	2	30	-	32	0	15	6	-	21	63
% Single-Unit Trucks	-	2.0	0.0	-	1.9	-	2.1	2.1	-	2.1	-	0.9	0.9	-	0.9	1.4
Articulated Trucks	0	1	0	-	1	0	0	36	-	36	0	33	9	-	42	79
% Articulated Trucks	-	0.2	0.0	-	0.2	-	0.0	2.5	-	2.3	-	1.9	1.4	-	1.8	1.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.0	0.0
Pedestrians	-	-	-	20	-	-	-	-	14	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Kostner Avenue with 74th Place
TMC
Site Code:
Start Date: 04/03/2025
Page No: 1

Turning Movement Data

Start Time	74th Place Eastbound						Access Drive Westbound						Kostner Avenue Northbound						Kostner Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	1	0	0	0	0	0	3	0	2	0	27	0	1	29	0	0	7	0	6	7	36
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	49	0	0	52	0	0	10	0	25	10	62
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	40	3	0	46	0	0	12	0	21	12	58
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	20	0	1	22	0	0	15	0	5	15	37
Hourly Total	0	0	0	0	1	0	0	0	0	0	3	0	10	0	136	3	2	149	0	0	44	0	57	44	193
7:00 AM	0	0	0	3	0	3	0	0	0	0	1	0	1	1	20	6	2	28	0	2	55	0	14	57	88
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	24	0	0	24	0	0	23	1	1	24	48
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	28	0	0	28	0	0	8	0	2	8	37
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	43	0	0	16	0	3	16	59
Hourly Total	0	1	0	3	0	4	0	0	0	0	2	0	1	1	115	6	2	123	0	2	102	1	20	105	232
8:00 AM	0	1	0	0	0	1	0	0	0	0	7	0	0	0	14	0	1	14	0	0	52	1	6	53	68
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	2	28	0	0	15	0	1	15	43
8:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	11	0	1	11	30
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12	0	1	12	0	0	10	0	2	10	22
Hourly Total	0	1	0	0	2	1	0	0	0	0	8	0	0	0	73	0	4	73	0	0	88	1	10	89	163
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	37	0	0	37	0	0	34	0	7	34	71
3:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	30	0	0	30	0	0	35	0	15	35	65
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	27	0	0	27	0	0	50	0	12	50	77
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	0	31	0	2	31	60
Hourly Total	0	0	0	0	1	0	0	0	0	0	4	0	0	0	123	0	0	123	0	0	150	0	36	150	273
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	1	0	29	0	1	30	0	0	32	0	2	32	62
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	31	0	0	33	0	0	28	0	3	28	61
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	0	0	37	0	0	37	68
4:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0	43	0	3	43	76
Hourly Total	0	0	0	0	5	0	0	0	0	0	0	0	3	0	124	0	1	127	0	0	140	0	8	140	267
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	38	0	0	39	0	0	41	0	2	41	80
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	0	0	30	0	4	30	66
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	1	31	0	0	28	0	1	28	59
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	39	0	0	39	0	0	25	0	3	25	64
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	144	0	1	145	0	0	124	0	10	124	269
Grand Total	0	2	0	3	9	5	0	0	0	0	18	0	15	1	715	9	10	740	0	2	648	2	141	652	1397
Approach %	0.0	40.0	0.0	60.0	-	-	0.0	0.0	0.0	0.0	-	-	2.0	0.1	96.6	1.2	-	-	0.0	0.3	99.4	0.3	-	-	-
Total %	0.0	0.1	0.0	0.2	-	0.4	0.0	0.0	0.0	0.0	-	0.0	1.1	0.1	51.2	0.6	-	53.0	0.0	0.1	46.4	0.1	-	46.7	-
Lights	0	2	0	3	-	5	0	0	0	0	-	0	15	1	633	9	-	658	0	2	571	2	-	575	1238

% Lights	-	100.0	-	100.0	-	100.0	-	-	-	-	-	-	100.0	100.0	88.5	100.0	-	88.9	-	100.0	88.1	100.0	-	88.2	88.6
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	28	0	-	28	0	0	28	0	-	28	56
% Buses	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.0	0.0	3.9	0.0	-	3.8	-	0.0	4.3	0.0	-	4.3	4.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	14	0	-	14	0	0	19	0	-	19	33
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.0	0.0	2.0	0.0	-	1.9	-	0.0	2.9	0.0	-	2.9	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	40	0	-	40	0	0	28	0	-	28	68
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.0	0.0	5.6	0.0	-	5.4	-	0.0	4.3	0.0	-	4.3	4.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Bicycles on Road	-	0.0	-	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	-	-	-	-	9	-	-	-	-	-	18	-	-	-	-	-	10	-	-	-	-	-	141	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Kostner Avenue with 74th Place
TMC
Site Code:
Start Date: 04/03/2025
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	74th Place Eastbound						Access Drive Westbound						Kostner Avenue Northbound						Kostner Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	28	0	0	28	0	0	8	0	2	8	37
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	43	0	0	16	0	3	16	59
8:00 AM	0	1	0	0	0	1	0	0	0	0	7	0	0	0	14	0	1	14	0	0	52	1	6	53	68
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	2	28	0	0	15	0	1	15	43
Total	0	2	0	0	0	2	0	0	0	0	7	0	0	0	113	0	3	113	0	0	91	1	12	92	207
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	0.0	0.0	98.9	1.1	-	-	-
Total %	0.0	1.0	0.0	0.0	-	1.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	54.6	0.0	-	54.6	0.0	0.0	44.0	0.5	-	44.4	-
PHF	0.000	0.500	0.000	0.000	-	0.500	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.657	0.000	-	0.657	0.000	0.000	0.438	0.250	-	0.434	0.761
Lights	0	2	0	0	-	2	0	0	0	0	-	0	0	0	105	0	-	105	0	0	78	1	-	79	186
% Lights	-	100.0	-	-	-	100.0	-	-	-	-	-	-	-	-	92.9	-	-	92.9	-	-	85.7	100.0	-	85.9	89.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	3	0	-	3	4
% Buses	-	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	0.9	-	-	0.9	-	-	3.3	0.0	-	3.3	1.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Single-Unit Trucks	-	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	1.8	-	-	1.8	-	-	2.2	0.0	-	2.2	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	8	0	-	8	13
% Articulated Trucks	-	0.0	-	-	-	0.0	-	-	-	-	-	-	-	-	4.4	-	-	4.4	-	-	8.8	0.0	-	8.7	6.3
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Kostner Avenue with 74th Place
TMC
Site Code:
Start Date: 04/03/2025
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	74th Place Eastbound						Access Drive Westbound						Kostner Avenue Northbound						Kostner Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	37	0	0	37	0	0	34	0	7	34	71
3:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	30	0	0	30	0	0	35	0	15	35	65
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	27	0	0	27	0	0	50	0	12	50	77
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	0	31	0	2	31	60
Total	0	0	0	0	1	0	0	0	0	0	4	0	0	0	123	0	0	123	0	0	150	0	36	150	273
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	45.1	0.0	-	45.1	0.0	0.0	54.9	0.0	-	54.9	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.831	0.000	-	0.831	0.000	0.000	0.750	0.000	-	0.750	0.886
Lights	0	0	0	0	-	0	0	0	0	0	-	0	0	0	97	0	-	97	0	0	135	0	-	135	232
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78.9	-	-	78.9	-	-	90.0	-	-	90.0	85.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	8	0	0	7	0	-	7	15
% Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.5	-	-	6.5	-	-	4.7	-	-	4.7	5.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	4	0	-	4	8
% Single-Unit Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.3	-	-	3.3	-	-	2.7	-	-	2.7	2.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	14	0	-	14	0	0	2	0	-	2	16
% Articulated Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.4	-	-	11.4	-	-	1.3	-	-	1.3	5.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Bicycles on Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	0.0	-	-	1.3	-	-	1.3	0.7
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	36	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Kostner Avenue with 76th Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 1

Turning Movement Data

Start Time	76th Street Eastbound						76th Street Westbound						Kostner Avenue Northbound						Kostner Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	12	15	0	0	27	0	0	18	34	0	52	0	1	0	0	1	1	0	15	0	3	0	18	98
6:15 AM	0	19	16	0	0	35	0	0	29	57	0	86	0	0	0	1	0	1	0	15	0	2	0	17	139
6:30 AM	0	13	14	1	0	28	0	1	22	69	0	92	0	2	0	0	0	2	0	19	0	2	0	21	143
6:45 AM	0	9	25	1	0	35	0	2	29	48	0	79	0	1	0	3	1	4	0	19	0	2	0	21	139
Hourly Total	0	53	70	2	0	125	0	3	98	208	0	309	0	4	0	4	2	8	0	68	0	9	0	77	519
7:00 AM	0	9	31	0	0	40	0	2	21	25	0	48	0	0	4	1	0	5	0	70	1	13	1	84	177
7:15 AM	0	7	39	1	0	47	0	0	31	39	0	70	0	0	0	1	0	1	0	26	0	6	0	32	150
7:30 AM	0	3	41	0	0	44	0	0	29	41	0	70	0	0	4	2	0	6	0	28	0	2	0	30	150
7:45 AM	0	3	31	0	0	34	0	0	41	59	0	100	0	0	0	1	0	1	0	27	0	4	0	31	166
Hourly Total	0	22	142	1	0	165	0	2	122	164	0	288	0	0	8	5	0	13	0	151	1	25	1	177	643
8:00 AM	0	5	35	2	0	42	0	0	56	37	0	93	0	0	2	0	0	2	0	57	1	8	0	66	203
8:15 AM	0	2	30	2	1	34	0	1	51	45	0	97	0	2	2	1	0	5	0	23	0	1	0	24	160
8:30 AM	0	3	55	1	0	59	0	0	38	35	0	73	0	3	1	0	0	4	0	26	0	2	0	28	164
8:45 AM	0	6	50	1	0	57	0	0	58	33	0	91	0	2	0	0	0	2	0	17	0	3	0	20	170
Hourly Total	0	16	170	6	1	192	0	1	203	150	0	354	0	7	5	1	0	13	0	123	1	14	0	138	697
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	1	62	5	0	68	0	0	49	69	1	118	0	0	0	0	3	0	0	64	2	4	0	70	256
3:15 PM	0	5	60	0	0	65	0	2	64	53	0	119	0	2	1	1	0	4	0	59	1	5	0	65	253
3:30 PM	0	2	80	0	1	82	0	1	70	54	0	125	0	1	0	0	0	1	0	91	0	10	0	101	309
3:45 PM	0	3	76	1	0	80	0	1	82	58	0	141	0	1	1	1	0	3	0	68	0	1	0	69	293
Hourly Total	0	11	278	6	1	295	0	4	265	234	1	503	0	4	2	2	3	8	0	282	3	20	0	305	1111
4:00 PM	0	4	74	2	1	80	0	1	77	52	0	130	0	2	1	0	2	3	0	62	2	7	0	71	284
4:15 PM	0	2	71	3	0	76	0	0	69	58	0	127	0	4	0	1	1	5	0	64	2	2	0	68	276
4:30 PM	0	6	70	3	0	79	0	0	79	66	0	145	0	5	2	1	0	8	0	63	0	8	0	71	303
4:45 PM	0	3	65	2	0	70	0	0	76	63	0	139	0	1	1	0	1	2	0	60	1	6	0	67	278
Hourly Total	0	15	280	10	1	305	0	1	301	239	0	541	0	12	4	2	4	18	0	249	5	23	0	277	1141
5:00 PM	0	7	87	3	0	97	0	1	90	68	0	159	0	0	2	0	1	2	0	83	1	6	0	90	348
5:15 PM	0	3	87	4	0	94	0	0	81	63	0	144	0	3	2	0	1	5	0	53	2	8	0	63	306
5:30 PM	0	8	92	2	1	102	0	0	67	59	0	126	0	1	0	0	2	1	0	58	2	6	0	66	295
5:45 PM	0	4	95	2	0	101	0	1	62	73	0	136	0	0	1	0	1	1	0	65	0	6	0	71	309
Hourly Total	0	22	361	11	1	394	0	2	300	263	0	565	0	4	5	0	5	9	0	259	5	26	0	290	1258
Grand Total	0	139	1301	36	4	1476	0	13	1289	1258	1	2560	0	31	24	14	14	69	0	1132	15	117	1	1264	5369
Approach %	0.0	9.4	88.1	2.4	-	-	0.0	0.5	50.4	49.1	-	-	0.0	44.9	34.8	20.3	-	-	0.0	89.6	1.2	9.3	-	-	-
Total %	0.0	2.6	24.2	0.7	-	27.5	0.0	0.2	24.0	23.4	-	47.7	0.0	0.6	0.4	0.3	-	1.3	0.0	21.1	0.3	2.2	-	23.5	-
Lights	0	86	1267	34	-	1387	0	13	1238	1192	-	2443	0	31	24	11	-	66	0	1068	15	94	-	1177	5073

% Lights	-	61.9	97.4	94.4	-	94.0	-	100.0	96.0	94.8	-	95.4	-	100.0	100.0	78.6	-	95.7	-	94.3	100.0	80.3	-	93.1	94.5
Buses	0	52	3	2	-	57	0	0	24	3	-	27	0	0	0	3	-	3	0	20	0	13	-	33	120
% Buses	-	37.4	0.2	5.6	-	3.9	-	0.0	1.9	0.2	-	1.1	-	0.0	0.0	21.4	-	4.3	-	1.8	0.0	11.1	-	2.6	2.2
Single-Unit Trucks	0	1	19	0	-	20	0	0	13	19	-	32	0	0	0	0	-	0	0	19	0	2	-	21	73
% Single-Unit Trucks	-	0.7	1.5	0.0	-	1.4	-	0.0	1.0	1.5	-	1.3	-	0.0	0.0	0.0	-	0.0	-	1.7	0.0	1.7	-	1.7	1.4
Articulated Trucks	0	0	9	0	-	9	0	0	13	41	-	54	0	0	0	0	-	0	0	25	0	7	-	32	95
% Articulated Trucks	-	0.0	0.7	0.0	-	0.6	-	0.0	1.0	3.3	-	2.1	-	0.0	0.0	0.0	-	0.0	-	2.2	0.0	6.0	-	2.5	1.8
Bicycles on Road	0	0	3	0	-	3	0	0	1	3	-	4	0	0	0	0	-	0	0	0	0	1	-	1	8
% Bicycles on Road	-	0.0	0.2	0.0	-	0.2	-	0.0	0.1	0.2	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.9	-	0.1	0.1
Pedestrians	-	-	-	-	4	-	-	-	-	1	-	-	-	-	-	-	14	-	-	-	-	1	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-

[illegible]



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Count Name: Kostner Avenue with 76th Street
TMC
Site Code:
Start Date: 04/03/2025
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	76th Street Eastbound						76th Street Westbound						Kostner Avenue Northbound						Kostner Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	1	62	5	0	68	0	0	49	69	1	118	0	0	0	0	3	0	0	64	2	4	0	70	256
3:15 PM	0	5	60	0	0	65	0	2	64	53	0	119	0	2	1	1	0	4	0	59	1	5	0	65	253
3:30 PM	0	2	80	0	1	82	0	1	70	54	0	125	0	1	0	0	0	1	0	91	0	10	0	101	309
3:45 PM	0	3	76	1	0	80	0	1	82	58	0	141	0	1	1	1	0	3	0	68	0	1	0	69	293
Total	0	11	278	6	1	295	0	4	265	234	1	503	0	4	2	2	3	8	0	282	3	20	0	305	1111
Approach %	0.0	3.7	94.2	2.0	-	-	0.0	0.8	52.7	46.5	-	-	0.0	50.0	25.0	25.0	-	-	0.0	92.5	1.0	6.6	-	-	-
Total %	0.0	1.0	25.0	0.5	-	26.6	0.0	0.4	23.9	21.1	-	45.3	0.0	0.4	0.2	0.2	-	0.7	0.0	25.4	0.3	1.8	-	27.5	-
PHF	0.000	0.550	0.869	0.300	-	0.899	0.000	0.500	0.808	0.848	-	0.892	0.000	0.500	0.500	0.500	-	0.500	0.000	0.775	0.375	0.500	-	0.755	0.899
Lights	0	3	275	5	-	283	0	4	257	211	-	472	0	4	2	0	-	6	0	272	3	17	-	292	1053
% Lights	-	27.3	98.9	83.3	-	95.9	-	100.0	97.0	90.2	-	93.8	-	100.0	100.0	0.0	-	75.0	-	96.5	100.0	85.0	-	95.7	94.8
Buses	0	8	0	1	-	9	0	0	3	0	-	3	0	0	0	2	-	2	0	2	0	2	-	4	18
% Buses	-	72.7	0.0	16.7	-	3.1	-	0.0	1.1	0.0	-	0.6	-	0.0	0.0	100.0	-	25.0	-	0.7	0.0	10.0	-	1.3	1.6
Single-Unit Trucks	0	0	2	0	-	2	0	0	2	7	-	9	0	0	0	0	-	0	0	5	0	0	-	5	16
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.7	-	0.0	0.8	3.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.0	-	1.6	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	2	14	-	16	0	0	0	0	-	0	0	3	0	0	-	3	19
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	6.0	-	3.2	-	0.0	0.0	0.0	-	0.0	-	1.1	0.0	0.0	-	1.0	1.7
Bicycles on Road	0	0	1	0	-	1	0	0	1	2	-	3	0	0	0	0	-	0	0	0	0	1	-	1	5
% Bicycles on Road	-	0.0	0.4	0.0	-	0.3	-	0.0	0.4	0.9	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	5.0	-	0.3	0.5
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Count Name: Kostner Avenue with 77th Street
TMC 2
Site Code:
Start Date: 05/01/2025
Page No: 1

Turning Movement Data

Start Time	access rd Eastbound					w 77th rd Westbound					kostner rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	4	0	4	0	1	0	0	1	5
6:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
6:30 AM	0	0	0	0	0	0	0	3	2	3	0	0	0	0	0	3
6:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	10	2	10	0	2	0	0	2	12
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	6
7:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	11	0	11	0	5	0	0	5	16
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
8:15 AM	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	5
8:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
8:45 AM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
Hourly Total	0	1	0	0	1	0	0	6	0	6	0	8	0	0	8	15
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
3:15 PM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	6
3:30 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
3:45 PM	0	0	0	0	0	0	0	4	0	4	0	4	0	0	4	8
Hourly Total	0	0	0	0	0	0	0	10	0	10	0	13	0	0	13	23
4:00 PM	0	0	0	0	0	0	0	2	0	2	0	3	0	1	3	5
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	5
4:30 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	5	0	5	0	6	0	0	6	11
Hourly Total	0	0	0	0	0	0	0	10	0	10	0	14	0	1	14	24
5:00 PM	0	0	0	0	0	0	0	3	0	3	0	2	0	3	2	5
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0	0	0	7	0	7	0	6	0	3	6	13
Grand Total	0	1	0	0	1	0	0	54	2	54	0	48	0	4	48	103
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	1.0	0.0	-	1.0	0.0	0.0	52.4	-	52.4	0.0	46.6	0.0	-	46.6	-
Lights	0	0	0	-	0	0	0	50	-	50	0	46	0	-	46	96
% Lights	-	0.0	-	-	0.0	-	-	92.6	-	92.6	-	95.8	-	-	95.8	93.2

Buses	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Buses	-	0.0	-	-	0.0	-	-	3.7	-	3.7	-	0.0	-	-	0.0	1.9
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	0.0
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	0.0
Bicycles on Road	0	1	0	-	1	0	0	2	-	2	0	2	0	-	2	5
% Bicycles on Road	-	100.0	-	-	100.0	-	-	3.7	-	3.7	-	4.2	-	-	4.2	4.9
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-

Start Time	access rd Eastbound					w 77th rd Westbound					kostner rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:30 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
8:15 AM	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	5
Total	0	0	0	0	0	0	0	11	0	11	0	5	0	0	5	16
Approach %	0.0	0.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	0.0	68.8	-	68.8	0.0	31.3	0.0	-	31.3	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.000	0.688	-	0.688	0.000	0.417	0.000	-	0.417	0.800
Lights	0	0	0	-	0	0	0	11	-	11	0	5	0	-	5	16
% Lights	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	-	-	100.0	100.0
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
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
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
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
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	access rd Eastbound					w 77th rd Westbound					kostner rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
3:00 PM	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
3:15 PM	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	6
3:30 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
3:45 PM	0	0	0	0	0	0	0	4	0	4	0	4	0	0	4	8
Total	0	0	0	0	0	0	0	10	0	10	0	13	0	0	13	23
Approach %	0.0	0.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	0.0	43.5	-	43.5	0.0	56.5	0.0	-	56.5	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.000	0.625	-	0.625	0.000	0.813	0.000	-	0.813	0.719
Lights	0	0	0	-	0	0	0	8	-	8	0	13	0	-	13	21
% Lights	-	-	-	-	-	-	-	80.0	-	80.0	-	100.0	-	-	100.0	91.3
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	-	-	-	-	-	-	10.0	-	10.0	-	0.0	-	-	0.0	4.3
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
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
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	-	-	-	-	-	-	10.0	-	10.0	-	0.0	-	-	0.0	4.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Kostner Avenue with Access Drive
TMC
Site Code:
Start Date: 04/03/2025
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound					Kostner Avenue Northbound					Kostner Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
6:00 AM	0	1	9	3	10	0	12	28	0	40	0	9	0	2	9	59
6:15 AM	0	6	8	0	14	0	18	47	1	65	0	11	2	0	13	92
6:30 AM	0	4	9	0	13	0	28	43	0	71	0	15	1	0	16	100
6:45 AM	0	1	10	0	11	0	32	21	0	53	0	14	3	0	17	81
Hourly Total	0	12	36	3	48	0	90	139	1	229	0	49	6	2	55	332
7:00 AM	0	5	18	6	23	0	11	24	0	35	0	56	8	4	64	122
7:15 AM	0	3	9	2	12	0	22	21	1	43	0	19	6	2	25	80
7:30 AM	0	0	20	1	20	0	19	29	0	48	0	6	2	1	8	76
7:45 AM	0	0	17	0	17	0	21	42	0	63	0	15	2	0	17	97
Hourly Total	0	8	64	9	72	0	73	116	1	189	0	96	18	7	114	375
8:00 AM	0	0	13	2	13	0	30	14	1	44	0	52	1	0	53	110
8:15 AM	0	0	10	2	10	0	23	28	0	51	0	14	1	0	15	76
8:30 AM	0	2	15	1	17	0	21	18	0	39	0	11	0	0	11	67
8:45 AM	0	0	9	1	9	0	22	11	0	33	0	10	0	0	10	52
Hourly Total	0	2	47	6	49	0	96	71	1	167	0	87	2	0	89	305
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	36	0	36	0	37	36	0	73	0	31	3	0	34	143
3:15 PM	0	0	36	1	36	0	29	29	0	58	0	29	7	0	36	130
3:30 PM	0	0	54	0	54	0	28	30	0	58	0	44	7	0	51	163
3:45 PM	0	1	33	0	34	0	31	27	0	58	0	36	2	0	38	130
Hourly Total	0	1	159	1	160	0	125	122	0	247	0	140	19	0	159	566
4:00 PM	0	0	39	3	39	0	23	35	0	58	0	29	4	0	33	130
4:15 PM	0	1	42	0	43	0	27	31	0	58	0	25	5	0	30	131
4:30 PM	0	0	34	0	34	0	45	27	2	72	0	33	1	0	34	140
4:45 PM	0	0	36	3	36	0	36	33	1	69	0	38	4	0	42	147
Hourly Total	0	1	151	6	152	0	131	126	3	257	0	125	14	0	139	548
5:00 PM	0	1	49	2	50	0	34	38	0	72	0	43	1	3	44	166
5:15 PM	0	1	28	0	29	0	34	37	0	71	0	28	2	0	30	130
5:30 PM	0	2	41	2	43	0	35	29	0	64	0	23	5	2	28	135
5:45 PM	0	3	54	0	57	0	38	33	0	71	0	20	4	0	24	152
Hourly Total	0	7	172	4	179	0	141	137	0	278	0	114	12	5	126	583
Grand Total	0	31	629	29	660	0	656	711	6	1367	0	611	71	14	682	2709
Approach %	0.0	4.7	95.3	-	-	0.0	48.0	52.0	-	-	0.0	89.6	10.4	-	-	-
Total %	0.0	1.1	23.2	-	24.4	0.0	24.2	26.2	-	50.5	0.0	22.6	2.6	-	25.2	-
Lights	0	25	591	-	616	0	616	636	-	1252	0	562	44	-	606	2474
% Lights	-	80.6	94.0	-	93.3	-	93.9	89.5	-	91.6	-	92.0	62.0	-	88.9	91.3

Buses	0	4	32	-	36	0	31	24	-	55	0	3	24	-	27	118
% Buses	-	12.9	5.1	-	5.5	-	4.7	3.4	-	4.0	-	0.5	33.8	-	4.0	4.4
Single-Unit Trucks	0	2	3	-	5	0	8	11	-	19	0	15	3	-	18	42
% Single-Unit Trucks	-	6.5	0.5	-	0.8	-	1.2	1.5	-	1.4	-	2.5	4.2	-	2.6	1.6
Articulated Trucks	0	0	2	-	2	0	0	40	-	40	0	31	0	-	31	73
% Articulated Trucks	-	0.0	0.3	-	0.3	-	0.0	5.6	-	2.9	-	5.1	0.0	-	4.5	2.7
Bicycles on Road	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.2	-	0.2	-	0.2	0.0	-	0.1	-	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	29	-	-	-	-	6	-	-	-	-	14	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Start Date: 04/03/2025
Page No: 3

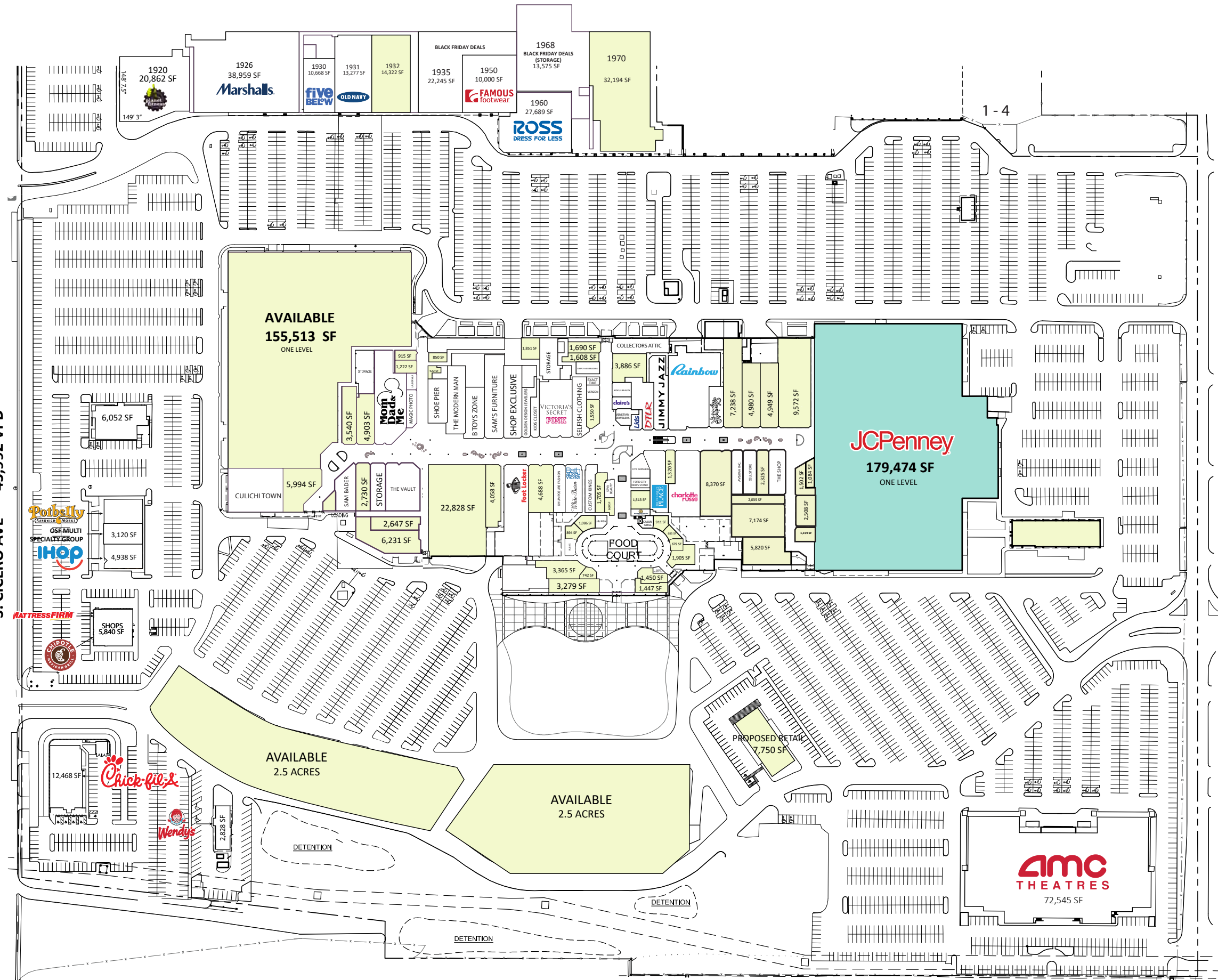
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Access Drive Eastbound					Kostner Avenue Northbound					Kostner Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:30 AM	0	0	20	1	20	0	19	29	0	48	0	6	2	1	8	76
7:45 AM	0	0	17	0	17	0	21	42	0	63	0	15	2	0	17	97
8:00 AM	0	0	13	2	13	0	30	14	1	44	0	52	1	0	53	110
8:15 AM	0	0	10	2	10	0	23	28	0	51	0	14	1	0	15	76
Total	0	0	60	5	60	0	93	113	1	206	0	87	6	1	93	359
Approach %	0.0	0.0	100.0	-	-	0.0	45.1	54.9	-	-	0.0	93.5	6.5	-	-	-
Total %	0.0	0.0	16.7	-	16.7	0.0	25.9	31.5	-	57.4	0.0	24.2	1.7	-	25.9	-
PHF	0.000	0.000	0.750	-	0.750	0.000	0.775	0.673	-	0.817	0.000	0.418	0.750	-	0.439	0.816
Lights	0	0	54	-	54	0	85	105	-	190	0	77	3	-	80	324
% Lights	-	-	90.0	-	90.0	-	91.4	92.9	-	92.2	-	88.5	50.0	-	86.0	90.3
Buses	0	0	5	-	5	0	8	1	-	9	0	0	3	-	3	17
% Buses	-	-	8.3	-	8.3	-	8.6	0.9	-	4.4	-	0.0	50.0	-	3.2	4.7
Single-Unit Trucks	0	0	1	-	1	0	0	2	-	2	0	2	0	-	2	5
% Single-Unit Trucks	-	-	1.7	-	1.7	-	0.0	1.8	-	1.0	-	2.3	0.0	-	2.2	1.4
Articulated Trucks	0	0	0	-	0	0	0	5	-	5	0	8	0	-	8	13
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	4.4	-	2.4	-	9.2	0.0	-	8.6	3.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Start Time	Access Drive Eastbound					Kostner Avenue Northbound					Kostner Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
3:00 PM	0	0	36	0	36	0	37	36	0	73	0	31	3	0	34	143
3:15 PM	0	0	36	1	36	0	29	29	0	58	0	29	7	0	36	130
3:30 PM	0	0	54	0	54	0	28	30	0	58	0	44	7	0	51	163
3:45 PM	0	1	33	0	34	0	31	27	0	58	0	36	2	0	38	130
Total	0	1	159	1	160	0	125	122	0	247	0	140	19	0	159	566
Approach %	0.0	0.6	99.4	-	-	0.0	50.6	49.4	-	-	0.0	88.1	11.9	-	-	-
Total %	0.0	0.2	28.1	-	28.3	0.0	22.1	21.6	-	43.6	0.0	24.7	3.4	-	28.1	-
PHF	0.000	0.250	0.736	-	0.741	0.000	0.845	0.847	-	0.846	0.000	0.795	0.679	-	0.779	0.868
Lights	0	1	155	-	156	0	120	96	-	216	0	133	13	-	146	518
% Lights	-	100.0	97.5	-	97.5	-	96.0	78.7	-	87.4	-	95.0	68.4	-	91.8	91.5
Buses	0	0	3	-	3	0	1	8	-	9	0	0	6	-	6	18
% Buses	-	0.0	1.9	-	1.9	-	0.8	6.6	-	3.6	-	0.0	31.6	-	3.8	3.2
Single-Unit Trucks	0	0	1	-	1	0	3	4	-	7	0	4	0	-	4	12
% Single-Unit Trucks	-	0.0	0.6	-	0.6	-	2.4	3.3	-	2.8	-	2.9	0.0	-	2.5	2.1
Articulated Trucks	0	0	0	-	0	0	0	14	-	14	0	3	0	-	3	17
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	11.5	-	5.7	-	2.1	0.0	-	1.9	3.0
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.4	-	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Ford City Mall Occupancy Sheet

S. CICERO AVE 45,992 VPD



LEASING BY:



FORD CITY MALL CHICAGO, IL

7601 S. CICERO AVE.

LEASE PLAN
SP

Site Plan



1 PROPOSED SITE PLAN
SCALE: 1" = 100'-0"

ITE Trip Generation Sheets

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 31

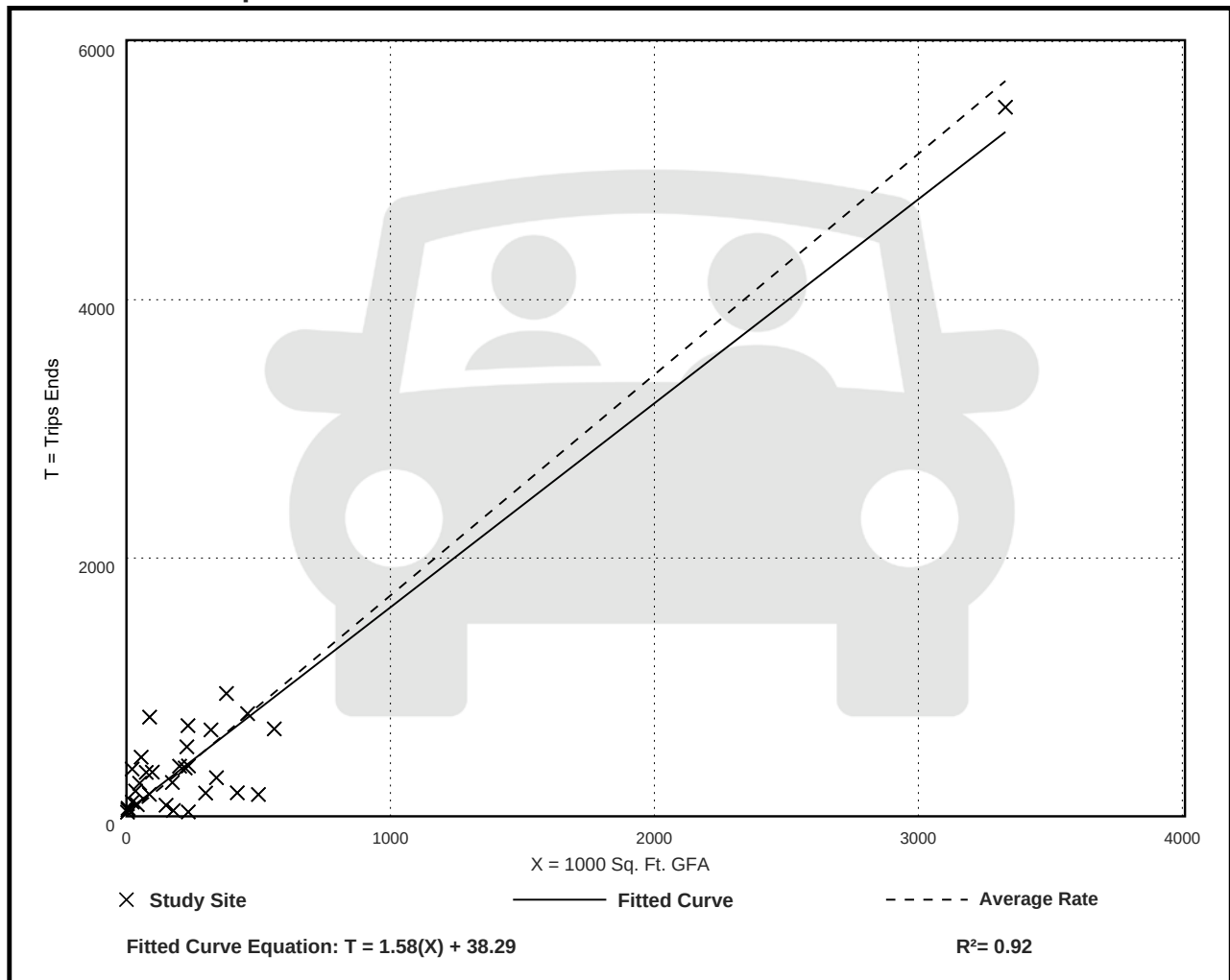
Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

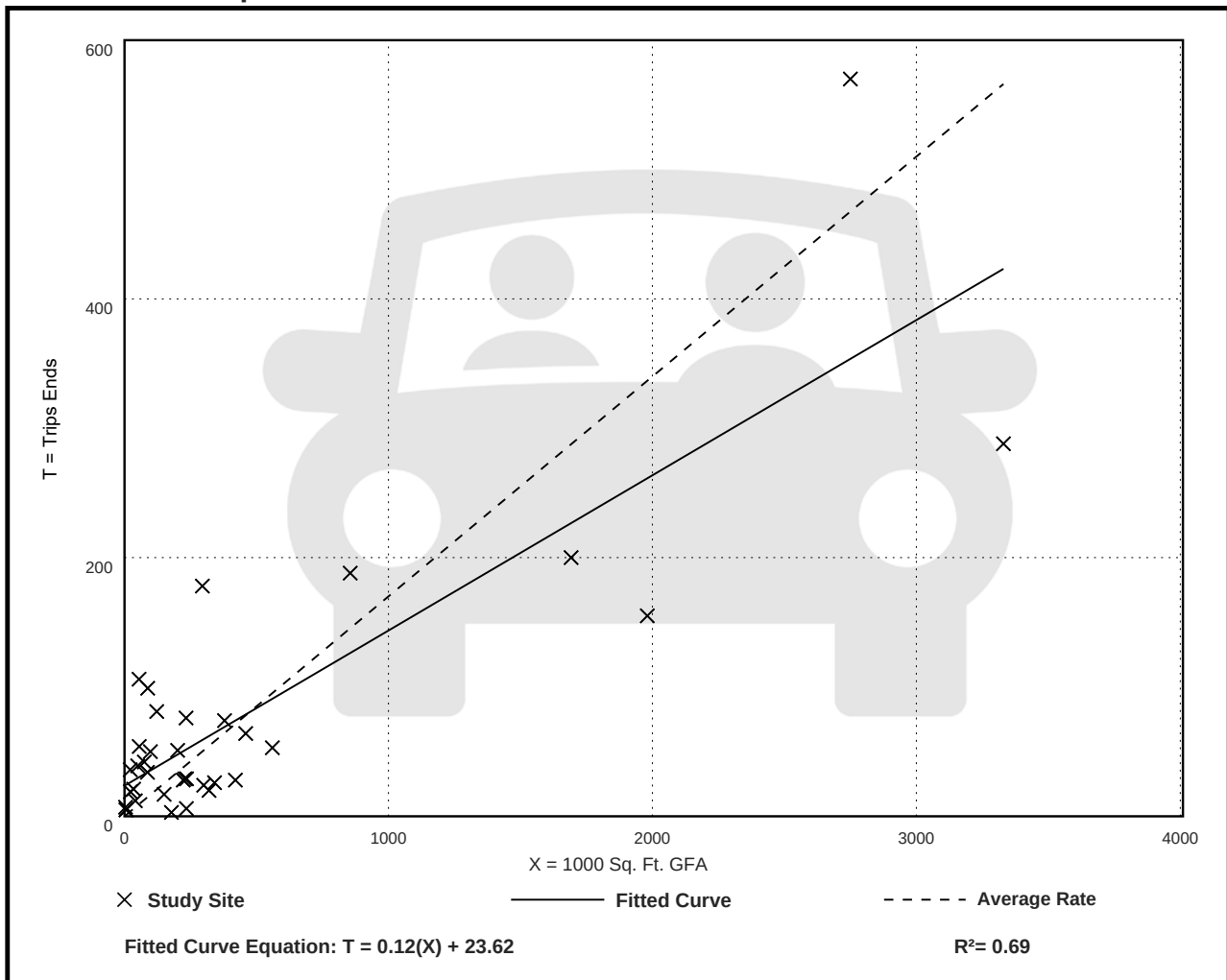
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

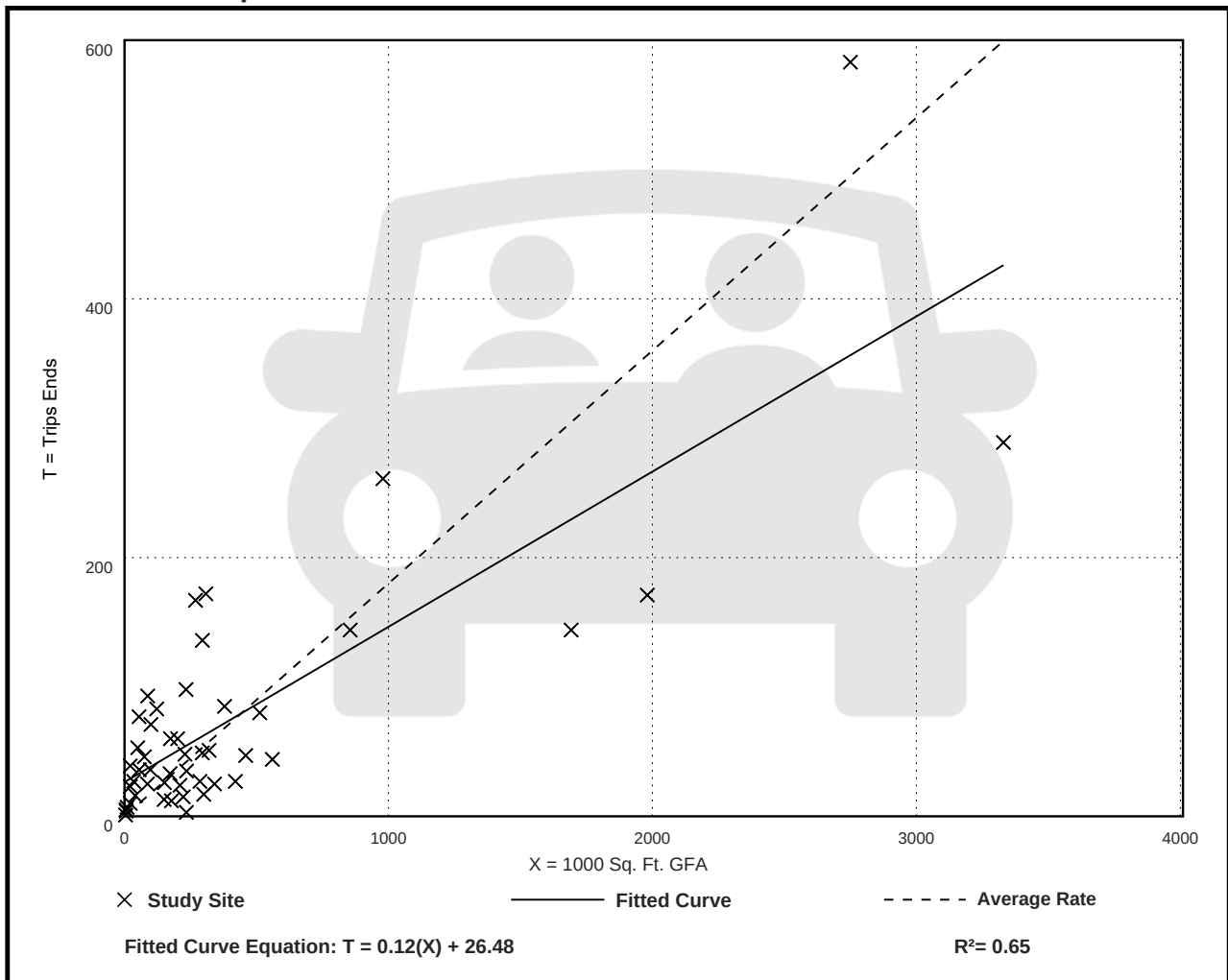
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 108

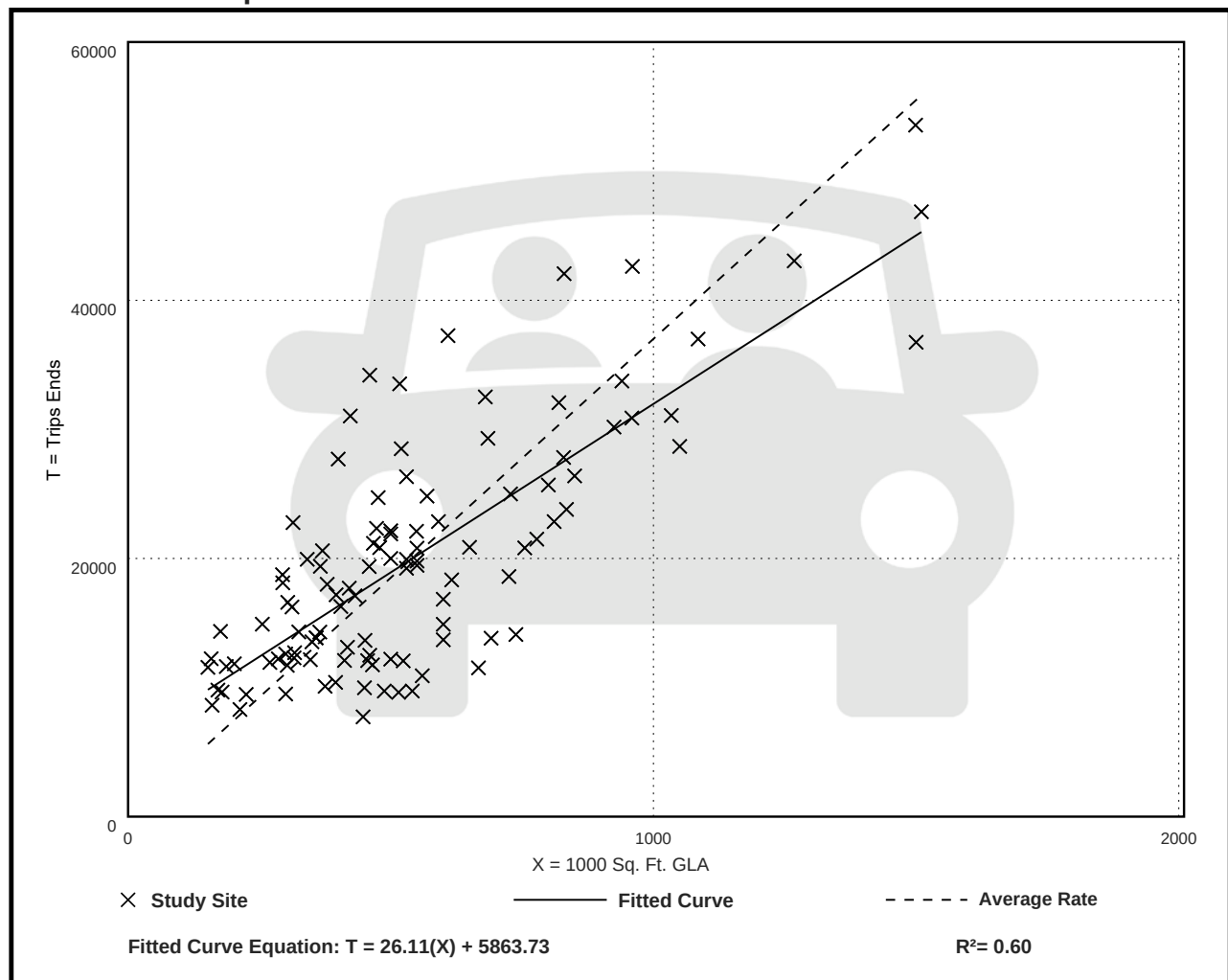
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 44

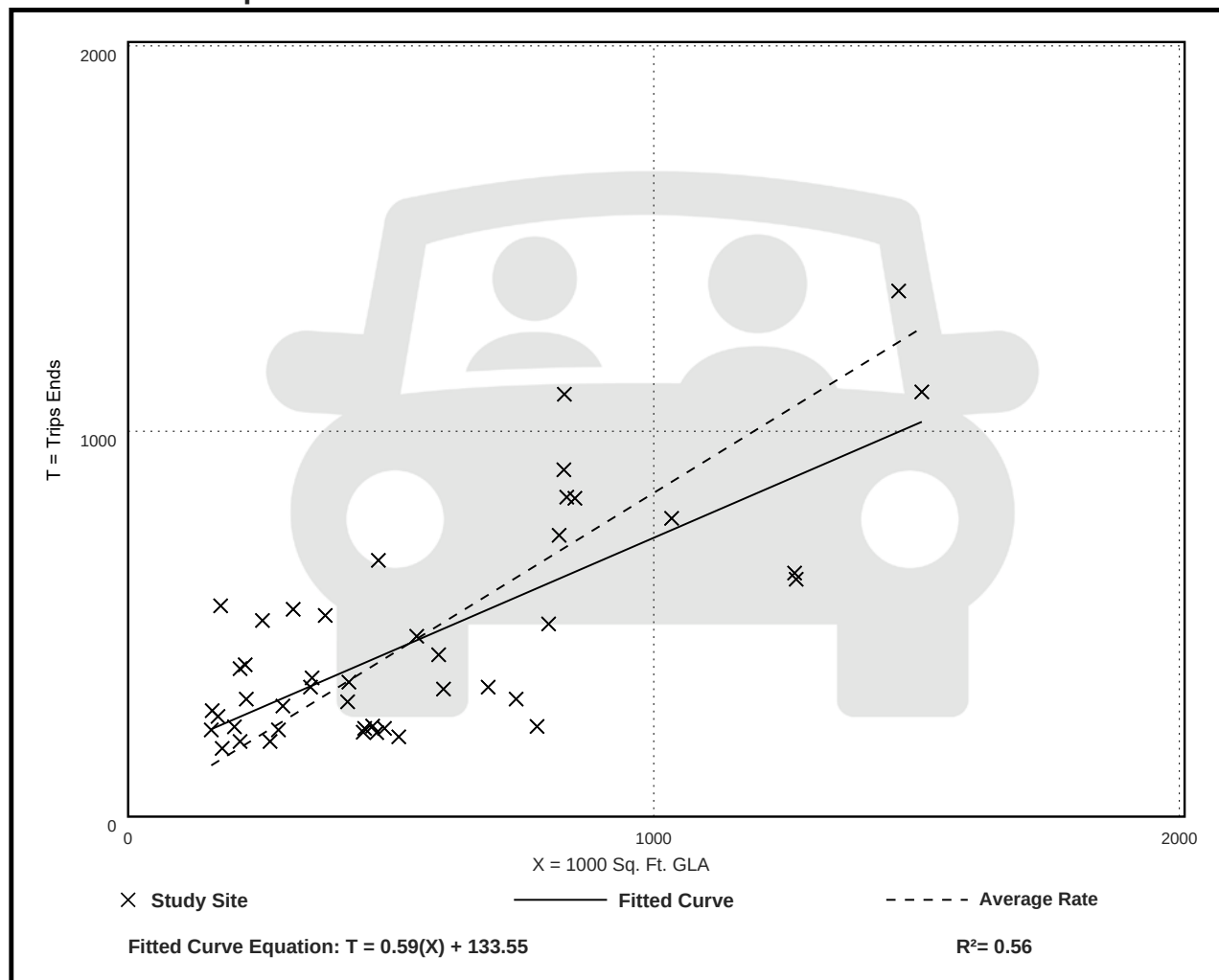
Avg. 1000 Sq. Ft. GLA: 546

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 126

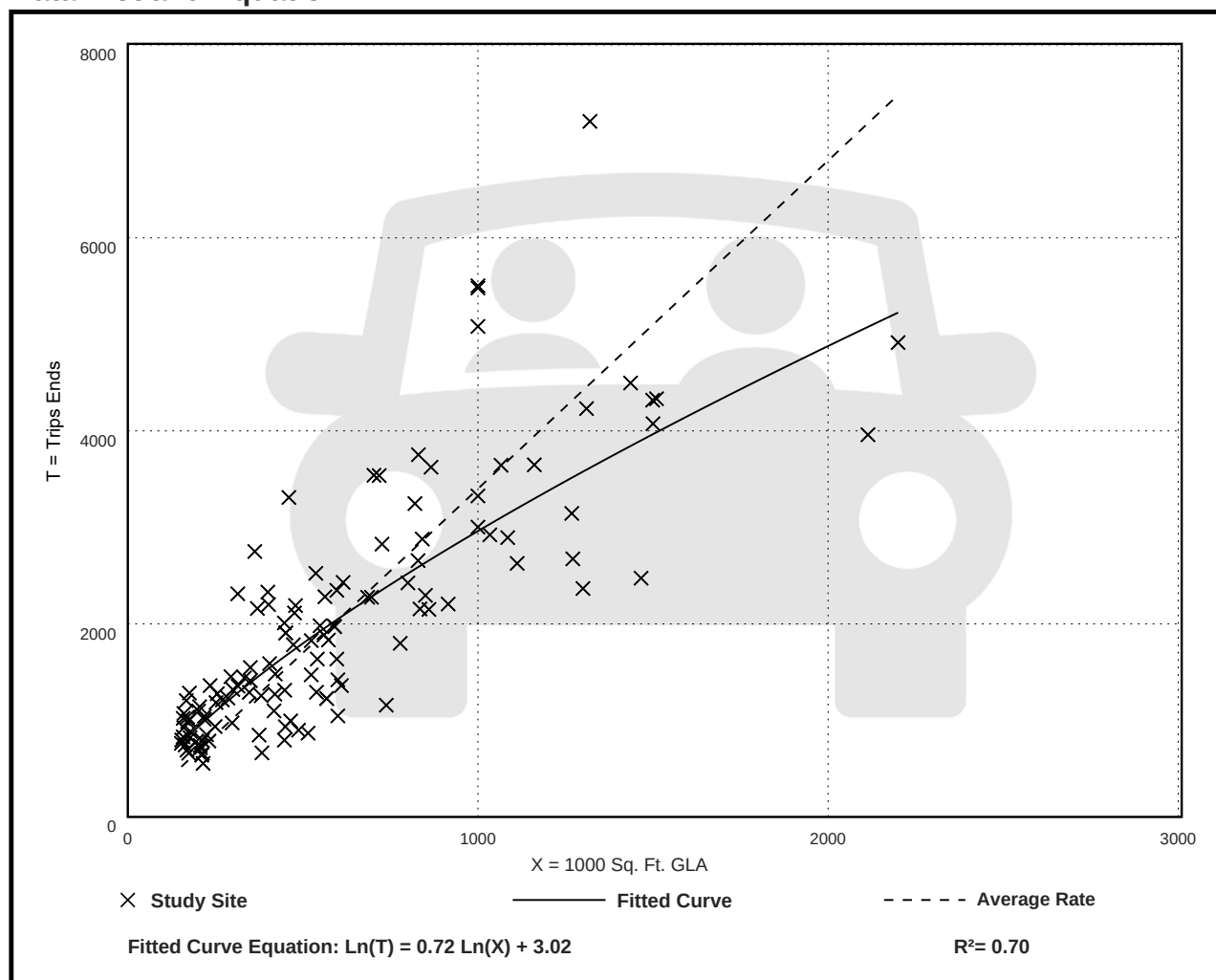
Avg. 1000 Sq. Ft. GLA: 581

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	4	39	31	26	61	51	2294	46	46	2125	93
Future Volume (vph)	115	4	39	31	26	61	51	2294	46	46	2125	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	13	13	12	12	12	12	12	12	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	105		0	0		0	255		0	90		265
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			125			220		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.930			0.997				0.850
Flt Protected	0.950	0.955			0.987		0.950			0.950		
Satd. Flow (prot)	1665	1677	1538	0	1485	0	1583	4876	0	1570	5200	1483
Flt Permitted	0.950	0.955			0.987		0.047			0.047		
Satd. Flow (perm)	1665	1677	1538	0	1485	0	78	4876	0	78	5200	1483
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		702			468			656			1241	
Travel Time (s)		16.0			10.6			12.8			24.2	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
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 (%)	3%	0%	5%	52%	0%	15%	14%	5%	28%	15%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	4
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	63	63	41	0	126	0	54	2489	0	49	2261	99
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7				2			6		6
Detector Phase	7	7	7	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		6.5	24.0		6.5	21.0	21.0
Total Split (s)	22.4	22.4	22.4	21.0	21.0		12.6	84.0		12.6	84.0	84.0
Total Split (%)	16.0%	16.0%	16.0%	15.0%	15.0%		9.0%	60.0%		9.0%	60.0%	60.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	11.6	11.6	11.6		16.3		93.9	85.3		93.7	85.2	85.2
Actuated g/C Ratio	0.08	0.08	0.08		0.12		0.67	0.61		0.67	0.61	0.61

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.46	0.46	0.32		0.73		0.42	0.84		0.39	0.71	0.11
Control Delay (s/veh)	71.0	70.8	66.0		83.3		29.0	15.4		21.6	21.9	13.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	71.0	70.8	66.0		83.3		29.0	15.4		21.6	21.9	13.6
LOS	E	E	E		F		C	B		C	C	B
Approach Delay (s/veh)		69.7			83.3			15.7			21.6	
Approach LOS		E			F			B			C	
Queue Length 50th (ft)	58	58	36		110		15	330		14	542	39
Queue Length 95th (ft)	107	107	74		#219		m44	m408		42	631	72
Internal Link Dist (ft)		622			388			576			1161	
Turn Bay Length (ft)	105						255			90		265
Base Capacity (vph)	195	196	180		178		150	2970		149	3165	902
Starvation Cap Reductn	0	0	0		0		0	3		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.32	0.32	0.23		0.71		0.36	0.84		0.33	0.71	0.11

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 103.6 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 21.7

Intersection LOS: C

Intersection Capacity Utilization 68.8%

ICU Level of Service C

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: 1: Cicero Avenue & BCS Access Drive/72nd Street



Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	329	5	143	7	0	3	156	2059	35	12	1807	376
Future Volume (vph)	329	5	143	7	0	3	156	2059	35	12	1807	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	11	12	12	12	12	12	12	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	200		155
Storage Lanes	1		0	0		0	1		0	1		2
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.91	0.91	1.00	0.86	1.00
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.907			0.955			0.997				0.850
Flt Protected	0.950	0.982			0.966		0.950			0.950		
Satd. Flow (prot)	1517	1310	0	0	3207	0	1530	4976	0	1805	6491	1473
Flt Permitted	0.751	0.877			0.797		0.077			0.082		
Satd. Flow (perm)	1198	1169	0	0	2639	0	124	4976	0	156	6491	1473
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		2270			1075			241			656	
Travel Time (s)		51.6			24.4			4.7			12.8	
Confl. Peds. (#/hr)	1		5	5		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	13%	0%	27%	0%	0%	0%	18%	4%	0%	0%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	25%											
Lane Group Flow (vph)	254	237	0	0	10	0	161	2159	0	12	1863	388
Turn Type	Perm	NA		Perm	NA		custom	NA		pm+pt	NA	Perm
Protected Phases		8			8		5 7	2 7		1	6	
Permitted Phases	8			8			2			6		6
Detector Phase	8	8		8	8		5 7	2 7		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0					3.0	15.0	15.0
Minimum Split (s)	42.5	42.5		42.5	42.5					6.5	45.0	45.0
Total Split (s)	29.4	29.4		29.4	29.4					12.6	54.6	54.6
Total Split (%)	21.0%	21.0%		21.0%	21.0%					9.0%	39.0%	39.0%
Yellow Time (s)	4.5	4.5		4.5	4.5					3.5	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0					0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0					0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5					3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None		None	None					None	C-Min	C-Min
Act Effect Green (s)	23.9	23.9			23.9		103.2	100.5		57.2	48.6	48.6
Actuated g/C Ratio	0.17	0.17			0.17		0.74	0.72		0.41	0.35	0.35

Lane Group	Ø2	Ø5	Ø7
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	7
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	15.0	3.0	7.0
Minimum Split (s)	21.0	6.5	38.0
Total Split (s)	54.6	12.6	43.4
Total Split (%)	39%	9%	31%
Yellow Time (s)	4.5	3.5	4.5
All-Red Time (s)	1.5	0.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Min	None	None
Act Effect Green (s)			
Actuated g/C Ratio			

Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.25	1.19			0.02		0.28	0.60		0.09	0.83	0.76
Control Delay (s/veh)	191.2	173.5			48.6		15.4	1.2		11.7	26.5	30.0
Queue Delay	0.0	0.0			0.0		1.0	0.5		0.0	0.0	0.0
Total Delay (s/veh)	191.2	173.5			48.6		16.4	1.6		11.7	26.5	30.0
LOS	F	F			D		B	A		B	C	C
Approach Delay (s/veh)		182.6			48.6			2.7			27.0	
Approach LOS		F			D			A			C	
Queue Length 50th (ft)	~302	~272			4		63	6		2	376	235
Queue Length 95th (ft)	#488	#455			13		m92	38		m3	337	337
Internal Link Dist (ft)		2190			995			161			576	
Turn Bay Length (ft)										200		155
Base Capacity (vph)	204	199			450		583	3573		174	2253	511
Starvation Cap Reductn	0	0			0		236	818		0	0	0
Spillback Cap Reductn	0	0			0		0	56		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.25	1.19			0.02		0.46	0.78		0.07	0.83	0.76

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 124.6 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay (s/veh): 31.0

Intersection LOS: C

Intersection Capacity Utilization 78.8%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

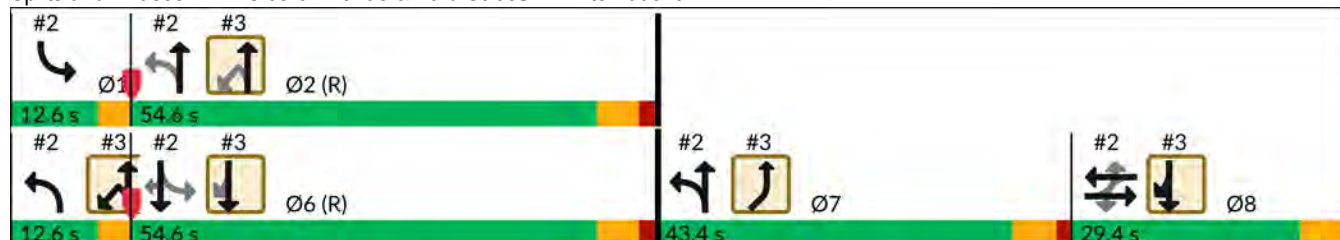
Queue shown is maximum after two cycles.

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: 2: Cicero Avenue & 73rd Street/TRI International



Lane Group	Ø2	Ø5	Ø7
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
Lane Configurations		  	  		  	  			
Traffic Volume (vph)	61	1662	1460	497	588	12			
Future Volume (vph)	61	1662	1460	497	588	12			
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)		0%	0%		0%				
Storage Length (ft)	175			0	0	0			
Storage Lanes	1			1	2	0			
Taper Length (ft)	130				25				
Lane Util. Factor	1.00	0.91	0.86	0.86	0.97	0.95			
Ped Bike Factor	1.00		1.00	0.98	1.00				
Frt			0.994	0.850	0.997				
Flt Protected	0.950				0.953				
Satd. Flow (prot)	1752	5035	4479	1362	3461	0			
Flt Permitted	0.077				0.953				
Satd. Flow (perm)	142	5035	4479	1339	3461	0			
Right Turn on Red				No		No			
Satd. Flow (RTOR)									
Link Speed (mph)		35	35		35				
Link Distance (ft)		787	241		2287				
Travel Time (s)		15.3	4.7		44.6				
Confl. Peds. (#/hr)	4			4		12			
Confl. Bikes (#/hr)									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	3%	7%	9%	2%	1%	8%			
Bus Blockages (#/hr)	0	10	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)		0%	0%		0%				
Shared Lane Traffic (%)				13%					
Lane Group Flow (vph)	64	1749	1605	455	632	0			
Turn Type	custom	NA	NA	custom	Prot				
Protected Phases	5	2 5	6 8	8	7		1	2	6
Permitted Phases	2			6					
Detector Phase	5	2 5	6 8	8	7				
Switch Phase									
Minimum Initial (s)	3.0			7.0	7.0		3.0	15.0	15.0
Minimum Split (s)	6.5			42.5	38.0		6.5	21.0	45.0
Total Split (s)	12.6			29.4	43.4		12.6	54.6	54.6
Total Split (%)	9.0%			21.0%	31.0%		9%	39%	39%
Yellow Time (s)	3.5			4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0			1.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0			0.0	0.0				
Total Lost Time (s)	3.5			5.5	6.0				
Lead/Lag	Lead			Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None			None	None		None	C-Min	C-Min
Act Effect Green (s)	63.3	59.8	72.0	73.0	37.4				
Actuated g/C Ratio	0.45	0.43	0.51	0.52	0.27				

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
v/c Ratio	0.38	0.81	0.70	0.65	0.68				
Control Delay (s/veh)	24.4	18.0	7.4	9.1	50.5				
Queue Delay	0.0	0.0	0.4	0.7	0.0				
Total Delay (s/veh)	24.4	18.1	7.8	9.8	50.5				
LOS	C	B	A	A	D				
Approach Delay (s/veh)		18.3	8.3		50.5				
Approach LOS		B	A		D				
Queue Length 50th (ft)	14	548	60	29	267				
Queue Length 95th (ft)	m40	75	m66	m81	335				
Internal Link Dist (ft)		707	161		2207				
Turn Bay Length (ft)	175								
Base Capacity (vph)	168	2150	2303	702	924				
Starvation Cap Reductn	0	0	248	68	0				
Spillback Cap Reductn	0	11	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.38	0.82	0.78	0.72	0.68				

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 124.6 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay (s/veh): 18.2

Intersection LOS: B

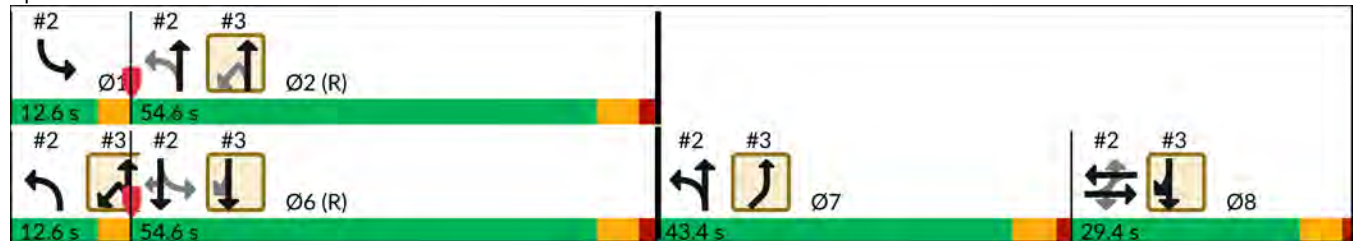
Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 3: State Road & Cicero Avenue



Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	16	21	16	22	51	24	1665	30	70	1393	9
Future Volume (vph)	7	16	21	16	22	51	24	1665	30	70	1393	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	350		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			150			135		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		1.00	0.99			1.00		1.00		
Frt		0.928			0.896			0.997			0.999	
Flt Protected		0.992		0.950			0.950			0.950		
Satd. Flow (prot)	0	3428	0	1805	1641	0	1736	4779	0	1787	4699	0
Flt Permitted		0.896		0.543			0.138			0.082		
Satd. Flow (perm)	0	3095	0	1028	1641	0	252	4779	0	154	4699	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		428			569			1085			787	
Travel Time (s)		9.7			12.9			21.1			15.3	
Confl. Peds. (#/hr)	1		3	3		1			13	13		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	0%	0%	4%	4%	7%	0%	1%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	9	9	0	9	9
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	18	82	0	27	1905	0	79	1575	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	21.0	21.0		12.6	33.6		12.6	93.8		12.6	93.8	
Total Split (%)	15.0%	15.0%		9.0%	24.0%		9.0%	67.0%		9.0%	67.0%	
Yellow Time (s)	4.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		10.6		17.7	15.2		110.8	102.4		114.0	107.0	
Actuated g/C Ratio		0.08		0.13	0.11		0.79	0.73		0.81	0.76	

Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.21		0.11	0.46		0.10	0.55		0.38	0.44	
Control Delay (s/veh)		63.0		52.0	65.3		3.1	17.7		18.6	1.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		63.0		52.0	65.3		3.1	17.7		18.6	1.3	
LOS		E		D	E		A	B		B	A	
Approach Delay (s/veh)		63.0			62.9			17.5			2.1	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)		22		15	72		8	494		16	22	
Queue Length 95th (ft)		45		37	119		m4	644		m31	24	
Internal Link Dist (ft)		348			489			1005			707	
Turn Bay Length (ft)							150			350		
Base Capacity (vph)		331		180	323		301	3494		232	3590	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.15		0.10	0.25		0.09	0.55		0.34	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 99.4 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 12.5

Intersection LOS: B

Intersection Capacity Utilization 57.6%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 4: Cicero Avenue & 74th Place



Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	7	134	19	67	11	1649	144	71	1357	2
Future Volume (vph)	3	4	7	134	19	67	11	1649	144	71	1357	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			80			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.94		0.94	0.99		1.00	1.00		1.00	1.00	
Frt		0.900			0.883			0.988				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1357	1547	0	1641	1396	0	1745	4715	0	1586	4759	0
Flt Permitted	0.950			0.950			0.154			0.071		
Satd. Flow (perm)	1353	1547	0	1546	1396	0	283	4715	0	118	4759	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			298			1237			1085	
Travel Time (s)		5.3			6.8			24.1			21.1	
Confl. Peds. (#/hr)	1		25	25		1	6		22	22		6
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 (%)	33%	0%	0%	10%	0%	19%	0%	6%	10%	10%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	14	14	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	12	0	144	92	0	12	1928	0	76	1461	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	7		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.2	18.2		23.8	23.8		12.6	85.4		12.6	85.4	
Total Split (%)	13.0%	13.0%		17.0%	17.0%		9.0%	61.0%		9.0%	61.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	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)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lead		Lag	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)	7.4	7.4		17.2	17.2		102.5	94.7		107.5	101.5	
Actuated g/C Ratio	0.05	0.05		0.12	0.12		0.73	0.68		0.77	0.73	

Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.15		0.72	0.54		0.05	0.60		0.47	0.42	
Control Delay (s/veh)	64.0	67.2		78.1	68.6		6.7	15.3		20.5	8.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	64.0	67.2		78.1	68.6		6.7	15.3		20.5	8.7	
LOS	E	E		E	E		A	B		C	A	
Approach Delay (s/veh)		66.5			74.4			15.2			9.3	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)	3	11		127	80		2	279		21	27	
Queue Length 95th (ft)	13	33		199	136		10	510		41	449	
Internal Link Dist (ft)		155			218			1157			1005	
Turn Bay Length (ft)							110			145		
Base Capacity (vph)	118	134		223	189		309	3190		186	3451	
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	0.03	0.09		0.65	0.49		0.04	0.60		0.41	0.42	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 16.7

Intersection LOS: B

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Cicero Avenue & 76th Street



Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	137	4	1	177	185	2	8	4	135	1	15
Future Volume (vph)	13	137	4	1	177	185	2	8	4	135	1	15
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	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.996				0.850		0.960			0.986	
Flt Protected		0.996						0.994			0.957	
Satd. Flow (prot)	0	3296	0	0	3439	1553	0	2055	0	0	1840	0
Flt Permitted		0.924			0.954			0.971			0.736	
Satd. Flow (perm)	0	3058	0	0	3281	1553	0	2007	0	0	1415	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			907			705			658	
Travel Time (s)		11.1			20.6			16.0			15.0	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	62%	4%	0%	0%	5%	4%	0%	0%	0%	7%	0%	40%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	212	220	0	17	0	0	180	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0	19.0	19.0	19.0		19.0	19.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	Max	Max		Max	Max	
Act Effect Green (s)		19.0			19.0	19.0		19.0			19.0	
Actuated g/C Ratio		0.38			0.38	0.38		0.38			0.38	

Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.16			0.17	0.37		0.02			0.34	
Control Delay (s/veh)		10.7			10.8	13.5		9.9			13.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		10.7			10.8	13.5		9.9			13.2	
LOS		B			B	B		A			B	
Approach Delay (s/veh)		10.7			12.2			9.9			13.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		17			20	45		3			36	
Queue Length 95th (ft)		31			35	81		11			68	
Internal Link Dist (ft)		410			827			625			578	
Turn Bay Length (ft)						150						
Base Capacity (vph)		1162			1246	590		762			537	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.17	0.37		0.02			0.34	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.37

Intersection Signal Delay (s/veh): 12.0

Intersection LOS: B

Intersection Capacity Utilization 62.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Kostner Avenue & 76th Street



Intersection

Intersection Delay, s/veh

8

Intersection LOS

A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	0	0	0	0	0	113	0	0	97	1
Future Vol, veh/h	2	0	0	0	0	0	0	113	0	0	97	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	13	0
Mvmt Flow	3	0	0	0	0	0	0	149	0	0	128	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	7.7			0			8			8		
HCM LOS	A			-			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	0%
Vol Thru, %	100%	0%	100%	99%
Vol Right, %	0%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	2	0	98
LT Vol	0	2	0	0
Through Vol	113	0	0	97
RT Vol	0	0	0	1
Lane Flow Rate	149	3	0	129
Geometry Grp	1	1	1	1
Degree of Util (X)	0.17	0.003	0	0.151
Departure Headway (Hd)	4.119	4.71	4.514	4.229
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	870	764	0	846
Service Time	2.151	2.71	2.514	2.263
HCM Lane V/C Ratio	0.171	0.004	0	0.152
HCM Control Delay, s/veh	8	7.7	7.5	8
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.6	0	0	0.5

Intersection

Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	60	93	113	91	6
Future Vol, veh/h	0	60	93	113	91	6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	10	9	7	11	50
Mvmt Flow	0	73	113	138	111	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.5	9.4	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	45%	0%	0%
Vol Thru, %	55%	0%	94%
Vol Right, %	0%	100%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	206	60	97
LT Vol	93	0	0
Through Vol	113	0	91
RT Vol	0	60	6
Lane Flow Rate	251	73	118
Geometry Grp	1	1	1
Degree of Util (X)	0.304	0.084	0.147
Departure Headway (Hd)	4.362	4.141	4.472
Convergence, Y/N	Yes	Yes	Yes
Cap	814	869	806
Service Time	2.437	2.146	2.48
HCM Lane V/C Ratio	0.308	0.084	0.146
HCM Control Delay, s/veh	9.4	7.5	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.3	0.5

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	363	36	117	42	37	73	101	2158	25	62	2361	122
Future Volume (vph)	363	36	117	42	37	73	101	2158	25	62	2361	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	13	13	12	12	12	12	12	12	10
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	105		0	0		0	255		0	90		265
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			125			220		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		1.00			1.00				0.96
Frt			0.850		0.935			0.998				0.850
Flt Protected	0.950	0.961			0.986		0.950			0.950		
Satd. Flow (prot)	1698	1721	1615	0	1631	0	1805	4939	0	1626	5301	1454
Flt Permitted	0.950	0.961			0.986		0.043			0.044		
Satd. Flow (perm)	1698	1721	1583	0	1629	0	82	4939	0	75	5301	1398
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		702			468			656			1241	
Travel Time (s)		16.0			10.6			12.8			24.2	
Confl. Peds. (#/hr)			5	5			7		3	3		7
Confl. Bikes (#/hr)												
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 (%)	1%	0%	0%	31%	0%	5%	0%	4%	24%	11%	3%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	4
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	208	208	122	0	159	0	105	2274	0	65	2459	127
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7				2			6		6
Detector Phase	7	7	7	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		6.5	24.0		6.5	21.0	21.0
Total Split (s)	39.1	39.1	39.1	20.4	20.4		13.6	96.9		13.6	96.9	96.9
Total Split (%)	23.0%	23.0%	23.0%	12.0%	12.0%		8.0%	57.0%		8.0%	57.0%	57.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	26.8	26.8	26.8		20.7		104.5	92.7		102.5	91.7	91.7
Actuated g/C Ratio	0.16	0.16	0.16		0.12		0.61	0.55		0.60	0.54	0.54

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.78	0.77	0.49		0.80		0.73	0.84		0.54	0.86	0.17
Control Delay (s/veh)	87.8	86.5	71.1		98.6		63.4	30.4		40.1	37.7	20.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.2		0.0	0.1	0.0
Total Delay (s/veh)	87.8	86.5	71.1		98.6		63.4	30.5		40.1	37.9	20.8
LOS	F	F	E		F		E	C		D	D	C
Approach Delay (s/veh)		83.5			98.6			32.0			37.1	
Approach LOS		F			F			C			D	
Queue Length 50th (ft)	235	235	125		177		66	976		27	853	71
Queue Length 95th (ft)	327	326	191		#369		m120	m665		78	914	112
Internal Link Dist (ft)		622			388			576			1161	
Turn Bay Length (ft)	105						255			90		265
Base Capacity (vph)	330	335	308		198		153	2693		138	2860	754
Starvation Cap Reductn	0	0	0		0		0	47		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	31	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.63	0.62	0.40		0.80		0.69	0.86		0.47	0.87	0.17

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 1.7 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 41.0

Intersection LOS: D

Intersection Capacity Utilization 79.9%

ICU Level of Service D

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: 1: Cicero Avenue & BCS Access Drive/72nd Street



Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	384	0	181	51	13	40	107	1860	2	5	2370	145
Future Volume (vph)	384	0	181	51	13	40	107	1860	2	5	2370	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	11	12	12	12	12	12	12	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	200		155
Storage Lanes	1		0	0		0	1		0	1		2
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.91	0.91	1.00	0.86	1.00
Ped Bike Factor	1.00	0.99			0.99			1.00		1.00		0.98
Frt		0.901			0.942							0.850
Flt Protected	0.950	0.983			0.976		0.950			0.950		
Satd. Flow (prot)	1649	1467	0	0	3190	0	1456	4988	0	1805	6745	1394
Flt Permitted	0.683	0.843			0.562		0.052			0.082		
Satd. Flow (perm)	1183	1257	0	0	1836	0	80	4988	0	156	6745	1373
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		2270			1075			241			656	
Travel Time (s)		51.6			24.4			4.7			12.8	
Confl. Peds. (#/hr)	2		1	1		2	2		4	4		2
Confl. Bikes (#/hr)												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 (%)	4%	0%	10%	0%	0%	0%	24%	4%	0%	0%	2%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	24%											
Lane Group Flow (vph)	304	285	0	0	109	0	111	1940	0	5	2469	151
Turn Type	Perm	NA		Perm	NA		custom	NA		pm+pt	NA	Perm
Protected Phases		8			8		5 7	2 7		1	6	
Permitted Phases	8			8			2			6		6
Detector Phase	8	8		8	8		5 7	2 7		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0					3.0	15.0	15.0
Minimum Split (s)	13.0	13.0		13.0	13.0					6.5	21.0	21.0
Total Split (s)	35.7	35.7		35.7	35.7					15.3	79.9	79.9
Total Split (%)	21.0%	21.0%		21.0%	21.0%					9.0%	47.0%	47.0%
Yellow Time (s)	4.5	4.5		4.5	4.5					3.5	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0					0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0					0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5					3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None		None	None					None	C-Min	C-Min
Act Effect Green (s)	30.2	30.2			30.2		127.3	126.4		82.2	73.9	73.9
Actuated g/C Ratio	0.18	0.18			0.18		0.75	0.74		0.48	0.43	0.43

Lane Group	Ø2	Ø5	Ø7
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	7
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	15.0	3.0	7.0
Minimum Split (s)	21.0	6.5	13.0
Total Split (s)	79.9	15.3	39.1
Total Split (%)	47%	9%	23%
Yellow Time (s)	4.5	3.5	4.5
All-Red Time (s)	1.5	0.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Min	None	None
Act Effect Green (s)			
Actuated g/C Ratio			

Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.45	1.28			1.13dl		0.25	0.52		0.04	0.84	0.25
Control Delay (s/veh)	272.2	207.6			64.5		22.6	1.6		11.4	19.2	15.1
Queue Delay	0.0	0.4			0.1		0.8	0.1		0.0	1.3	0.0
Total Delay (s/veh)	272.2	208.0			64.5		23.4	1.8		11.4	20.5	15.1
LOS	F	F			E		C	A		B	C	B
Approach Delay (s/veh)		241.1			64.5			3.0			20.2	
Approach LOS		F			E			A			C	
Queue Length 50th (ft)	~483	~421			56		57	5		1	263	29
Queue Length 95th (ft)	#696	#631			91		m84	140		m1	426	m47
Internal Link Dist (ft)		2190			995			161			576	
Turn Bay Length (ft)										200		155
Base Capacity (vph)	210	223			326		443	3707		195	2932	596
Starvation Cap Reductn	0	0			0		155	635		0	256	0
Spillback Cap Reductn	0	6			10		0	338		0	98	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.45	1.31			0.34		0.39	0.63		0.03	0.92	0.25

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 13.6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.45

Intersection Signal Delay (s/veh): 38.7

Intersection LOS: D

Intersection Capacity Utilization 80.9%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

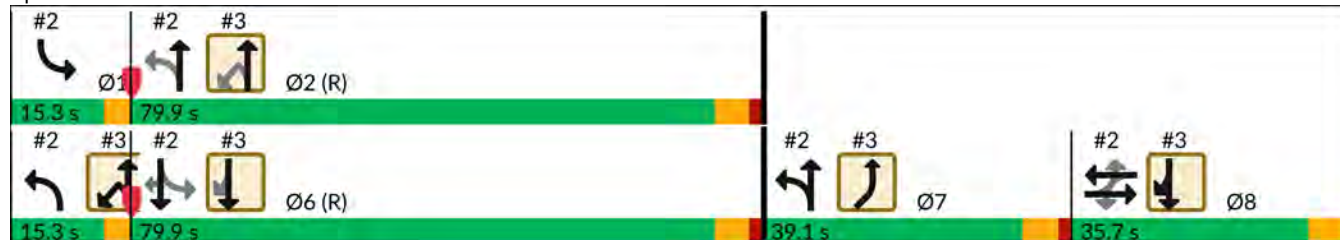
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 2: Cicero Avenue & 73rd Street/TRI International



Lane Group	Ø2	Ø5	Ø7
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
Lane Configurations		  	  		  	  			
Traffic Volume (vph)	95	1463	1962	640	506	26			
Future Volume (vph)	95	1463	1962	640	506	26			
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)		0%	0%		0%				
Storage Length (ft)	175			0	0	0			
Storage Lanes	1			1	2	0			
Taper Length (ft)	130				25				
Lane Util. Factor	1.00	0.91	0.86	0.86	0.97	0.95			
Ped Bike Factor			1.00	0.96	1.00				
Frt			0.995	0.850	0.993				
Flt Protected	0.950				0.955				
Satd. Flow (prot)	1770	5082	4730	1348	3393	0			
Flt Permitted	0.052				0.955				
Satd. Flow (perm)	97	5082	4730	1295	3393	0			
Right Turn on Red				No		No			
Satd. Flow (RTOR)									
Link Speed (mph)		35	35		35				
Link Distance (ft)		787	241		2287				
Travel Time (s)		15.3	4.7		44.6				
Confl. Peds. (#/hr)	20			20		14			
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	2%	6%	3%	3%	3%	0%			
Bus Blockages (#/hr)	0	10	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)		0%	0%		0%				
Shared Lane Traffic (%)				10%					
Lane Group Flow (vph)	100	1540	2132	607	560	0			
Turn Type	custom	NA	NA	custom	Prot				
Protected Phases	5	2 5	6 8	8	7		1	2	6
Permitted Phases	2			6					
Detector Phase	5	2 5	6 8	8	7				
Switch Phase									
Minimum Initial (s)	3.0			7.0	7.0		3.0	15.0	15.0
Minimum Split (s)	6.5			13.0	13.0		6.5	21.0	21.0
Total Split (s)	15.3			35.7	39.1		15.3	79.9	79.9
Total Split (%)	9.0%			21.0%	23.0%		9%	47%	47%
Yellow Time (s)	3.5			4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0			1.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0			0.0	0.0				
Total Lost Time (s)	3.5			5.5	6.0				
Lead/Lag	Lead			Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None			None	None		None	C-Min	C-Min
Act Effect Green (s)	91.7	89.1	103.6	104.6	33.1				
Actuated g/C Ratio	0.54	0.52	0.61	0.62	0.19				

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
v/c Ratio	0.60	0.58	0.74	0.75	0.85				
Control Delay (s/veh)	64.9	35.5	5.5	11.5	78.9				
Queue Delay	0.0	0.0	0.6	1.9	0.0				
Total Delay (s/veh)	64.9	35.5	6.1	13.4	78.9				
LOS	E	D	A	B	E				
Approach Delay (s/veh)		37.3	7.7		78.9				
Approach LOS		D	A		E				
Queue Length 50th (ft)	79	587	49	59	314				
Queue Length 95th (ft)	150	309	m47	m268	#390				
Internal Link Dist (ft)		707	161		2207				
Turn Bay Length (ft)	175								
Base Capacity (vph)	168	2664	2882	806	660				
Starvation Cap Reductn	0	121	346	87	0				
Spillback Cap Reductn	0	50	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.60	0.61	0.84	0.84	0.85				

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 13.6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.45

Intersection Signal Delay (s/veh): 25.6

Intersection LOS: C

Intersection Capacity Utilization 81.0%

ICU Level of Service D

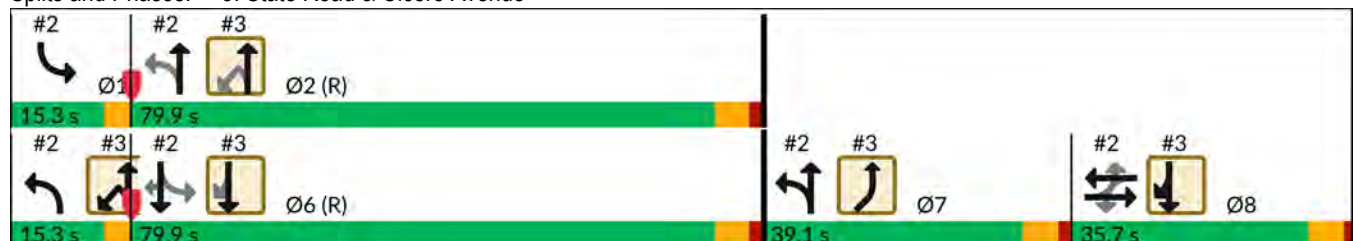
Analysis Period (min) 15

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: 3: State Road & Cicero Avenue



Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	39	70	79	16	102	30	1432	44	124	1843	21
Future Volume (vph)	24	39	70	79	16	102	30	1432	44	124	1843	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	350		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			150			135		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		0.99	0.99			1.00		1.00	1.00	
Frt		0.921			0.870			0.996			0.998	
Flt Protected		0.991		0.950			0.950			0.950		
Satd. Flow (prot)	0	3440	0	1787	1575	0	1752	4821	0	1805	4966	0
Flt Permitted		0.866		0.502			0.079			0.106		
Satd. Flow (perm)	0	3002	0	939	1575	0	146	4821	0	201	4966	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		428			569			1085			787	
Travel Time (s)		9.7			12.9			21.1			15.3	
Confl. Peds. (#/hr)	4		6	6		4			7	7		
Confl. Bikes (#/hr)												1
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%	3%	0%	1%	0%	4%	3%	6%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	9	9	0	9	9
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	85	127	0	32	1587	0	133	2005	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		6.5	14.0		6.5	21.0		13.0	21.0	
Total Split (s)	30.6	30.6		20.4	51.0		15.3	96.9		22.1	103.7	
Total Split (%)	18.0%	18.0%		12.0%	30.0%		9.0%	57.0%		13.0%	61.0%	
Yellow Time (s)	4.5	4.5		3.5	4.5		3.5	4.5		10.0	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0		3.5	6.0		3.5	6.0		10.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		14.3		32.6	30.1		116.5	107.7		123.5	119.9	
Actuated g/C Ratio		0.08		0.19	0.18		0.69	0.63		0.73	0.71	

Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.57		0.35	0.46		0.20	0.52		0.55	0.57	
Control Delay (s/veh)		83.4		60.8	66.8		12.8	21.8		29.8	3.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.2	
Total Delay (s/veh)		83.4		60.8	66.8		12.8	21.8		29.8	3.5	
LOS		F		E	E		B	C		C	A	
Approach Delay (s/veh)		83.4			64.4			21.6			5.1	
Approach LOS		F			E			C			A	
Queue Length 50th (ft)		82		81	128		7	208		38	86	
Queue Length 95th (ft)		121		130	190		m28	447		m93	179	
Internal Link Dist (ft)		348			489			1005			707	
Turn Bay Length (ft)							150			350		
Base Capacity (vph)		434		264	416		216	3055		266	3502	
Starvation Cap Reductn		0		0	0		0	0		0	576	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.33		0.32	0.31		0.15	0.52		0.50	0.69	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 27.2 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 17.4

Intersection LOS: B

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 4: Cicero Avenue & 74th Place



Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	51	90	223	67	79	72	1380	258	92	1866	34
Future Volume (vph)	47	51	90	223	67	79	72	1380	258	92	1866	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			80			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.98		0.98	0.99		1.00	0.99		1.00	1.00	
Frt		0.904			0.919			0.976			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1593	0	1719	1608	0	1678	4672	0	1678	5021	0
Flt Permitted	0.950			0.950			0.049			0.076		
Satd. Flow (perm)	1759	1593	0	1690	1608	0	87	4672	0	134	5021	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			298			1237			1085	
Travel Time (s)		5.3			6.8			24.1			21.1	
Confl. Peds. (#/hr)	4		12	12		4	7		17	17		7
Confl. Bikes (#/hr)			1			3						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 (%)	2%	0%	3%	5%	1%	6%	4%	6%	4%	4%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	14	14	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	147	0	232	152	0	75	1707	0	96	1979	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	7		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		6.5	21.0		6.5	21.0	
Total Split (s)	34.0	34.0		35.7	35.7		20.4	79.9		20.4	79.9	
Total Split (%)	20.0%	20.0%		21.0%	21.0%		12.0%	47.0%		12.0%	47.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	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)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lead		Lag	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)	20.8	20.8		27.0	27.0		101.3	90.1		104.9	91.9	
Actuated g/C Ratio	0.12	0.12		0.16	0.16		0.60	0.53		0.62	0.54	

Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.75		0.85	0.60		0.56	0.69		0.54	0.73	
Control Delay (s/veh)	67.8	94.8		95.6	75.9		41.2	33.5		37.2	17.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.8	94.8		95.6	75.9		41.2	33.5		37.2	17.7	
LOS	E	F		F	E		D	C		D	B	
Approach Delay (s/veh)		88.0			87.8			33.8			18.6	
Approach LOS		F			F			C			B	
Queue Length 50th (ft)	50	161		252	158		32	514		0	339	
Queue Length 95th (ft)	92	235		#373	239		93	675		87	897	
Internal Link Dist (ft)		155			218			1157			1005	
Turn Bay Length (ft)							110			145		
Base Capacity (vph)	291	262		305	284		212	2475		237	2713	
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	0.17	0.56		0.76	0.54		0.35	0.69		0.41	0.73	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 68 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 33.8

Intersection LOS: C

Intersection Capacity Utilization 80.5%

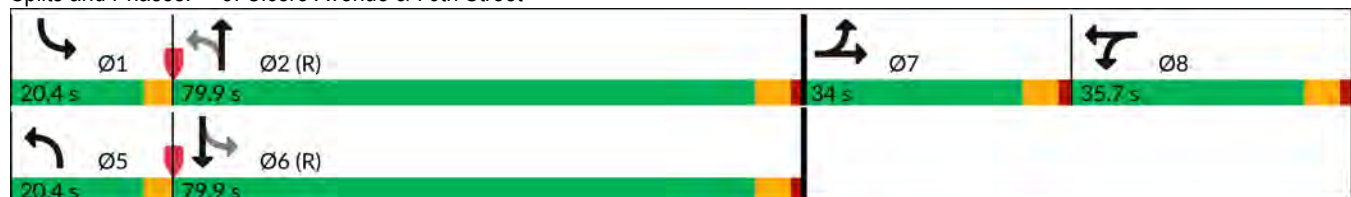
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Cicero Avenue & 76th Street



Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	277	6	4	264	232	4	3	2	282	3	19
Future Volume (vph)	11	277	6	4	264	232	4	3	2	282	3	19
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	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00	0.98		1.00			1.00	
Frt		0.997				0.850		0.970			0.992	
Flt Protected		0.998			0.999			0.978			0.956	
Satd. Flow (prot)	0	3452	0	0	3503	1482	0	1667	0	0	1954	0
Flt Permitted		0.938			0.950			0.867			0.735	
Satd. Flow (perm)	0	3245	0	0	3331	1448	0	1477	0	0	1501	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			907			705			658	
Travel Time (s)		11.1			20.6			16.0			15.0	
Confl. Peds. (#/hr)			3	3			1		1	1		1
Confl. Bikes (#/hr)			1			3						1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	73%	1%	17%	0%	3%	9%	0%	0%	100%	4%	0%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	0	0	297	258	0	9	0	0	337	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0	19.0	19.0	19.0		19.0	19.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	Max	Max		Max	Max	
Act Effect Green (s)		19.0			19.0	19.0		19.0			19.0	
Actuated g/C Ratio		0.38			0.38	0.38		0.38			0.38	

Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.27			0.23	0.47		0.02			0.59	
Control Delay (s/veh)		11.4			11.2	15.2		9.9			17.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		11.4			11.2	15.2		9.9			17.6	
LOS		B			B	B		A			B	
Approach Delay (s/veh)		11.4			13.1			9.9			17.6	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		33			30	55		2			76	
Queue Length 95th (ft)		56			51	108		8			144	
Internal Link Dist (ft)		410			827			625			578	
Turn Bay Length (ft)						150						
Base Capacity (vph)		1233			1265	550		561			570	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.27			0.23	0.47		0.02			0.59	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 13.8

Intersection LOS: B

Intersection Capacity Utilization 62.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Kostner Avenue & 76th Street



Intersection

Intersection Delay, s/veh 8.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	123	0	0	164	0
Future Vol, veh/h	0	0	0	0	0	0	0	123	0	0	164	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	21	0	0	9	0
Mvmt Flow	0	0	0	0	0	0	0	138	0	0	184	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	0	8.3	8.3
HCM LOS	-	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	0	0	164
LT Vol	0	0	0	0
Through Vol	123	0	0	164
RT Vol	0	0	0	0
Lane Flow Rate	138	0	0	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0	0	0.213
Departure Headway (Hd)	4.394	4.621	4.621	4.156
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	0	0	861
Service Time	2.435	2.621	2.621	2.194
HCM Lane V/C Ratio	0.17	0	0	0.214
HCM Control Delay, s/veh	8.3	7.6	7.6	8.3
HCM Lane LOS	A	N	N	A
HCM 95th-tile Q	0.6	0	0	0.8

Intersection

Intersection Delay, s/veh 9.6

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	159	124	122	145	19
Future Vol, veh/h	1	159	124	122	145	19
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	3	21	6	32
Mvmt Flow	1	183	143	140	167	22
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.7	10.4	9.2
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	50%	1%	0%
Vol Thru, %	50%	0%	88%
Vol Right, %	0%	99%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	246	160	164
LT Vol	124	1	0
Through Vol	122	0	145
RT Vol	0	159	19
Lane Flow Rate	283	184	189
Geometry Grp	1	1	1
Degree of Util (X)	0.368	0.225	0.245
Departure Headway (Hd)	4.682	4.395	4.672
Convergence, Y/N	Yes	Yes	Yes
Cap	766	815	765
Service Time	2.724	2.435	2.718
HCM Lane V/C Ratio	0.369	0.226	0.247
HCM Control Delay, s/veh	10.4	8.7	9.2
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.7	0.9	1

Capacity Analysis Summary Sheets
Year 2031 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	4	40	32	27	63	53	2399	47	47	2249	96
Future Volume (vph)	118	4	40	32	27	63	53	2399	47	47	2249	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	13	13	12	12	12	12	12	12	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	105		0	0		0	255		0	90		265
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			125			220		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.930			0.997				0.850
Flt Protected	0.950	0.955			0.987		0.950			0.950		
Satd. Flow (prot)	1665	1677	1538	0	1485	0	1583	4876	0	1570	5200	1483
Flt Permitted	0.950	0.955			0.987		0.048			0.048		
Satd. Flow (perm)	1665	1677	1538	0	1485	0	80	4876	0	79	5200	1483
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		702			468			656			1241	
Travel Time (s)		16.0			10.6			12.8			24.2	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
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 (%)	3%	0%	5%	52%	0%	15%	14%	5%	28%	15%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	4
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	66	64	43	0	130	0	56	2602	0	50	2393	102
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7				2			6		6
Detector Phase	7	7	7	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		6.5	24.0		6.5	21.0	21.0
Total Split (s)	22.4	22.4	22.4	21.0	21.0		12.6	84.0		12.6	84.0	84.0
Total Split (%)	16.0%	16.0%	16.0%	15.0%	15.0%		9.0%	60.0%		9.0%	60.0%	60.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	11.8	11.8	11.8		16.5		93.5	84.9		93.3	84.8	84.8
Actuated g/C Ratio	0.08	0.08	0.08		0.12		0.67	0.61		0.67	0.61	0.61

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.47	0.45	0.33		0.74		0.43	0.88		0.39	0.76	0.11
Control Delay (s/veh)	71.2	70.3	66.1		84.3		28.1	18.9		21.7	23.6	13.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	71.2	70.3	66.1		84.3		28.1	18.9		21.7	23.6	13.8
LOS	E	E	E		F		C	B		C	C	B
Approach Delay (s/veh)		69.6			84.3			19.1			23.2	
Approach LOS		E			F			B			C	
Queue Length 50th (ft)	61	58	38		113		16	392		15	610	41
Queue Length 95th (ft)	112	109	76		#231		m41	m430		44	697	73
Internal Link Dist (ft)		622			388			576			1161	
Turn Bay Length (ft)	105						255			90		265
Base Capacity (vph)	195	196	180		179		151	2955		150	3148	898
Starvation Cap Reductn	0	0	0		0		0	1		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.34	0.33	0.24		0.73		0.37	0.88		0.33	0.76	0.11

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 103.6 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 24.1

Intersection LOS: C

Intersection Capacity Utilization 71.1%

ICU Level of Service C

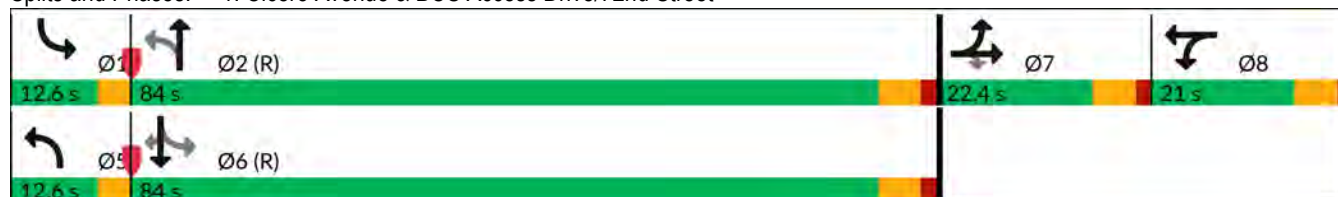
Analysis Period (min) 15

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: 1: Cicero Avenue & BCS Access Drive/72nd Street



Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	5	154	7	0	3	165	2157	36	12	1922	387
Future Volume (vph)	339	5	154	7	0	3	165	2157	36	12	1922	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	11	12	12	12	12	12	12	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	200		155
Storage Lanes	1		0	0		0	1		0	1		2
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.91	0.91	1.00	0.86	1.00
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.904			0.955			0.998				0.850
Flt Protected	0.950	0.983			0.966		0.950			0.950		
Satd. Flow (prot)	1517	1303	0	0	3207	0	1530	4981	0	1805	6491	1473
Flt Permitted	0.751	0.883			0.785		0.077			0.082		
Satd. Flow (perm)	1198	1170	0	0	2600	0	124	4981	0	156	6491	1473
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		2270			1075			241			656	
Travel Time (s)		51.6			24.4			4.7			12.8	
Confl. Peds. (#/hr)	1		5	5		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	13%	0%	27%	0%	0%	0%	18%	4%	0%	0%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	24%											
Lane Group Flow (vph)	265	248	0	0	10	0	170	2261	0	12	1981	399
Turn Type	Perm	NA		Perm	NA		custom	NA		pm+pt	NA	Perm
Protected Phases		8			8		5 7	2 7		1	6	
Permitted Phases	8			8			2			6		6
Detector Phase	8	8		8	8		5 7	2 7		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0					3.0	15.0	15.0
Minimum Split (s)	42.5	42.5		42.5	42.5					6.5	45.0	45.0
Total Split (s)	29.4	29.4		29.4	29.4					12.6	54.6	54.6
Total Split (%)	21.0%	21.0%		21.0%	21.0%					9.0%	39.0%	39.0%
Yellow Time (s)	4.5	4.5		4.5	4.5					3.5	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0					0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0					0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5					3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None		None	None					None	C-Min	C-Min
Act Effect Green (s)	23.9	23.9			23.9		103.2	100.5		57.2	48.6	48.6
Actuated g/C Ratio	0.17	0.17			0.17		0.74	0.72		0.41	0.35	0.35

Lane Group	Ø2	Ø5	Ø7
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	7
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	15.0	3.0	7.0
Minimum Split (s)	21.0	6.5	38.0
Total Split (s)	54.6	12.6	43.4
Total Split (%)	39%	9%	31%
Yellow Time (s)	4.5	3.5	4.5
All-Red Time (s)	1.5	0.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			

Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.30	1.25			0.02		0.29	0.63		0.09	0.88	0.78
Control Delay (s/veh)	210.5	192.3			48.6		15.4	1.2		13.5	28.6	31.1
Queue Delay	0.0	0.6			0.0		1.1	0.6		0.0	0.0	0.0
Total Delay (s/veh)	210.5	192.8			48.6		16.5	1.8		13.5	28.6	31.1
LOS	F	F			D		B	A		B	C	C
Approach Delay (s/veh)		202.0			48.6			2.9			28.9	
Approach LOS		F			D			A			C	
Queue Length 50th (ft)	~324	~294			4		66	6		2	376	217
Queue Length 95th (ft)	#514	#480			13		m93	47		m3	419	381
Internal Link Dist (ft)		2190			995			161			576	
Turn Bay Length (ft)										200		155
Base Capacity (vph)	204	199			443		583	3576		174	2253	511
Starvation Cap Reductn	0	0			0		236	830		0	0	0
Spillback Cap Reductn	0	7			0		0	93		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.30	1.29			0.02		0.49	0.82		0.07	0.88	0.78

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 124.6 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.30

Intersection Signal Delay (s/veh): 33.7

Intersection LOS: C

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

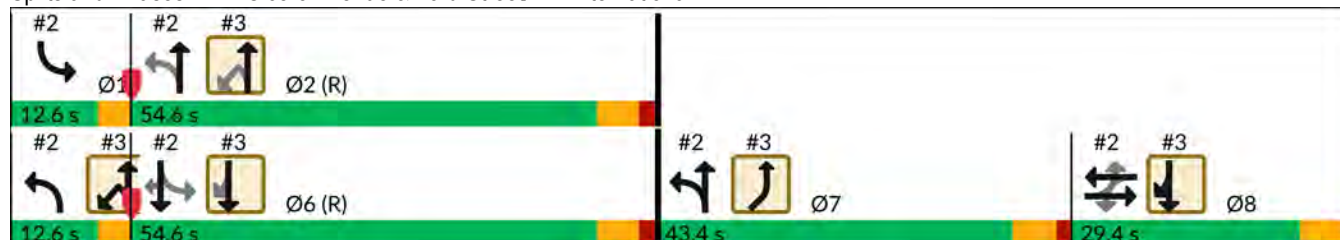
Queue shown is maximum after two cycles.

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: 2: Cicero Avenue & 73rd Street/TRI International



Lane Group	Ø2	Ø5	Ø7
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
Lane Configurations		  	  		  	  			
Traffic Volume (vph)	67	1752	1571	512	606	19			
Future Volume (vph)	67	1752	1571	512	606	19			
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)		0%	0%		0%				
Storage Length (ft)	175			0	0	0			
Storage Lanes	1			1	2	0			
Taper Length (ft)	130				25				
Lane Util. Factor	1.00	0.91	0.86	0.86	0.97	0.95			
Ped Bike Factor	1.00		1.00	0.98	1.00				
Frt			0.995	0.850	0.995				
Flt Protected	0.950				0.954				
Satd. Flow (prot)	1752	5035	4522	1362	3457	0			
Flt Permitted	0.077				0.954				
Satd. Flow (perm)	142	5035	4522	1339	3457	0			
Right Turn on Red				No		No			
Satd. Flow (RTOR)									
Link Speed (mph)		35	35		35				
Link Distance (ft)		787	241		2287				
Travel Time (s)		15.3	4.7		44.6				
Confl. Peds. (#/hr)	4			4		13			
Confl. Bikes (#/hr)									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	3%	7%	8%	2%	1%	5%			
Bus Blockages (#/hr)	0	10	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)		0%	0%		0%				
Shared Lane Traffic (%)				10%					
Lane Group Flow (vph)	71	1844	1708	485	658	0			
Turn Type	custom	NA	NA	custom	Prot				
Protected Phases	5	2 5	6 8	8	7		1	2	6
Permitted Phases	2			6					
Detector Phase	5	2 5	6 8	8	7				
Switch Phase									
Minimum Initial (s)	3.0			7.0	7.0		3.0	15.0	15.0
Minimum Split (s)	6.5			42.5	38.0		6.5	21.0	45.0
Total Split (s)	12.6			29.4	43.4		12.6	54.6	54.6
Total Split (%)	9.0%			21.0%	31.0%		9%	39%	39%
Yellow Time (s)	3.5			4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0			1.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0			0.0	0.0				
Total Lost Time (s)	3.5			5.5	6.0				
Lead/Lag	Lead			Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None			None	None		None	C-Min	C-Min
Act Effect Green (s)	63.3	59.8	72.0	73.0	37.4				
Actuated g/C Ratio	0.45	0.43	0.51	0.52	0.27				

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
v/c Ratio	0.42	0.86	0.73	0.69	0.71				
Control Delay (s/veh)	31.5	15.9	8.8	10.5	51.5				
Queue Delay	0.0	0.1	0.6	1.0	0.0				
Total Delay (s/veh)	31.5	16.0	9.4	11.5	51.5				
LOS	C	B	A	B	D				
Approach Delay (s/veh)		16.6	9.8		51.5				
Approach LOS		B	A		D				
Queue Length 50th (ft)	6	59	59	32	280				
Queue Length 95th (ft)	m46	195	m94	m82	351				
Internal Link Dist (ft)		707	161		2207				
Turn Bay Length (ft)	175								
Base Capacity (vph)	168	2150	2325	702	923				
Starvation Cap Reductn	0	4	255	68	0				
Spillback Cap Reductn	0	15	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.42	0.86	0.83	0.76	0.71				

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 124.6 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.30

Intersection Signal Delay (s/veh): 18.3

Intersection LOS: B

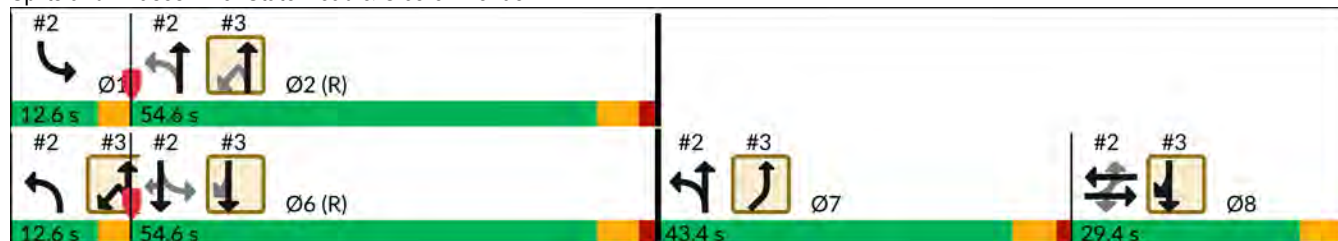
Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 3: State Road & Cicero Avenue



Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	16	22	45	23	98	25	1714	78	146	1435	9
Future Volume (vph)	7	16	22	45	23	98	25	1714	78	146	1435	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	350		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			150			135		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		1.00	0.99			1.00		1.00		
Frt		0.926			0.879			0.993			0.999	
Flt Protected		0.992		0.950			0.950			0.950		
Satd. Flow (prot)	0	3418	0	1805	1600	0	1736	4766	0	1787	4699	0
Flt Permitted		0.885		0.533			0.134			0.063		
Satd. Flow (perm)	0	3049	0	1009	1600	0	245	4766	0	118	4699	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		428			569			1085			787	
Travel Time (s)		9.7			12.9			21.1			15.3	
Confl. Peds. (#/hr)	1		3	3		1			14	14		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	0%	0%	4%	4%	7%	0%	1%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	9	9	0	9	9
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	51	136	0	28	2014	0	164	1622	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	21.0	21.0		12.6	33.6		12.6	93.8		12.6	93.8	
Total Split (%)	15.0%	15.0%		9.0%	24.0%		9.0%	67.0%		9.0%	67.0%	
Yellow Time (s)	4.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		9.9		22.2	19.7		101.3	92.8		110.8	102.5	
Actuated g/C Ratio		0.07		0.16	0.14		0.72	0.66		0.79	0.73	

Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.24		0.25	0.61		0.12	0.64		0.69	0.47	
Control Delay (s/veh)		64.2		52.3	67.4		4.9	26.7		49.4	1.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		64.2		52.3	67.4		4.9	26.7		49.4	1.7	
LOS		E		D	E		A	C		D	A	
Approach Delay (s/veh)		64.2			63.3			26.4			6.1	
Approach LOS		E			E			C			A	
Queue Length 50th (ft)		23		40	117		0	670		93	29	
Queue Length 95th (ft)		45		78	181		m5	722		m143	31	
Internal Link Dist (ft)		348			489			1005			707	
Turn Bay Length (ft)							150			350		
Base Capacity (vph)		326		211	315		279	3159		239	3438	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.16		0.24	0.43		0.10	0.64		0.69	0.47	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 99.4 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 19.6

Intersection LOS: B

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 4: Cicero Avenue & 74th Place



Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	7	138	20	69	11	1745	148	73	1427	2
Future Volume (vph)	3	4	7	138	20	69	11	1745	148	73	1427	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			80			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.93		0.94	0.99		1.00	1.00		1.00	1.00	
Frt		0.900			0.884			0.988				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1357	1536	0	1641	1401	0	1745	4715	0	1586	4759	0
Flt Permitted	0.950			0.950			0.140			0.060		
Satd. Flow (perm)	1353	1536	0	1534	1401	0	257	4715	0	100	4759	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			298			1237			1085	
Travel Time (s)		5.3			6.8			24.1			21.1	
Confl. Peds. (#/hr)	1		28	28		1	7		24	24		7
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 (%)	33%	0%	0%	10%	0%	19%	0%	6%	10%	10%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	14	14	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	12	0	148	96	0	12	2035	0	78	1536	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	7		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.2	18.2		23.8	23.8		12.6	85.4		12.6	85.4	
Total Split (%)	13.0%	13.0%		17.0%	17.0%		9.0%	61.0%		9.0%	61.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	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)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lead		Lag	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)	7.4	7.4		17.5	17.5		101.8	94.0		107.3	101.2	
Actuated g/C Ratio	0.05	0.05		0.13	0.13		0.73	0.67		0.77	0.72	

Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.15		0.72	0.55		0.05	0.64		0.50	0.45	
Control Delay (s/veh)	64.0	67.3		78.3	68.7		6.9	16.5		26.0	9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	64.0	67.3		78.3	68.7		6.9	16.5		26.0	9.0	
LOS	E	E		E	E		A	B		C	A	
Approach Delay (s/veh)		66.6			74.5			16.4			9.8	
Approach LOS		E			E			B			A	
Queue Length 50th (ft)	3	11		131	83		2	320		24	28	
Queue Length 95th (ft)	13	33		203	141		10	558		54	467	
Internal Link Dist (ft)		155			218			1157			1005	
Turn Bay Length (ft)							110			145		
Base Capacity (vph)	118	133		224	192		290	3165		173	3440	
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	0.03	0.09		0.66	0.50		0.04	0.64		0.45	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 17.5

Intersection LOS: B

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Cicero Avenue & 76th Street



Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	141	4	1	182	204	2	8	4	147	1	15
Future Volume (vph)	13	141	4	1	182	204	2	8	4	147	1	15
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	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.996				0.850		0.960			0.987	
Flt Protected		0.996						0.994			0.957	
Satd. Flow (prot)	0	3300	0	0	3439	1553	0	2055	0	0	1846	0
Flt Permitted		0.925			0.954			0.970			0.735	
Satd. Flow (perm)	0	3065	0	0	3281	1553	0	2005	0	0	1418	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			907			705			658	
Travel Time (s)		11.1			20.6			16.0			15.0	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	62%	4%	0%	0%	5%	4%	0%	0%	0%	7%	0%	40%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	218	243	0	17	0	0	194	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0	19.0	19.0	19.0		19.0	19.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	Max	Max		Max	Max	
Act Effect Green (s)		19.0			19.0	19.0		19.0			19.0	
Actuated g/C Ratio		0.38			0.38	0.38		0.38			0.38	

Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.16			0.17	0.41		0.02			0.36	
Control Delay (s/veh)		10.7			10.8	14.1		9.9			13.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		10.7			10.8	14.1		9.9			13.6	
LOS		B			B	B		A			B	
Approach Delay (s/veh)		10.7			12.5			9.9			13.6	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		18			21	50		3			39	
Queue Length 95th (ft)		32			36	89		11			74	
Internal Link Dist (ft)		410			827			625			578	
Turn Bay Length (ft)						150						
Base Capacity (vph)		1164			1246	590		761			538	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.17	0.41		0.02			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 12.3

Intersection LOS: B

Intersection Capacity Utilization 62.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Kostner Avenue & 76th Street



Intersection

Intersection Delay, s/veh 8.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	0	0	0	0	119	0	0	101	1
Future Vol, veh/h	2	0	0	0	0	0	0	119	0	0	101	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	13	0
Mvmt Flow	3	0	0	0	0	0	0	157	0	0	133	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	0	8.1	8.1
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	0%
Vol Thru, %	100%	0%	100%	99%
Vol Right, %	0%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	2	0	102
LT Vol	0	2	0	0
Through Vol	119	0	0	101
RT Vol	0	0	0	1
Lane Flow Rate	157	3	0	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.003	0	0.158
Departure Headway (Hd)	4.122	4.74	4.544	4.235
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	760	0	846
Service Time	2.157	2.74	2.544	2.271
HCM Lane V/C Ratio	0.181	0.004	0	0.158
HCM Control Delay, s/veh	8.1	7.8	7.5	8.1
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.6	0	0	0.6

Intersection

Intersection Delay, s/veh

9

Intersection LOS

A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	68	106	119	95	6
Future Vol, veh/h	0	68	106	119	95	6
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	9	8	7	11	50
Mvmt Flow	0	83	129	145	116	7
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.7	9.7	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	47%	0%	0%
Vol Thru, %	53%	0%	94%
Vol Right, %	0%	100%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	225	68	101
LT Vol	106	0	0
Through Vol	119	0	95
RT Vol	0	68	6
Lane Flow Rate	274	83	123
Geometry Grp	1	1	1
Degree of Util (X)	0.333	0.097	0.155
Departure Headway (Hd)	4.371	4.206	4.522
Convergence, Y/N	Yes	Yes	Yes
Cap	812	856	796
Service Time	2.458	2.213	2.534
HCM Lane V/C Ratio	0.337	0.097	0.155
HCM Control Delay, s/veh	9.7	7.7	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.5	0.3	0.5

Capacity Analysis Summary Sheets
Year 2031 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	374	37	121	43	38	75	104	2390	26	64	2588	126
Future Volume (vph)	374	37	121	43	38	75	104	2390	26	64	2588	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	13	13	12	12	12	12	12	12	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	105		0	0		0	255		0	90		265
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			125			220		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		1.00			1.00				0.96
Frt			0.850		0.935			0.998				0.850
Flt Protected	0.950	0.961			0.986		0.950			0.950		
Satd. Flow (prot)	1698	1721	1615	0	1635	0	1805	4987	0	1626	5301	1454
Flt Permitted	0.950	0.961			0.986		0.043			0.044		
Satd. Flow (perm)	1698	1721	1581	0	1633	0	82	4987	0	75	5301	1394
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		702			468			656			1241	
Travel Time (s)		16.0			10.6			12.8			24.2	
Confl. Peds. (#/hr)			6	6			8		3	3		8
Confl. Bikes (#/hr)												
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 (%)	1%	0%	0%	30%	0%	5%	0%	3%	23%	11%	3%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	4
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	214	215	126	0	163	0	108	2517	0	67	2696	131
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7				2			6		6
Detector Phase	7	7	7	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		6.5	24.0		6.5	21.0	21.0
Total Split (s)	39.1	39.1	39.1	20.4	20.4		13.6	96.9		13.6	96.9	96.9
Total Split (%)	23.0%	23.0%	23.0%	12.0%	12.0%		8.0%	57.0%		8.0%	57.0%	57.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	27.3	27.3	27.3		20.2		104.5	92.6		102.5	91.6	91.6
Actuated g/C Ratio	0.16	0.16	0.16		0.12		0.61	0.54		0.60	0.54	0.54

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.79	0.78	0.50		0.84		0.74	0.93		0.55	0.94	0.17
Control Delay (s/veh)	88.3	87.3	71.0		103.9		62.6	33.3		41.4	45.0	20.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.8		0.0	3.5	0.0
Total Delay (s/veh)	88.3	87.3	71.0		103.9		62.6	34.1		41.4	48.5	20.9
LOS	F	F	E		F		E	C		D	D	C
Approach Delay (s/veh)		84.0			103.9			35.3			47.1	
Approach LOS		F			F			D			D	
Queue Length 50th (ft)	243	244	129		182		69	863		28	1020	74
Queue Length 95th (ft)	338	337	196		#380		m#129	m817		81	1087	116
Internal Link Dist (ft)		622			388			576			1161	
Turn Bay Length (ft)	105						255			90		265
Base Capacity (vph)	330	335	307		194		153	2716		137	2857	751
Starvation Cap Reductn	0	0	0		0		0	55		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	116	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.65	0.64	0.41		0.84		0.71	0.95		0.49	0.98	0.17

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 1.7 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 46.9

Intersection LOS: D

Intersection Capacity Utilization 84.6%

ICU Level of Service E

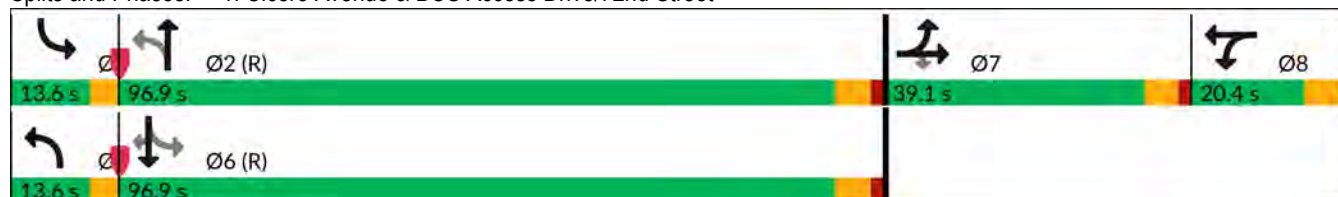
Analysis Period (min) 15

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: 1: Cicero Avenue & BCS Access Drive/72nd Street



Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	0	203	53	13	41	129	2083	2	5	2598	149
Future Volume (vph)	396	0	203	53	13	41	129	2083	2	5	2598	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	11	12	12	12	12	12	12	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	200		155
Storage Lanes	1		0	0		0	1		0	1		2
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.91	0.91	1.00	0.86	1.00
Ped Bike Factor	1.00	0.99			0.99			1.00				0.98
Frt		0.895			0.942							0.850
Flt Protected	0.950	0.985			0.976		0.950			0.950		
Satd. Flow (prot)	1649	1457	0	0	3190	0	1492	4988	0	1805	6745	1382
Flt Permitted	0.681	0.856			0.572		0.052			0.057		
Satd. Flow (perm)	1179	1265	0	0	1869	0	82	4988	0	108	6745	1361
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		2270			1075			241			656	
Travel Time (s)		51.6			24.4			4.7			12.8	
Confl. Peds. (#/hr)	2		1	1		2	2		4	4		2
Confl. Bikes (#/hr)												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 (%)	4%	0%	10%	0%	0%	0%	21%	4%	0%	0%	2%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	22%											
Lane Group Flow (vph)	322	302	0	0	112	0	134	2172	0	5	2706	155
Turn Type	Perm	NA		Perm	NA		custom	NA		pm+pt	NA	Perm
Protected Phases		8			8		5 7	2 7		1	6	
Permitted Phases	8			8			2			6		6
Detector Phase	8	8		8	8		5 7	2 7		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0					3.0	15.0	15.0
Minimum Split (s)	13.0	13.0		13.0	13.0					6.5	21.0	21.0
Total Split (s)	35.7	35.7		35.7	35.7					15.3	79.9	79.9
Total Split (%)	21.0%	21.0%		21.0%	21.0%					9.0%	47.0%	47.0%
Yellow Time (s)	4.5	4.5		4.5	4.5					3.5	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0					0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0					0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5					3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None		None	None					None	C-Min	C-Min
Act Effect Green (s)	30.2	30.2			30.2		127.3	126.4		82.2	73.9	73.9
Actuated g/C Ratio	0.18	0.18			0.18		0.75	0.74		0.48	0.43	0.43

Lane Group	Ø2	Ø5	Ø7
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	7
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	15.0	3.0	7.0
Minimum Split (s)	21.0	6.5	13.0
Total Split (s)	79.9	15.3	39.1
Total Split (%)	47%	9%	23%
Yellow Time (s)	4.5	3.5	4.5
All-Red Time (s)	1.5	0.0	1.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Min	None	None
Act Effect Green (s)			
Actuated g/C Ratio			

Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

06/26/2025

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.54	1.35			1.31dl		0.30	0.59		0.05	0.92	0.26
Control Delay (s/veh)	308.9	232.9			64.5		23.4	1.8		14.0	24.6	17.9
Queue Delay	0.0	1.1			0.1		1.0	0.2		0.0	10.1	0.0
Total Delay (s/veh)	308.9	234.0			64.6		24.4	2.1		14.0	34.8	17.9
LOS	F	F			E		C	A		B	C	B
Approach Delay (s/veh)		272.6			64.6			3.4			33.8	
Approach LOS		F			E			A			C	
Queue Length 50th (ft)	~527	~460			58		70	10		1	473	38
Queue Length 95th (ft)	#746	#676			93		m107	140		m2	611	m49
Internal Link Dist (ft)		2190			995			161			576	
Turn Bay Length (ft)										200		155
Base Capacity (vph)	209	224			332		454	3707		173	2932	591
Starvation Cap Reductn	0	0			0		161	661		0	254	0
Spillback Cap Reductn	0	16			16		0	672		0	145	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.54	1.45			0.35		0.46	0.72		0.03	1.01	0.26

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 13.6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay (s/veh): 47.7

Intersection LOS: D

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

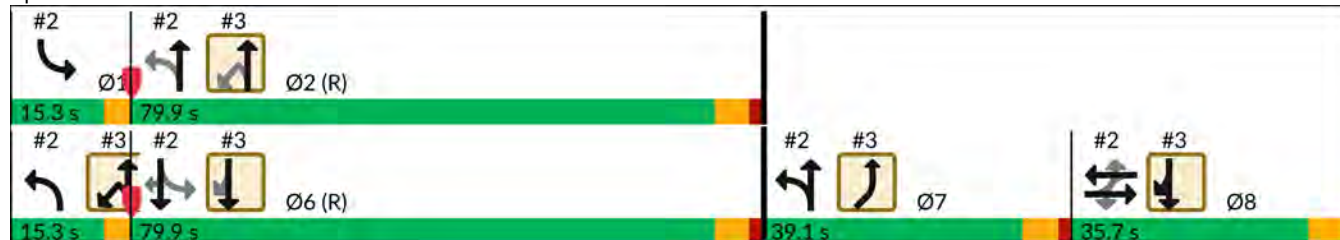
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 2: Cicero Avenue & 73rd Street/TRI International



Lane Group	Ø2	Ø5	Ø7
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
Lane Configurations		  	  		  	  			
Traffic Volume (vph)	117	1693	2195	659	521	44			
Future Volume (vph)	117	1693	2195	659	521	44			
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)		0%	0%		0%				
Storage Length (ft)	175			0	0	0			
Storage Lanes	1			1	2	0			
Taper Length (ft)	130				25				
Lane Util. Factor	1.00	0.91	0.86	0.86	0.97	0.95			
Ped Bike Factor			1.00	0.96	1.00				
Frt			0.996	0.850	0.988				
Flt Protected	0.950				0.956				
Satd. Flow (prot)	1770	5082	4735	1348	3378	0			
Flt Permitted	0.052				0.956				
Satd. Flow (perm)	97	5082	4735	1292	3378	0			
Right Turn on Red				No		No			
Satd. Flow (RTOR)									
Link Speed (mph)		35	35		35				
Link Distance (ft)		787	241		2287				
Travel Time (s)		15.3	4.7		44.6				
Confl. Peds. (#/hr)	22			22		15			
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	2%	6%	3%	3%	3%	0%			
Bus Blockages (#/hr)	0	10	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)		0%	0%		0%				
Shared Lane Traffic (%)				10%					
Lane Group Flow (vph)	123	1782	2380	625	594	0			
Turn Type	custom	NA	NA	custom	Prot				
Protected Phases	5	2 5	6 8	8	7		1	2	6
Permitted Phases	2			6					
Detector Phase	5	2 5	6 8	8	7				
Switch Phase									
Minimum Initial (s)	3.0			7.0	7.0		3.0	15.0	15.0
Minimum Split (s)	6.5			13.0	13.0		6.5	21.0	21.0
Total Split (s)	15.3			35.7	39.1		15.3	79.9	79.9
Total Split (%)	9.0%			21.0%	23.0%		9%	47%	47%
Yellow Time (s)	3.5			4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0			1.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0			0.0	0.0				
Total Lost Time (s)	3.5			5.5	6.0				
Lead/Lag	Lead			Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None			None	None		None	C-Min	C-Min
Act Effect Green (s)	91.7	89.1	103.6	104.6	33.1				
Actuated g/C Ratio	0.54	0.52	0.61	0.62	0.19				

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

06/26/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
v/c Ratio	0.73	0.67	0.82	0.78	0.90				
Control Delay (s/veh)	68.4	33.9	9.9	11.4	84.8				
Queue Delay	0.0	0.1	1.9	2.4	0.0				
Total Delay (s/veh)	68.4	34.0	11.8	13.8	84.8				
LOS	E	C	B	B	F				
Approach Delay (s/veh)		36.3	12.2		84.8				
Approach LOS		D	B		F				
Queue Length 50th (ft)	109	497	158	52	337				
Queue Length 95th (ft)	m#172	398	m125	m100	#441				
Internal Link Dist (ft)		707	161		2207				
Turn Bay Length (ft)	175								
Base Capacity (vph)	168	2664	2885	804	657				
Starvation Cap Reductn	0	178	339	87	0				
Spillback Cap Reductn	0	50	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.73	0.72	0.93	0.87	0.90				

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 13.6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay (s/veh): 28.4

Intersection LOS: C

Intersection Capacity Utilization 87.7%

ICU Level of Service E

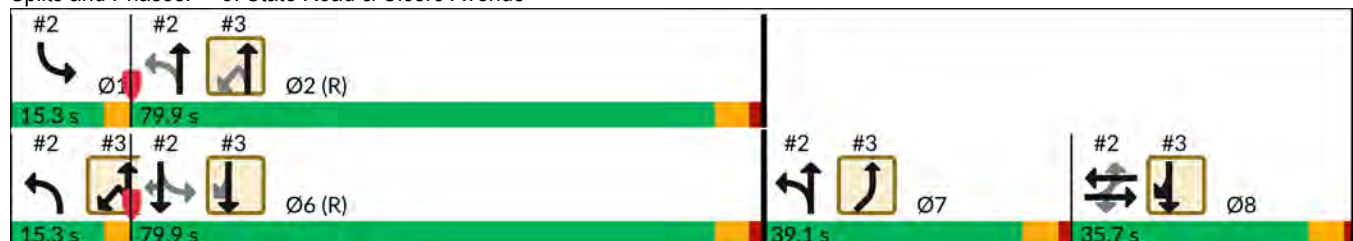
Analysis Period (min) 15

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: 3: State Road & Cicero Avenue



Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	40	72	212	16	311	31	1474	166	318	1899	22
Future Volume (vph)	25	40	72	212	16	311	31	1474	166	318	1899	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	350		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			150			135		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		0.99	0.98			1.00		1.00	1.00	
Frt		0.921			0.857			0.985			0.998	
Flt Protected		0.991		0.950			0.950			0.950		
Satd. Flow (prot)	0	3436	0	1805	1588	0	1752	4782	0	1805	4967	0
Flt Permitted		0.755		0.547			0.066			0.064		
Satd. Flow (perm)	0	2616	0	1033	1588	0	122	4782	0	122	4967	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		428			569			1085			787	
Travel Time (s)		9.7			12.9			21.1			15.3	
Confl. Peds. (#/hr)	4		7	7		4			8	8		
Confl. Bikes (#/hr)												1
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%	3%	0%	0%	0%	1%	3%	6%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	9	9	0	9	9
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	228	351	0	33	1763	0	342	2066	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		6.5	14.0		6.5	21.0		13.0	21.0	
Total Split (s)	30.6	30.6		20.4	51.0		15.3	96.9		22.1	103.7	
Total Split (%)	18.0%	18.0%		12.0%	30.0%		9.0%	57.0%		13.0%	61.0%	
Yellow Time (s)	4.5	4.5		3.5	4.5		3.5	4.5		10.0	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0		3.5	6.0		3.5	6.0		10.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		21.1		44.0	41.5		99.9	90.9		112.5	108.3	
Actuated g/C Ratio		0.12		0.26	0.24		0.59	0.53		0.66	0.64	

Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45		0.66	0.91		0.25	0.69		1.46	0.65	
Control Delay (s/veh)		72.8		63.2	89.2		20.0	31.8		260.0	7.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.5	
Total Delay (s/veh)		72.8		63.2	89.2		20.0	31.8		260.0	8.0	
LOS		E		E	F		B	C		F	A	
Approach Delay (s/veh)		72.8			79.0			31.6			43.8	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)		80		213	375		13	328		~482	171	
Queue Length 95th (ft)		119		301	#539		m28	514		m#663	272	
Internal Link Dist (ft)		348			489			1005			707	
Turn Bay Length (ft)							150			350		
Base Capacity (vph)		378		344	420		188	2556		235	3164	
Starvation Cap Reductn		0		0	0		0	0		0	584	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.39		0.66	0.84		0.18	0.69		1.46	0.80	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 27.2 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.46

Intersection Signal Delay (s/veh): 44.3

Intersection LOS: D

Intersection Capacity Utilization 91.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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: 4: Cicero Avenue & 74th Place



Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	53	93	230	69	81	74	1542	266	95	2053	35
Future Volume (vph)	48	53	93	230	69	81	74	1542	266	95	2053	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			80			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.98		0.98	0.99		1.00	0.99		1.00	1.00	
Frt		0.904			0.919			0.978			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1591	0	1719	1608	0	1678	4719	0	1678	5026	0
Flt Permitted	0.950			0.950			0.045			0.052		
Satd. Flow (perm)	1759	1591	0	1688	1608	0	79	4719	0	92	5026	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			298			1237			1085	
Travel Time (s)		5.3			6.8			24.1			21.1	
Confl. Peds. (#/hr)	4		13	13		4	7		19	19		7
Confl. Bikes (#/hr)			1			3						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 (%)	2%	0%	3%	5%	1%	6%	4%	5%	4%	4%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	14	14	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	152	0	240	156	0	77	1883	0	99	2175	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	7		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		6.5	21.0		6.5	21.0	
Total Split (s)	34.0	34.0		35.7	35.7		20.4	79.9		20.4	79.9	
Total Split (%)	20.0%	20.0%		21.0%	21.0%		12.0%	47.0%		12.0%	47.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	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)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lead		Lag	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)	21.2	21.2		27.8	27.8		100.0	88.6		103.9	90.6	
Actuated g/C Ratio	0.12	0.12		0.16	0.16		0.59	0.52		0.61	0.53	

Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.76		0.85	0.60		0.59	0.77		0.63	0.81	
Control Delay (s/veh)	67.5	95.3		95.2	75.2		47.4	37.0		52.2	25.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.5	95.3		95.2	75.2		47.4	37.0		52.2	25.5	
LOS	E	F		F	E		D	D		D	C	
Approach Delay (s/veh)		88.4			87.3			37.4			26.6	
Approach LOS		F			F			D			C	
Queue Length 50th (ft)	51	166		260	161		36	614		43	790	
Queue Length 95th (ft)	94	242		#394	245		100	784		m101	982	
Internal Link Dist (ft)		155			218			1157			1005	
Turn Bay Length (ft)							110			145		
Base Capacity (vph)	291	262		307	286		207	2460		214	2677	
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	0.17	0.58		0.78	0.55		0.37	0.77		0.46	0.81	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 68 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 38.5

Intersection LOS: D

Intersection Capacity Utilization 85.0%

ICU Level of Service E

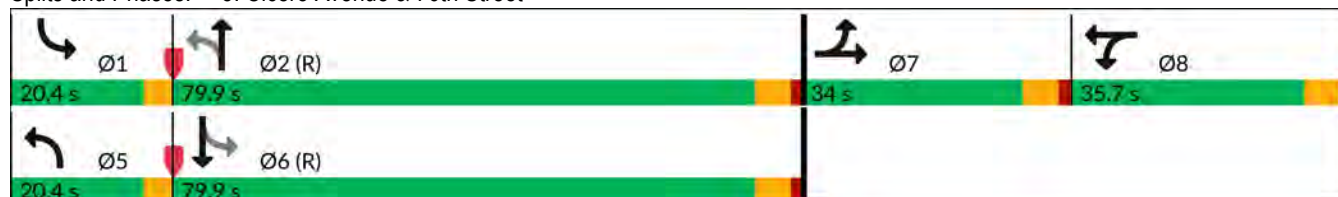
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

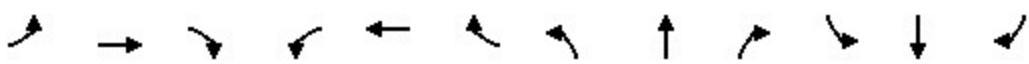
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Cicero Avenue & 76th Street



Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔	↔		↔			↔	
Traffic Volume (vph)	11	285	6	4	272	274	4	3	2	328	3	20
Future Volume (vph)	11	285	6	4	272	274	4	3	2	328	3	20
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	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00	0.98		1.00			1.00	
Frt		0.997				0.850		0.970			0.992	
Flt Protected		0.998			0.999			0.978			0.955	
Satd. Flow (prot)	0	3455	0	0	3503	1495	0	1667	0	0	1972	0
Flt Permitted		0.938			0.950			0.857			0.733	
Satd. Flow (perm)	0	3247	0	0	3331	1461	0	1460	0	0	1512	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			907			705			658	
Travel Time (s)		11.1			20.6			16.0			15.0	
Confl. Peds. (#/hr)			3	3			1		1	1		1
Confl. Bikes (#/hr)			1			3						1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	73%	1%	17%	0%	3%	8%	0%	0%	100%	3%	0%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	336	0	0	306	304	0	9	0	0	389	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0	19.0	19.0	19.0		19.0	19.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	Max	Max		Max	Max	
Act Effect Green (s)		19.0			19.0	19.0		19.0			19.0	
Actuated g/C Ratio		0.38			0.38	0.38		0.38			0.38	

Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

06/26/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.27			0.24	0.55		0.02			0.68	
Control Delay (s/veh)		11.5			11.2	16.7		9.9			20.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		11.5			11.2	16.7		9.9			20.7	
LOS		B			B	B		A			C	
Approach Delay (s/veh)		11.5			14.0			9.9			20.7	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		34			31	67		2			91	
Queue Length 95th (ft)		57			53	129		8			#184	
Internal Link Dist (ft)		410			827			625			578	
Turn Bay Length (ft)						150						
Base Capacity (vph)		1233			1265	555		554			574	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.27			0.24	0.55		0.02			0.68	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 15.3

Intersection LOS: B

Intersection Capacity Utilization 63.6%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Kostner Avenue & 76th Street



Intersection

Intersection Delay, s/veh 8.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	130	0	0	173	0
Future Vol, veh/h	0	0	0	0	0	0	0	130	0	0	173	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	21	0	0	8	0
Mvmt Flow	0	0	0	0	0	0	0	146	0	0	194	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	0	8.4	8.4
HCM LOS	-	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	0	0	173
LT Vol	0	0	0	0
Through Vol	130	0	0	173
RT Vol	0	0	0	0
Lane Flow Rate	146	0	0	194
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0	0	0.224
Departure Headway (Hd)	4.402	4.66	4.66	4.144
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	0	0	863
Service Time	2.444	2.66	2.66	2.185
HCM Lane V/C Ratio	0.18	0	0	0.225
HCM Control Delay, s/veh	8.4	7.7	7.7	8.4
HCM Lane LOS	A	N	N	A
HCM 95th-tile Q	0.6	0	0	0.9

Intersection

Intersection Delay, s/veh 10.5

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	197	159	129	154	19
Future Vol, veh/h	1	197	159	129	154	19
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	2	3	21	5	32
Mvmt Flow	1	226	183	148	177	22
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.5	11.7	9.7
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	55%	1%	0%
Vol Thru, %	45%	0%	89%
Vol Right, %	0%	99%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	288	198	173
LT Vol	159	1	0
Through Vol	129	0	154
RT Vol	0	197	19
Lane Flow Rate	331	228	199
Geometry Grp	1	1	1
Degree of Util (X)	0.444	0.288	0.268
Departure Headway (Hd)	4.825	4.548	4.844
Convergence, Y/N	Yes	Yes	Yes
Cap	742	785	736
Service Time	2.887	2.607	2.911
HCM Lane V/C Ratio	0.446	0.29	0.27
HCM Control Delay, s/veh	11.7	9.5	9.7
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2.3	1.2	1.1

Capacity Analysis Summary Sheets
Year 2031 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	4	40	42	27	73	53	2403	51	55	2282	96
Future Volume (vph)	118	4	40	42	27	73	53	2403	51	55	2282	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	13	13	12	12	12	12	12	12	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	105		0	0		0	255		0	90		265
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			125			220		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.931			0.997				0.850
Flt Protected	0.950	0.955			0.985		0.950			0.950		
Satd. Flow (prot)	1665	1677	1538	0	1367	0	1597	4870	0	1504	5200	1483
Flt Permitted	0.950	0.955			0.985		0.050			0.049		
Satd. Flow (perm)	1665	1677	1538	0	1367	0	84	4870	0	78	5200	1483
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		702			468			656			1241	
Travel Time (s)		16.0			10.6			12.8			24.2	
Confl. Peds. (#/hr)									1	1		
Confl. Bikes (#/hr)												
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 (%)	3%	0%	5%	62%	0%	26%	13%	5%	33%	20%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	4
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	66	64	43	0	152	0	56	2610	0	59	2428	102
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7				2			6		6
Detector Phase	7	7	7	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		6.5	24.0		6.5	21.0	21.0
Total Split (s)	22.4	22.4	22.4	21.0	21.0		12.6	84.0		12.6	84.0	84.0
Total Split (%)	16.0%	16.0%	16.0%	15.0%	15.0%		9.0%	60.0%		9.0%	60.0%	60.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	11.8	11.8	11.8		19.6		90.1	81.5		90.5	81.7	81.7
Actuated g/C Ratio	0.08	0.08	0.08		0.14		0.64	0.58		0.65	0.58	0.58

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.47	0.45	0.33		0.80		0.42	0.92		0.47	0.80	0.12
Control Delay (s/veh)	71.2	70.3	66.1		87.1		26.9	21.8		28.1	26.0	14.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	71.2	70.3	66.1		87.1		26.9	21.8		28.1	26.0	14.4
LOS	E	E	E		F		C	C		C	C	B
Approach Delay (s/veh)		69.6			87.1			21.9			25.6	
Approach LOS		E			F			C			C	
Queue Length 50th (ft)	61	58	38		136		15	401		17	627	41
Queue Length 95th (ft)	112	109	76		#294		m40	m430		57	715	73
Internal Link Dist (ft)		622			388			576			1161	
Turn Bay Length (ft)	105						255			90		265
Base Capacity (vph)	195	196	180		191		153	2835		143	3033	865
Starvation Cap Reductn	0	0	0		0		0	1		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.34	0.33	0.24		0.80		0.37	0.92		0.41	0.80	0.12

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 103.6 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 26.9

Intersection LOS: C

Intersection Capacity Utilization 72.5%

ICU Level of Service C

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: 1: Cicero Avenue & BCS Access Drive/72nd Street



Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	5	159	7	0	3	165	2165	36	12	1965	387
Future Volume (vph)	339	5	159	7	0	3	165	2165	36	12	1965	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	11	12	12	12	12	12	12	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	200		155
Storage Lanes	1		0	0		0	1		0	1		2
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.91	0.91	1.00	0.86	1.00
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.901			0.955			0.998				0.850
Flt Protected	0.950	0.984			0.966		0.950			0.950		
Satd. Flow (prot)	1517	1311	0	0	3207	0	1530	4981	0	1805	6491	1473
Flt Permitted	0.751	0.888			0.784		0.077			0.082		
Satd. Flow (perm)	1198	1183	0	0	2597	0	124	4981	0	156	6491	1473
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		2270			1075			241			656	
Travel Time (s)		51.6			24.4			4.7			12.8	
Confl. Peds. (#/hr)	1		5	5		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	13%	0%	25%	0%	0%	0%	18%	4%	0%	0%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	23%											
Lane Group Flow (vph)	269	249	0	0	10	0	170	2269	0	12	2026	399
Turn Type	Perm	NA		Perm	NA		custom	NA		pm+pt	NA	Perm
Protected Phases		8			8		5 7	2 7		1	6	
Permitted Phases	8			8			2			6		6
Detector Phase	8	8		8	8		5 7	2 7		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0					3.0	15.0	15.0
Minimum Split (s)	42.5	42.5		42.5	42.5					6.5	45.0	45.0
Total Split (s)	29.4	29.4		29.4	29.4					12.6	54.6	54.6
Total Split (%)	21.0%	21.0%		21.0%	21.0%					9.0%	39.0%	39.0%
Yellow Time (s)	4.5	4.5		4.5	4.5					3.5	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0					0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0					0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5					3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None		None	None					None	C-Min	C-Min
Act Effect Green (s)	23.9	23.9			23.9		103.2	100.5		57.2	48.6	48.6
Actuated g/C Ratio	0.17	0.17			0.17		0.74	0.72		0.41	0.35	0.35

Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

08/12/2025

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.32	1.24			0.02		0.29	0.63		0.09	0.90	0.78
Control Delay (s/veh)	217.7	189.4			48.6		15.2	1.2		13.5	28.2	29.6
Queue Delay	0.0	1.7			0.0		1.1	0.7		0.0	0.0	0.0
Total Delay (s/veh)	217.7	191.1			48.6		16.3	1.9		13.5	28.2	29.6
LOS	F	F			D		B	A		B	C	C
Approach Delay (s/veh)		204.9			48.6			2.9			28.3	
Approach LOS		F			D			A			C	
Queue Length 50th (ft)	~331	~294			4		66	6		2	391	214
Queue Length 95th (ft)	#523	#481			13		m93	47		m3	449	m367
Internal Link Dist (ft)		2190			995			161			576	
Turn Bay Length (ft)										200		155
Base Capacity (vph)	204	201			443		583	3576		174	2253	511
Starvation Cap Reductn	0	0			0		236	831		0	0	0
Spillback Cap Reductn	0	20			0		0	106		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.32	1.38			0.02		0.49	0.83		0.07	0.90	0.78

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 124.6 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay (s/veh): 33.8

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

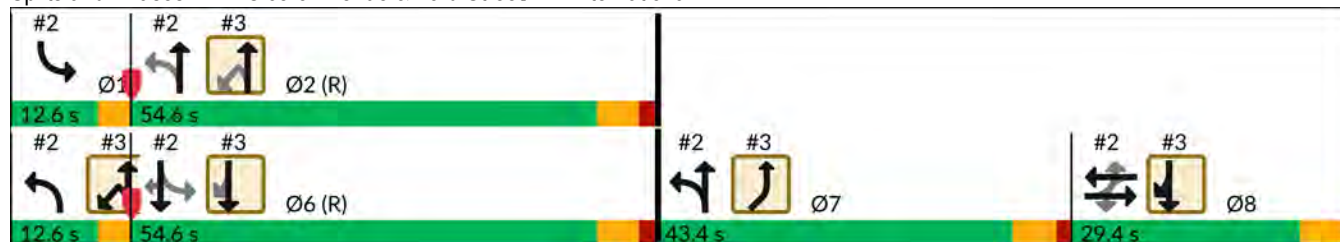
Queue shown is maximum after two cycles.

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: 2: Cicero Avenue & 73rd Street/TRI International



Lanes, Volumes, Timings
3: State Road & Cicero Avenue

08/12/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
Lane Configurations		  	  		  	  			
Traffic Volume (vph)	67	1760	1619	512	606	19			
Future Volume (vph)	67	1760	1619	512	606	19			
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)		0%	0%		0%				
Storage Length (ft)	175			0	0	0			
Storage Lanes	1			1	2	0			
Taper Length (ft)	130				25				
Lane Util. Factor	1.00	0.91	0.86	0.86	0.97	0.95			
Ped Bike Factor	1.00		1.00	0.98	1.00				
Frt			0.995	0.850	0.995				
Flt Protected	0.950				0.954				
Satd. Flow (prot)	1752	5035	4481	1362	3457	0			
Flt Permitted	0.077				0.954				
Satd. Flow (perm)	142	5035	4481	1339	3457	0			
Right Turn on Red				No		No			
Satd. Flow (RTOR)									
Link Speed (mph)		35	35		35				
Link Distance (ft)		787	241		2287				
Travel Time (s)		15.3	4.7		44.6				
Confl. Peds. (#/hr)	4			4		13			
Confl. Bikes (#/hr)									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	3%	7%	9%	2%	1%	5%			
Bus Blockages (#/hr)	0	10	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)		0%	0%		0%				
Shared Lane Traffic (%)				10%					
Lane Group Flow (vph)	71	1853	1758	485	658	0			
Turn Type	custom	NA	NA	custom	Prot				
Protected Phases	5	2 5	6 8	8	7		1	2	6
Permitted Phases	2			6					
Detector Phase	5	2 5	6 8	8	7				
Switch Phase									
Minimum Initial (s)	3.0			7.0	7.0		3.0	15.0	15.0
Minimum Split (s)	6.5			42.5	38.0		6.5	21.0	45.0
Total Split (s)	12.6			29.4	43.4		12.6	54.6	54.6
Total Split (%)	9.0%			21.0%	31.0%		9%	39%	39%
Yellow Time (s)	3.5			4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0			1.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0			0.0	0.0				
Total Lost Time (s)	3.5			5.5	6.0				
Lead/Lag	Lead			Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None			None	None		None	C-Min	C-Min
Act Effect Green (s)	63.3	59.8	72.0	73.0	37.4				
Actuated g/C Ratio	0.45	0.43	0.51	0.52	0.27				

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

08/12/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
v/c Ratio	0.42	0.86	0.76	0.69	0.71				
Control Delay (s/veh)	31.5	15.6	10.6	10.1	51.5				
Queue Delay	0.0	0.1	0.8	1.0	0.0				
Total Delay (s/veh)	31.5	15.7	11.3	11.1	51.5				
LOS	C	B	B	B	D				
Approach Delay (s/veh)		16.3	11.3		51.5				
Approach LOS		B	B		D				
Queue Length 50th (ft)	7	60	79	23	280				
Queue Length 95th (ft)	m45	209	m116	m70	351				
Internal Link Dist (ft)		707	161		2207				
Turn Bay Length (ft)	175								
Base Capacity (vph)	168	2150	2304	702	923				
Starvation Cap Reductn	0	4	246	68	0				
Spillback Cap Reductn	0	15	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.42	0.87	0.85	0.76	0.71				

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 124.6 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay (s/veh): 18.8

Intersection LOS: B

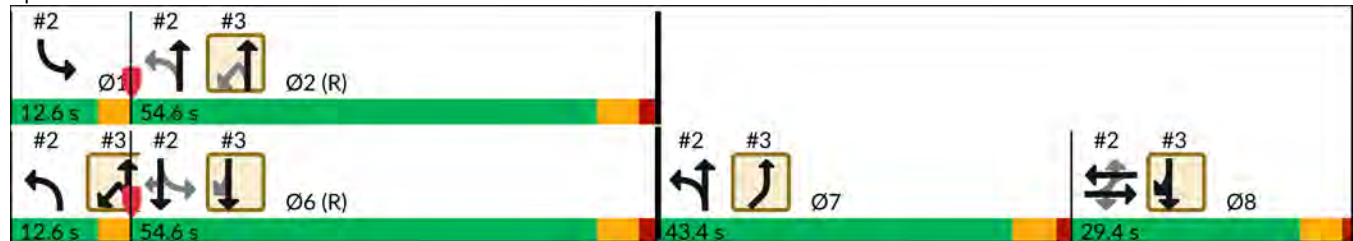
Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 3: State Road & Cicero Avenue



Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	16	22	45	23	98	25	1722	78	150	1479	9
Future Volume (vph)	7	16	22	45	23	98	25	1722	78	150	1479	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	350		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			150			135		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		1.00	0.99			1.00		1.00		
Frt		0.926			0.879			0.993			0.999	
Flt Protected		0.992		0.950			0.950			0.950		
Satd. Flow (prot)	0	3418	0	1805	1626	0	1736	4766	0	1787	4657	0
Flt Permitted		0.885		0.533			0.127			0.062		
Satd. Flow (perm)	0	3049	0	1009	1626	0	232	4766	0	117	4657	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		428			569			1085			787	
Travel Time (s)		9.7			12.9			21.1			15.3	
Confl. Peds. (#/hr)	1		3	3		1			14	14		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	5%	0%	0%	2%	4%	7%	0%	1%	10%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	9	9	0	9	9
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	51	136	0	28	2023	0	169	1672	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	21.0	21.0		12.6	33.6		12.6	93.8		12.6	93.8	
Total Split (%)	15.0%	15.0%		9.0%	24.0%		9.0%	67.0%		9.0%	67.0%	
Yellow Time (s)	4.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		9.9		22.1	19.6		100.8	92.3		110.9	102.5	
Actuated g/C Ratio		0.07		0.16	0.14		0.72	0.66		0.79	0.73	

Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.24		0.25	0.60		0.12	0.64		0.70	0.49	
Control Delay (s/veh)		64.3		52.3	66.9		4.6	26.4		49.9	1.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		64.3		52.3	66.9		4.6	26.4		49.9	1.7	
LOS		E		D	E		A	C		D	A	
Approach Delay (s/veh)		64.3			62.9			26.1			6.1	
Approach LOS		E			E			C			A	
Queue Length 50th (ft)		23		40	117		8	679		93	29	
Queue Length 95th (ft)		45		78	181		m5	723		m142	31	
Internal Link Dist (ft)		348			489			1005			707	
Turn Bay Length (ft)							150			350		
Base Capacity (vph)		326		211	320		270	3142		243	3410	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.16		0.24	0.43		0.10	0.64		0.70	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 99.4 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 19.3

Intersection LOS: B

Intersection Capacity Utilization 65.9%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 4: Cicero Avenue & 74th Place



Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	3	4	7	141	20	73	11	1749	186	107	1437	2
Future Volume (vph)	3	4	7	141	20	73	11	1749	186	107	1437	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			80			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.93		0.94	0.99		1.00	1.00		1.00	1.00	
Frt		0.900			0.883			0.986				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1357	1536	0	1656	1406	0	1745	4708	0	1631	4759	0
Flt Permitted	0.950			0.950			0.141			0.053		
Satd. Flow (perm)	1353	1536	0	1548	1406	0	259	4708	0	91	4759	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			298			1237			1085	
Travel Time (s)		5.3			6.8			24.1			21.1	
Confl. Peds. (#/hr)	1		28	28		1	7		24	24		7
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 (%)	33%	0%	0%	9%	0%	18%	0%	6%	8%	7%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	14	14	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	12	0	152	100	0	12	2081	0	115	1547	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	7		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.2	18.2		23.8	23.8		12.6	85.4		12.6	85.4	
Total Split (%)	13.0%	13.0%		17.0%	17.0%		9.0%	61.0%		9.0%	61.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	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)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lead		Lag	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)	7.4	7.4		17.8	17.8		99.9	92.1		107.1	101.0	
Actuated g/C Ratio	0.05	0.05		0.13	0.13		0.71	0.66		0.77	0.72	

Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.15		0.73	0.56		0.05	0.67		0.68	0.45	
Control Delay (s/veh)	64.0	67.3		78.0	69.2		7.0	18.0		49.4	9.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	64.0	67.3		78.0	69.2		7.0	18.0		49.4	9.8	
LOS	E	E		E	E		A	B		D	A	
Approach Delay (s/veh)		66.6			74.5			17.9			12.5	
Approach LOS		E			E			B			B	
Queue Length 50th (ft)	3	11		134	86		2	369		45	28	
Queue Length 95th (ft)	13	33		209	146		10	581		#137	474	
Internal Link Dist (ft)		155			218			1157			1005	
Turn Bay Length (ft)							110			145		
Base Capacity (vph)	118	133		228	193		288	3097		177	3432	
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	0.03	0.09		0.67	0.52		0.04	0.67		0.65	0.45	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 19.4

Intersection LOS: B

Intersection Capacity Utilization 71.9%

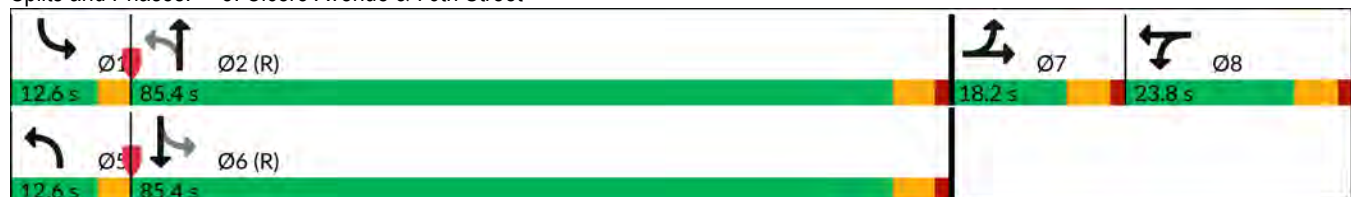
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Cicero Avenue & 76th Street



Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	142	4	1	196	205	2	8	4	148	1	15
Future Volume (vph)	13	142	4	1	196	205	2	8	4	148	1	15
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	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.996				0.850		0.960			0.988	
Flt Protected		0.996						0.994			0.957	
Satd. Flow (prot)	0	3301	0	0	3439	1553	0	2055	0	0	1849	0
Flt Permitted		0.923			0.954			0.970			0.735	
Satd. Flow (perm)	0	3059	0	0	3281	1553	0	2005	0	0	1420	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			907			705			658	
Travel Time (s)		11.1			20.6			16.0			15.0	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	62%	4%	0%	0%	5%	4%	0%	0%	0%	7%	0%	40%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	234	244	0	17	0	0	195	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0	19.0	19.0	19.0		19.0	19.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	Max	Max		Max	Max	
Act Effect Green (s)		19.0			19.0	19.0		19.0			19.0	
Actuated g/C Ratio		0.38			0.38	0.38		0.38			0.38	

Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.16			0.19	0.41		0.02			0.36	
Control Delay (s/veh)		10.7			10.9	14.1		9.9			13.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay (s/veh)		10.7			10.9	14.1		9.9			13.6	
LOS		B			B	B		A			B	
Approach Delay (s/veh)		10.7			12.5			9.9			13.6	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		18			23	50		3			39	
Queue Length 95th (ft)		32			38	90		11			74	
Internal Link Dist (ft)		410			827			625			578	
Turn Bay Length (ft)						150						
Base Capacity (vph)		1162			1246	590		761			539	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.16			0.19	0.41		0.02			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 12.3

Intersection LOS: B

Intersection Capacity Utilization 62.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Kostner Avenue & 76th Street



Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	0	0	0	0	0	140	0	0	113	1
Future Vol, veh/h	2	0	0	0	0	0	0	140	0	0	113	1
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	0	0	0	0	0	0	0	21	0	0	19	0
Mvmt Flow	3	0	0	0	0	0	0	184	0	0	149	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	0	8.7	8.4
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	0%
Vol Thru, %	100%	0%	100%	99%
Vol Right, %	0%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	2	0	114
LT Vol	0	2	0	0
Through Vol	140	0	0	113
RT Vol	0	0	0	1
Lane Flow Rate	184	3	0	150
Geometry Grp	1	1	1	1
Degree of Util (X)	0.224	0.004	0	0.182
Departure Headway (Hd)	4.372	4.866	4.671	4.359
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	740	0	818
Service Time	2.417	2.866	2.672	2.413
HCM Lane V/C Ratio	0.225	0.004	0	0.183
HCM Control Delay, s/veh	8.7	7.9	7.7	8.4
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.9	0	0	0.7

Intersection

Intersection Delay, s/veh 9.9

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	69	107	119	95	18
Future Vol, veh/h	21	69	107	119	95	18
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	100	10	8	7	11	61
Mvmt Flow	26	84	130	145	116	22
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10.6	10.2	8.7
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	47%	23%	0%
Vol Thru, %	53%	0%	84%
Vol Right, %	0%	77%	16%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	226	90	113
LT Vol	107	21	0
Through Vol	119	0	95
RT Vol	0	69	18
Lane Flow Rate	276	110	138
Geometry Grp	1	1	1
Degree of Util (X)	0.355	0.187	0.178
Departure Headway (Hd)	4.64	6.148	4.655
Convergence, Y/N	Yes	Yes	Yes
Cap	777	583	770
Service Time	2.663	4.195	2.685
HCM Lane V/C Ratio	0.355	0.189	0.179
HCM Control Delay, s/veh	10.2	10.6	8.7
HCM Lane LOS	B	B	A
HCM 95th-tile Q	1.6	0.7	0.6

Capacity Analysis Summary Sheets
Year 2031 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	37	121	53	38	87	104	2417	39	77	2592	126
Future Volume (vph)	374	37	121	53	38	87	104	2417	39	77	2592	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	13	13	12	12	12	12	12	12	10
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	105		0	0		0	255		0	90		265
Storage Lanes	2		1	0		0	1		0	1		1
Taper Length (ft)	50			25			125			220		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		1.00			1.00				0.96
Frt			0.850		0.934			0.998				0.850
Flt Protected	0.950	0.961			0.985		0.950			0.950		
Satd. Flow (prot)	1698	1721	1615	0	1505	0	1805	4962	0	1433	5301	1454
Flt Permitted	0.950	0.961			0.985		0.044			0.044		
Satd. Flow (perm)	1698	1721	1581	0	1502	0	84	4962	0	66	5301	1394
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		702			468			656			1241	
Travel Time (s)		16.0			10.6			12.8			24.2	
Confl. Peds. (#/hr)			6	6			8		3	3		8
Confl. Bikes (#/hr)												
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 (%)	1%	0%	0%	43%	0%	15%	0%	3%	49%	26%	3%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	4	4	0	0	4
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	45%											
Lane Group Flow (vph)	214	215	126	0	186	0	108	2559	0	80	2700	131
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7				2			6		6
Detector Phase	7	7	7	8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0	15.0		3.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		6.5	24.0		6.5	21.0	21.0
Total Split (s)	39.1	39.1	39.1	20.4	20.4		13.6	96.9		13.6	96.9	96.9
Total Split (%)	23.0%	23.0%	23.0%	12.0%	12.0%		8.0%	57.0%		8.0%	57.0%	57.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Act Effect Green (s)	27.3	27.3	27.3		20.2		103.7	91.8		103.3	91.6	91.6
Actuated g/C Ratio	0.16	0.16	0.16		0.12		0.61	0.54		0.61	0.54	0.54

Lanes, Volumes, Timings

1: Cicero Avenue & BCS Access Drive/72nd Street

08/12/2025

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.79	0.78	0.50		1.04		0.74	0.95		0.71	0.95	0.17
Control Delay (s/veh)	88.3	87.3	71.0		145.7		61.0	35.8		64.2	45.2	20.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	1.4		0.0	5.9	0.0
Total Delay (s/veh)	88.3	87.3	71.0		145.7		61.0	37.2		64.2	51.1	20.9
LOS	F	F	E		F		E	D		E	D	C
Approach Delay (s/veh)		84.0			145.7			38.1			50.1	
Approach LOS		F			F			D			D	
Queue Length 50th (ft)	243	244	129		~233		68	824		45	1024	74
Queue Length 95th (ft)	338	337	196		#453		m125	m867		#124	1090	116
Internal Link Dist (ft)		622			388			576			1161	
Turn Bay Length (ft)	105						255			90		265
Base Capacity (vph)	330	335	307		179		153	2680		121	2856	751
Starvation Cap Reductn	0	0	0		0		0	46		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	148	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.65	0.64	0.41		1.04		0.71	0.97		0.66	1.00	0.17

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 1.7 (1%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 50.8

Intersection LOS: D

Intersection Capacity Utilization 93.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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: 1: Cicero Avenue & BCS Access Drive/72nd Street



Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	0	203	53	13	41	133	2123	2	5	2612	149
Future Volume (vph)	396	0	203	53	13	41	133	2123	2	5	2612	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	11	12	12	12	12	12	12	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	200		155
Storage Lanes	1		0	0		0	1		0	1		2
Taper Length (ft)	25			25			25			185		
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.91	0.91	1.00	0.86	1.00
Ped Bike Factor	1.00	0.99			0.99			1.00				0.98
Frt		0.895			0.942							0.850
Flt Protected	0.950	0.985			0.976		0.950			0.950		
Satd. Flow (prot)	1649	1457	0	0	3190	0	1504	4988	0	1805	6680	1382
Flt Permitted	0.681	0.856			0.572		0.052			0.054		
Satd. Flow (perm)	1179	1265	0	0	1869	0	82	4988	0	103	6680	1361
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		2270			1075			241			656	
Travel Time (s)		51.6			24.4			4.7			12.8	
Confl. Peds. (#/hr)	2		1	1		2	2		4	4		2
Confl. Bikes (#/hr)												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 (%)	4%	0%	10%	0%	0%	0%	20%	4%	0%	0%	3%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	22%											
Lane Group Flow (vph)	322	302	0	0	112	0	139	2213	0	5	2721	155
Turn Type	Perm	NA		Perm	NA		custom	NA		pm+pt	NA	Perm
Protected Phases		8			8		5 7	2 7		1	6	
Permitted Phases	8			8			2			6		6
Detector Phase	8	8		8	8		5 7	2 7		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0					3.0	15.0	15.0
Minimum Split (s)	13.0	13.0		13.0	13.0					6.5	21.0	21.0
Total Split (s)	35.7	35.7		35.7	35.7					15.3	79.9	79.9
Total Split (%)	21.0%	21.0%		21.0%	21.0%					9.0%	47.0%	47.0%
Yellow Time (s)	4.5	4.5		4.5	4.5					3.5	4.5	4.5
All-Red Time (s)	1.0	1.0		1.0	1.0					0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0					0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5					3.5	6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None		None	None					None	C-Min	C-Min
Act Effect Green (s)	30.2	30.2			30.2		127.3	126.4		82.2	73.9	73.9
Actuated g/C Ratio	0.18	0.18			0.18		0.75	0.74		0.48	0.43	0.43

Lanes, Volumes, Timings

2: Cicero Avenue & 73rd Street/TRI International

08/12/2025

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.54	1.35			1.31dl		0.30	0.60		0.05	0.94	0.26
Control Delay (s/veh)	308.9	232.9			64.5		24.1	1.9		14.0	25.7	18.0
Queue Delay	0.0	1.1			0.1		1.1	0.3		0.0	13.1	0.0
Total Delay (s/veh)	308.9	234.0			64.6		25.2	2.1		14.0	38.7	18.0
LOS	F	F			E		C	A		B	D	B
Approach Delay (s/veh)		272.6			64.6			3.5			37.5	
Approach LOS		F			E			A			D	
Queue Length 50th (ft)	~527	~460			58		71	10		1	508	38
Queue Length 95th (ft)	#746	#676			93		m111	139		m2	m641	m49
Internal Link Dist (ft)		2190			995			161			576	
Turn Bay Length (ft)										200		155
Base Capacity (vph)	209	224			332		457	3707		171	2903	591
Starvation Cap Reductn	0	0			0		163	663		0	239	0
Spillback Cap Reductn	0	16			16		0	718		0	146	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	1.54	1.45			0.35		0.47	0.74		0.03	1.02	0.26

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 13.6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay (s/veh): 49.2

Intersection LOS: D

Intersection Capacity Utilization 87.0%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

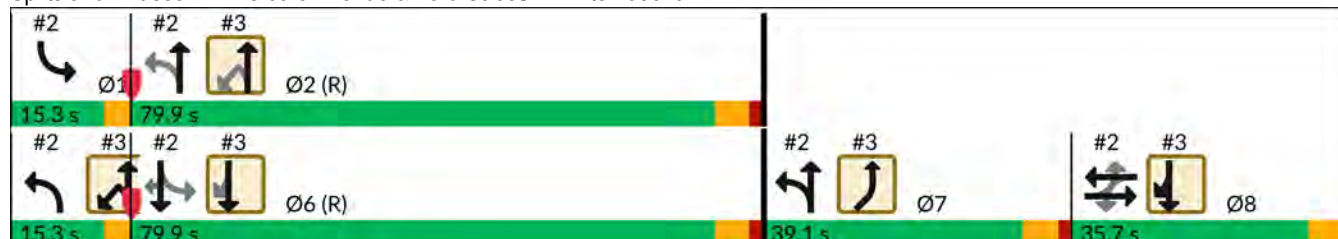
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 2: Cicero Avenue & 73rd Street/TRI International



Lanes, Volumes, Timings
3: State Road & Cicero Avenue

08/12/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
Lane Configurations		  	  		  	  			
Traffic Volume (vph)	117	1737	2209	659	521	44			
Future Volume (vph)	117	1737	2209	659	521	44			
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	12	12			
Grade (%)		0%	0%		0%				
Storage Length (ft)	175			0	0	0			
Storage Lanes	1			1	2	0			
Taper Length (ft)	130				25				
Lane Util. Factor	1.00	0.91	0.86	0.86	0.97	0.95			
Ped Bike Factor			1.00	0.96	1.00				
Frt			0.996	0.850	0.988				
Flt Protected	0.950				0.956				
Satd. Flow (prot)	1770	5082	4736	1362	3378	0			
Flt Permitted	0.052				0.956				
Satd. Flow (perm)	97	5082	4736	1304	3378	0			
Right Turn on Red				No		No			
Satd. Flow (RTOR)									
Link Speed (mph)		35	35		35				
Link Distance (ft)		787	241		2287				
Travel Time (s)		15.3	4.7		44.6				
Confl. Peds. (#/hr)	22			22		15			
Confl. Bikes (#/hr)				1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Growth Factor	100%	100%	100%	100%	100%	100%			
Heavy Vehicles (%)	2%	6%	3%	2%	3%	0%			
Bus Blockages (#/hr)	0	10	0	0	0	0			
Parking (#/hr)									
Mid-Block Traffic (%)		0%	0%		0%				
Shared Lane Traffic (%)				10%					
Lane Group Flow (vph)	123	1828	2394	625	594	0			
Turn Type	custom	NA	NA	custom	Prot				
Protected Phases	5	2 5	6 8	8	7		1	2	6
Permitted Phases	2			6					
Detector Phase	5	2 5	6 8	8	7				
Switch Phase									
Minimum Initial (s)	3.0			7.0	7.0		3.0	15.0	15.0
Minimum Split (s)	6.5			13.0	13.0		6.5	21.0	21.0
Total Split (s)	15.3			35.7	39.1		15.3	79.9	79.9
Total Split (%)	9.0%			21.0%	23.0%		9%	47%	47%
Yellow Time (s)	3.5			4.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0			1.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0			0.0	0.0				
Total Lost Time (s)	3.5			5.5	6.0				
Lead/Lag	Lead			Lag	Lead		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None			None	None		None	C-Min	C-Min
Act Effect Green (s)	91.7	89.1	103.6	104.6	33.1				
Actuated g/C Ratio	0.54	0.52	0.61	0.62	0.19				

Lanes, Volumes, Timings
3: State Road & Cicero Avenue

08/12/2025

									
Lane Group	NBL	NBT	SBT	SBR	NEL	NER	Ø1	Ø2	Ø6
v/c Ratio	0.73	0.69	0.83	0.77	0.90				
Control Delay (s/veh)	68.5	33.9	10.1	10.5	84.8				
Queue Delay	0.0	0.2	2.1	2.2	0.0				
Total Delay (s/veh)	68.5	34.0	12.1	12.7	84.8				
LOS	E	C	B	B	F				
Approach Delay (s/veh)		36.2	12.2		84.8				
Approach LOS		D	B		F				
Queue Length 50th (ft)	109	453	150	46	337				
Queue Length 95th (ft)	m#164	416	m131	m82	#441				
Internal Link Dist (ft)		707	161		2207				
Turn Bay Length (ft)	175								
Base Capacity (vph)	168	2664	2886	812	657				
Starvation Cap Reductn	0	175	338	88	0				
Spillback Cap Reductn	0	50	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.73	0.73	0.94	0.86	0.90				

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 13.6 (8%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay (s/veh): 28.4

Intersection LOS: C

Intersection Capacity Utilization 88.0%

ICU Level of Service E

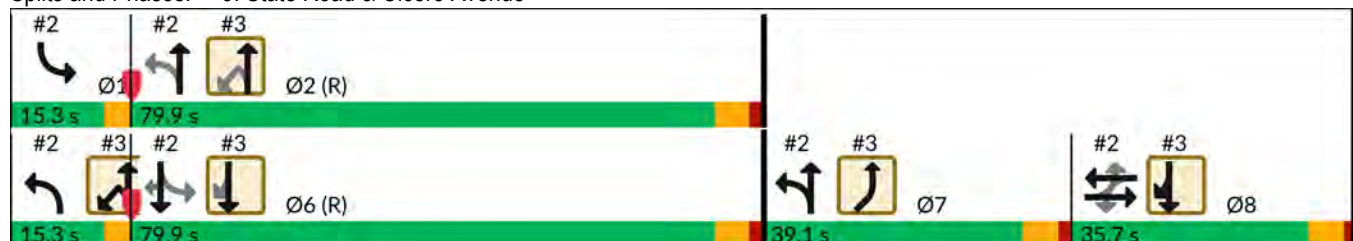
Analysis Period (min) 15

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: 3: State Road & Cicero Avenue



Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	40	72	212	16	314	31	1515	166	318	1913	22
Future Volume (vph)	25	40	72	212	16	314	31	1515	166	318	1913	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		0	350		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			150			135		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		0.99	0.98			1.00		1.00	1.00	
Frt		0.921			0.857			0.985			0.998	
Flt Protected		0.991		0.950			0.950			0.950		
Satd. Flow (prot)	0	3436	0	1805	1588	0	1752	4781	0	1805	4919	0
Flt Permitted		0.751		0.548			0.064			0.059		
Satd. Flow (perm)	0	2602	0	1035	1588	0	118	4781	0	112	4919	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		428			569			1085			787	
Travel Time (s)		9.7			12.9			21.1			15.3	
Confl. Peds. (#/hr)	4		7	7		4			8	8		
Confl. Bikes (#/hr)												1
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%	3%	0%	0%	0%	1%	3%	6%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	9	9	0	9	9
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	228	355	0	33	1807	0	342	2081	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		6.5	14.0		6.5	21.0		13.0	21.0	
Total Split (s)	30.6	30.6		20.4	51.0		15.3	96.9		22.1	103.7	
Total Split (%)	18.0%	18.0%		12.0%	30.0%		9.0%	57.0%		13.0%	61.0%	
Yellow Time (s)	4.5	4.5		3.5	4.5		3.5	4.5		10.0	4.5	
All-Red Time (s)	1.5	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	
Total Lost Time (s)		6.0		3.5	6.0		3.5	6.0		10.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		21.4		44.2	41.7		99.9	90.9		112.3	108.0	
Actuated g/C Ratio		0.13		0.26	0.25		0.59	0.53		0.66	0.64	

Lanes, Volumes, Timings
4: Cicero Avenue & 74th Place

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45		0.66	0.91		0.25	0.71		1.51	0.67	
Control Delay (s/veh)		72.6		62.9	89.7		20.6	33.7		283.7	7.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.6	
Total Delay (s/veh)		72.6		62.9	89.7		20.6	33.7		283.7	8.4	
LOS		E		E	F		C	C		F	A	
Approach Delay (s/veh)		72.6			79.2			33.5			47.2	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)		79		212	379		15	404		~501	176	
Queue Length 95th (ft)		119		301	#549		m26	534		m#670	277	
Internal Link Dist (ft)		348			489			1005			707	
Turn Bay Length (ft)							150			350		
Base Capacity (vph)		376		345	420		186	2556		227	3126	
Starvation Cap Reductn		0		0	0		0	0		0	566	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.39		0.66	0.85		0.18	0.71		1.51	0.81	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 27.2 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.51

Intersection Signal Delay (s/veh): 46.7

Intersection LOS: D

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

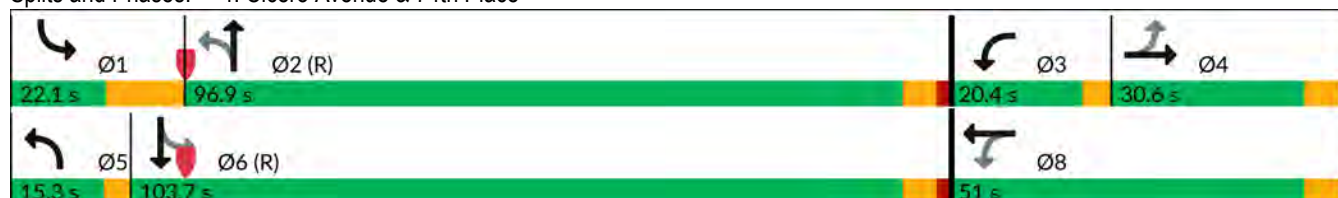
Queue shown is maximum after two cycles.

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: 4: Cicero Avenue & 74th Place



Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	53	93	261	69	109	74	1555	270	99	2063	35
Future Volume (vph)	48	53	93	261	69	109	74	1555	270	99	2063	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	11	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	110		0	145		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			80			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	0.98		0.98	0.99		1.00	0.99		1.00	1.00	
Frt		0.904			0.908			0.978			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1591	0	1719	1590	0	1678	4681	0	1678	5026	0
Flt Permitted	0.950			0.950			0.047			0.046		
Satd. Flow (perm)	1760	1591	0	1688	1590	0	83	4681	0	81	5026	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		235			298			1237			1085	
Travel Time (s)		5.3			6.8			24.1			21.1	
Confl. Peds. (#/hr)	4		13	13		4	7		19	19		7
Confl. Bikes (#/hr)			1			3						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 (%)	2%	0%	3%	5%	1%	5%	4%	6%	4%	4%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	14	14	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	152	0	272	186	0	77	1901	0	103	2185	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	7	7		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		6.5	21.0		6.5	21.0	
Total Split (s)	34.0	34.0		35.7	35.7		20.4	79.9		20.4	79.9	
Total Split (%)	20.0%	20.0%		21.0%	21.0%		12.0%	47.0%		12.0%	47.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	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)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lead		Lag	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)	21.2	21.2		30.6	30.6		97.0	85.5		101.3	87.6	
Actuated g/C Ratio	0.12	0.12		0.18	0.18		0.57	0.50		0.60	0.52	

Lanes, Volumes, Timings
5: Cicero Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.23	0.76		0.88	0.65		0.59	0.81		0.67	0.84	
Control Delay (s/veh)	67.5	95.3		95.1	76.1		45.9	40.3		61.6	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.5	95.3		95.1	76.1		45.9	40.3		61.6	27.9	
LOS	E	F		F	E		D	D		E	C	
Approach Delay (s/veh)		88.4			87.4			40.5			29.4	
Approach LOS		F			F			D			C	
Queue Length 50th (ft)	51	166		291	190		37	669		61	939	
Queue Length 95th (ft)	94	242		#477	290		98	806		m112	#986	
Internal Link Dist (ft)		155			218			1157			1005	
Turn Bay Length (ft)							110			145		
Base Capacity (vph)	291	262		318	294		208	2353		207	2590	
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	0.17	0.58		0.86	0.63		0.37	0.81		0.50	0.84	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 68 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 41.7

Intersection LOS: D

Intersection Capacity Utilization 86.9%

ICU Level of Service E

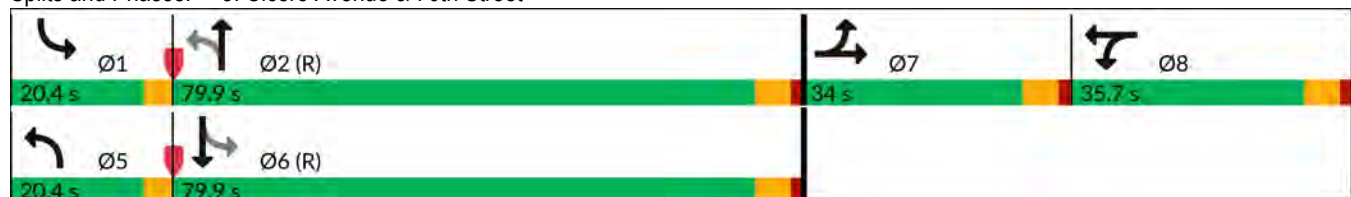
Analysis Period (min) 15

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: 5: Cicero Avenue & 76th Street



Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	294	9	4	273	275	4	3	2	329	3	20
Future Volume (vph)	11	294	9	4	273	275	4	3	2	329	3	20
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	16	12	12	16	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00	0.98		1.00			1.00	
Frt		0.996				0.850		0.970			0.992	
Flt Protected		0.998			0.999			0.978			0.955	
Satd. Flow (prot)	0	3456	0	0	3503	1495	0	1667	0	0	1972	0
Flt Permitted		0.939			0.950			0.857			0.733	
Satd. Flow (perm)	0	3251	0	0	3331	1461	0	1460	0	0	1512	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		490			907			705			658	
Travel Time (s)		11.1			20.6			16.0			15.0	
Confl. Peds. (#/hr)			3	3			1		1	1		1
Confl. Bikes (#/hr)			1			3						1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	73%	1%	11%	0%	3%	8%	0%	0%	100%	3%	0%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	0	307	306	0	9	0	0	391	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	19.0	19.0		19.0	19.0	19.0	19.0	19.0		19.0	19.0	
Minimum Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	Max	Max		Max	Max	
Act Effect Green (s)		19.0			19.0	19.0		19.0			19.0	
Actuated g/C Ratio		0.38			0.38	0.38		0.38			0.38	

Lanes, Volumes, Timings
6: Kostner Avenue & 76th Street

08/12/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.28			0.24	0.55		0.02				0.68
Control Delay (s/veh)		11.6			11.2	16.8		9.9				20.8
Queue Delay		0.0			0.0	0.0		0.0				0.0
Total Delay (s/veh)		11.6			11.2	16.8		9.9				20.8
LOS		B			B	B		A				C
Approach Delay (s/veh)		11.6			14.0			9.9				20.8
Approach LOS		B			B			A				C
Queue Length 50th (ft)		35			31	67		2				92
Queue Length 95th (ft)		60			53	130		8				#186
Internal Link Dist (ft)		410			827			625				578
Turn Bay Length (ft)						150						
Base Capacity (vph)		1235			1265	555		554				574
Starvation Cap Reductn		0			0	0		0				0
Spillback Cap Reductn		0			0	0		0				0
Storage Cap Reductn		0			0	0		0				0
Reduced v/c Ratio		0.28			0.24	0.55		0.02				0.68

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 50

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

Natural Cycle: 50

Control Type: Pretimed

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 15.3

Intersection LOS: B

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Kostner Avenue & 76th Street



Intersection

Intersection Delay, s/veh 9.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	153	0	0	201	0
Future Vol, veh/h	0	0	0	0	0	0	0	153	0	0	201	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	31	0	0	21	0
Mvmt Flow	0	0	0	0	0	0	0	172	0	0	226	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	0	0	9	9.1
HCM LOS	-	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	0	0	201
LT Vol	0	0	0	0
Through Vol	153	0	0	201
RT Vol	0	0	0	0
Lane Flow Rate	172	0	0	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.219	0	0	0.275
Departure Headway (Hd)	4.595	4.824	4.824	4.385
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	0	0	815
Service Time	2.657	2.824	2.824	2.44
HCM Lane V/C Ratio	0.222	0	0	0.277
HCM Control Delay, s/veh	9	7.8	7.8	9.1
HCM Lane LOS	A	N	N	A
HCM 95th-tile Q	0.8	0	0	1.1

Intersection

Intersection Delay, s/veh 12.8

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	198	160	129	154	47
Future Vol, veh/h	24	198	160	129	154	47
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	83	3	3	21	5	72
Mvmt Flow	28	228	184	148	177	54
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	14.2	13.2	10.8
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	55%	11%	0%
Vol Thru, %	45%	0%	77%
Vol Right, %	0%	89%	23%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	289	222	201
LT Vol	160	24	0
Through Vol	129	0	154
RT Vol	0	198	47
Lane Flow Rate	332	255	231
Geometry Grp	1	1	1
Degree of Util (X)	0.487	0.444	0.333
Departure Headway (Hd)	5.28	6.269	5.187
Convergence, Y/N	Yes	Yes	Yes
Cap	688	574	693
Service Time	3.28	4.3	3.217
HCM Lane V/C Ratio	0.483	0.444	0.333
HCM Control Delay, s/veh	13.2	14.2	10.8
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2.7	2.3	1.5