Proposed 57th Street
Two-Way Conversion Traffic Evaluation

Chicago, Illinois

Prepared For:

THE UNIVERSITY OF CHICAGO | Facilities Services

Prepared By:

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

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I. Executive Summary

This report summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a potential conversion of 57th Street between Lake Park Avenue and Stony Island Avenue from one-way eastbound only operation to two-way operation. The objectives of the traffic evaluation 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 of converting the roadway segment of 57th Street between Lake Park Avenue and Stony Island Avenue to two-way operation.

- Determine any street, access, bicycle, and pedestrian modifications and/or improvements that will be necessary to effectively accommodate and mitigate the conversion of 57th Street to two-way operation.

The City of Chicago and the Chicago Park District are currently conducting a large-scale revitalization of Jackson Park which includes providing an increase in green space, enhanced pedestrian connectivity, new and upgraded facilities and includes the construction of the future Obama Presidential Center. This project will result in several street vacations to provide additional green space and to accommodate the Obama Presidential Center. As part of these street system modifications, Cornell Drive will no longer operate as a through street between Lake Shore Drive and Stony Island Avenue at its intersection with 65th Place. With the reconstruction and vacation of various street segments as part of the Jackson Park revitalization project, the 59th Street intersection with Stony Island Avenue will be converted to right-in/right-out only, reducing the viability of that connection along the south side of campus.

With the implementation of two-way traffic operation along 57th Street between Lake Park Avenue and Stony Island Avenue, 57th Street has the potential to be a main connection for vehicles traveling between Lake Shore Drive and the heart of the main University campus. This is due to 57th Street's location within the center of Campus and its connection between Jackson Park and Washington Park. Furthermore, with the proposed intersection and street segment modifications as part of the Jackson Park revitalization project, this two-way conversion will provide an alternative route to the existing travel routes that are being modified and/or restricted. Overall providing two-way traffic along this roadway segment will provide the following benefits:

- It will reduce the volume of traffic traversing 55th Street, 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue to access the campus from Lake Shore Drive.

- It will allow vehicles that currently utilize 59th Street at its signalized intersection with Stony Island Avenue to travel west towards campus upon completion of the proposed right-in/right-out restriction.

- In addition to the reduction in traffic anticipated by the conversion of the eastbound approach of 59th Street at Stony Island Avenue to right-turn movements only, the conversion of 57th Street will also contribute to reduced traffic on 59th Street.

In order to accommodate the two-way flow of traffic along this segment of 57th Street, the following geometric and traffic control improvements will be required:

- A double yellow center line should be striped on 57th Street between Stony Island Avenue and the viaduct.
- The on-street parking along the north side of 57th Street between Stony Island Avenue and the viaduct should be restricted to parallel parking only.
- The west leg of the intersection of 57th Street with Stony Island Avenue should be restriped to provide a single westbound travel lane.
- The eastbound approach of 57th Street at Stony Island Avenue should be restriped to provide a shared left-turn/through lane and a shared through/right-turn lane.
- The westbound approach of 57th Street at Stony Island Avenue should be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane.
- Given the sight line obstructions for southbound vehicles on Lake Park Avenue at 57th Street, this intersection should be converted to all-way stop sign control.
    - To accommodate the conversion of this intersection to all way stop sign control, stop bars and stop signs should be provided for the west and east legs of the intersection.

Additionally, to improve the pedestrian facilities within the area, it is recommended that the existing bump out (curb-extension) and pedestrian ramp located in the northwest corner of the intersection of 57th Street with Lake Park Avenue (which leads pedestrians onto the street under the viaduct) be eliminated. To facilitate the existing pedestrian movements observed at this intersection, a high visibility crosswalk on the west leg of the intersection with implementation of a pedestrian ramp should be provided.

Overall, the improvements along 57th Street between Stony Island Avenue and the viaduct will not result in a loss of any parking. However, if taking into consideration that parking along the north side of 57th Street between the viaduct and Stony Island Avenue is utilized as perpendicular parking, these improvements will result in a net loss of four parking spaces.

Additionally, the conversion of the intersection of 57th Street with Lake Park Avenue to all-way stop sign control will result in the loss of approximately four to five parking spaces currently located on the south side 57th Street.

Overall, the proposed improvements to the intersection of 57th Street with Lake Park Avenue will result in the loss of up to five parking spaces. **Table 1** summarizes the proposed list of improvements, their benefits to the roadway system, and impact on the area street parking and loading areas.

In order to determine the general peak hour of commuter activity during the weekday morning and weekday evening peak periods, vehicle, pedestrian, and bicycle counts were conducted at twelve intersections along the 57th Street corridor and within the vicinity of the subject segment. The following intersections were included:

- 57th Street with Cornell Drive/57th Drive/MSI Access Drive
- 57th Street with Stony Island Avenue
- 57th Street with Lake Park Avenue
- 57th Street with Harper Avenue
- 57th Street with Blackstone Avenue
- 57th Street with Dorchester Avenue
- 57th Street with Kenwood Avenue
- 57th Street with Kimbark Avenue
- 57th Street with Woodlawn Avenue
- 56th Street with Lake Park Avenue
- 56th Street with Stony Island Avenue
- 56th Street with Hyde Park Avenue
- 57th Drive with Hyde Park Avenue/MSI Access Drive

To determine the potential impacts that the proposed two-way conversion would have on the study area intersections, intersection capacity analyses were performed for the study area intersection for the weekday morning and weekday evening peak hours.

The existing, Year 2027 background, and Year 2027 total projected conditions were analyzed to determine the adequacy of the area street system in accommodating the two-way conversion of 57th Street between Stony Island Avenue and Lake Park Avenue. The Year 2027 background conditions take into consideration the existing traffic volumes increased by a regional growth factor and the reassignment of traffic within the area due to the Jackson Park Revitalization project and it associated street closures and geometric improvements. The Year 2027 total projected conditions take into consideration the following:

- Reassignment of traffic due to the Jackson Park revitalization project and its associated street closures and geometric improvements to the study area intersections.

- Reassignment of traffic to the study area with the proposed 57th Street two-way conversion.

Table 1
57th STREET TWO-WAY CONVERSION RECOMMENDED IMPROVEMENTS

Improvement	Projected Benefit	Potential Impact
Converting 57th Street to two-way traffic by restriping the west leg 57th Street at Stony Island Avenue to provide the following: • A double yellow center line • A single westbound travel lane • A parking lane along the north side of the street. • A shared left-turn/through lane and a shared through/right-turn lane.	• Will allow for 57th Street to operate as a two-way roadway. • Has the potential to be a main connection to campus for vehicles traveling between Lake Shore Drive and the heart of the main University campus. • Will provide an alternative route to the existing travel routes that are being modified and/or restricted as part of the Jackson Park Revitalization project. • Will reduce the volume of traffic traversing 55th Street, 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue to access the campus from Lake Shore Drive. • In addition to the reduction in traffic anticipated by the conversion of the eastbound approach of 59th Street at Stony Island Avenue to right-turn movements only, the conversion of 57th Street will also contribute to reduced traffic on 59th Street	• Generally, this improvement does not result in the loss of parking[1]
Restriping the east leg of 57th Street at Stony Island Avenue to provide an exclusive left-turn lane and a shared through/right-turn lane	• Will allow the traffic signal equipment and signal timings to operate without any modifications.	• None
Convert the intersection of 57th Street with Lake Park Avenue to two-way stop-sign control given that the southbound Lake Park Avenue approach at 57th Street has restricted sightlines with the viaduct.	• Will improve the future operations of this intersection by stopping westbound vehicles	• Will result in the loss of four to five parking spaces. • The existing curb extension on the northeast corner of the intersection will need to be eliminated.

1 - If taking into consideration that parking along the north side of 57th Street between the viaduct and Stony Island Avenue is utilized as perpendicular parking, these improvements will result in a net loss of four parking spaces.

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

- The proposed conversion of 57th Street to two-way traffic between Stony Island Avenue and Lake Park Avenue will not have a significant impact on the operation of the study area intersections.

- The study area intersections with the proposed geometric improvements to the roadway segment of 57th Street between Lake Park Avenue generally have sufficient capacity to accommodate the traffic traversing each intersection during the weekday morning and weekday evening peak hours

- With the proposed geometric improvements as indicated above, the traffic signal equipment and signal timings at the intersection of 57th Street with Stony Island Avenue will not need to be modified to accommodate the proposed lane configuration or projected traffic volumes

- The intersections of 57th Street with Cornell Drive and 57th Drive with Hyde Park Boulevard will see a significant reduction in traffic due to the street closures as part of the Jackson Park revitalization project. Upon completion of this project, the signal timings at these intersections will be reoptimized to accommodate the projected traffic volumes.

- The proposed two-way conversion will reduce the number of westbound left-turn movements occurring at the intersection of 56th Street with Lake Park Avenue, allowing southbound left-turn movements to occur more frequently.

1. Introduction

At the request of the University of Chicago, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) conducted a traffic evaluation of a potential conversion of 57th Street between Lake Park Avenue and Stony Island Avenue from one-way eastbound only operation to two-way operation.

The study area for the historic campus includes all of the major intersections along 57th Street between Cornell Drive and Woodlawn Avenue and the intersections of 57th Drive with Hyde Park Boulevard, 56th Street with Hyde Park Boulevard, 56th Street with Stony Island Avenue, and 56th Street with Lake Park Avenue.

The purpose of this study is to describe the current traffic, pedestrian, and bicycle operations of the study area intersections, determine the impact of converting the roadway segment of 57th Street between Lake Park Avenue and Stony Island Avenue to two-way operation, and recommend modifications to mitigate the impact of the conversion of 57th Street to two-way operation. **Figure 1** shows an aerial view of the study area and subject segment of 57th Street.

The sections of this report present the following:

- Description of the existing street conditions
- Traffic analyses of existing conditions for the weekday morning and evening peak hours.
- Description of the proposed street modifications
- Future traffic condition including the reassignment of traffic with the proposed modifications
- Traffic analyses for projected conditions for the weekday morning and evening peak hours
- Evaluation and recommendations with respect to adequacy of the street system in accommodating the projected traffic volumes

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

1. Existing Conditions - Analyze the capacity of the existing street system using existing peak hour traffic volumes in the surrounding area.

2. Projected Conditions – Analyze the capacity of the future street system using the projected traffic volumes that include the existing traffic volumes, the increase in traffic on the study area intersections due to the Jackson Park revitalization project and the reassignment of traffic due to the proposed conversion of 57th Street to two-way operation between Lake Park Avenue and Stony Island Avenue.

Aerial View of Campuses **Figure 1**

2. Existing Conditions

Existing transportation conditions in the vicinity of the campuses 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 physical characteristics of the area street system including lane usage and traffic control devices, a description of alternative modes of transportation within the study area and existing peak hour traffic volumes.

Study Area Location

57th Street is an east-west street that is located within the middle of the main University campus. The subject segment of 57th Street is located to the east of the main campus and is the main thoroughfare of the campus connecting Lake Shore Drive to Payne Drive. Land-uses along 57th Street are a mix of residential, commercial, and institutional in all directions and include the Museum of Science and Industry (MSI) and Jackson Park to the east, the University of Chicago main campus to the west, and Midway Plaisance Park to the south.

Existing Street System Characteristics

The characteristics of the existing streets near the development are described below and illustrated in **Figure 2**. All streets are under the jurisdiction of the Chicago Department of Transportation (CDOT) unless otherwise noted.

57th Street is an east-west street that provides one-way eastbound only travel between Lake Park Avenue and Stony Island Avenue and provides two-way travel west of Lake Park Avenue and east of Stony Island Avenue. At its signalized intersection with Stony Island Avenue, the eastbound 57th Street approach is wide enough to accommodate left, through and right-turns simultaneously and the westbound approach provides an exclusive left-turn lane and an exclusive right-turn lane. At its signalized intersection with Cornell Avenue/57th Drive, 57th Street provides two eastbound lanes that operate as an exclusive left-turn lane and a shared left-turn/through/right-turn lane. The east leg of this intersection is the ramp serving the Museum of Science of Industry parking garage which provides a shared left-turn/through lane and dual right-turn lanes. At its signalized intersection with Woodlawn Avenue, 57th Street provides shared left/through/right-turn lane on the eastbound and westbound approaches. 57th Street is under stop-sign control at its unsignalized intersections with Harper Avenue, Blackstone Avenue, Dorchester Avenue, Kenwood Avenue and Kimbark Avenue. On-street parking is generally provided on both sides of the street west of Lake Park Avenue. Between Lake Park Avenue and Stony Island Avenue, parking is generally prohibited on both sides of the street, except for the north side of the street between the viaduct and Stony Island Avenue which has a signed loading area accommodating approximately two vehicles. This loading restriction is in effect between 7:00 A.M. and 5:00 P.M. Monday through Saturday. East of the loading area, approximately three unrestricted on-street parking spaces are provided. However, it should be noted that given the width of 57th Street in this area that the loading and unrestricted parking areas are regularly utilized as perpendicular parking spaces with the loading zone signage not enforced. In this configuration, parking for up to nine spaces is accommodated. Photos illustrating the on-street parking are included in the Appendix.

LEGEND

- TRAVEL LANE
- TRAFFIC SIGNAL
- STOP SIGN
- SPEED LIMIT
- ON-STREET PARKING
- NO PARKING
- LOADING ZONE 7AM-5PM MONDAY-SATURDAY
- NO LEFT TURN
- NO RIGHT TURN
- BUS STOP
- BUS STOP WITH SHELTER
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- DIVVY STATION
- SCHOOL SPEED LIMIT SIGN
- ON-STREET PARKING IN THIS AREA IS UTILIZED AS PERPENDICULAR PARKING

NOT TO SCALE

UNITARIAN FIRST CHURCH

WOODLAWN AVENUE

ONE-WAY

RAY ELEMENTARY SCHOOL

RAY BIXLER PARK

BLACKSTONE AVENUE

HARPER AVENUE

LAKE PARK AVENUE

HYDE PARK BOULEVARD

56TH STREET

57TH STREET

57TH DRIVE

SCHOOL 20

30

ONE-WAY

KIMBARK AVENUE

ONE-WAY KENWOOD AVENUE

DORCHESTER AVENUE

ONE-WAY

ONE-WAY HARPER AVENUE

CORNELL DRIVE

59TH STREET

STONY ISLAND AVENUE

NEUBAUER COLLEGIUM FOR CULTURE & SOCIETY

ALPHA KAPPA ALPHA SORORITY

57TH STREET @ HARPER AVENUE

57TH STREET CONVERSION
CHICAGO, ILLINOIS

EXISTING TRAFFIC VOLUMES

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56th Street is an east-west street that provides two-way travel east of Harper Avenue and one-way eastbound travel west of Harper Avenue. 56th Street is under stop-sign control at its intersections with Lake Park Avenue, Stony Island Avenue, and Hyde Park Avenue. Parking is generally permitted on both sides of the street except for between Harper Avenue and Stony Island Avenue where parking is prohibited.

Hyde Park Boulevard is a north-south street that provides one travel lane in each direction and terminates at 57th Drive. At its signalized intersection with 57th Drive, Hyde Park Boulevard provides a shared left-turn/through lane and an exclusive right-turn lane. The south leg of this intersection is an inbound only driveway serving the Museum of Science and Industry main entrance. At its all-way stop sign-controlled intersection with 56th Street, Hyde Park Boulevard provides a shared left/through/right-turn lane on the northbound and southbound approaches. Parking is generally permitted on both sides of the street north of 56th Street. Hyde Park Boulevard has a posted speed limit of 30 miles per hour.

57th Drive is generally an east-west street that provides two travel lanes in each direction and extends from Lake Shore Drive west where it curves south towards 57th Street and proceeds south as Cornell Drive. At its signalized intersection with 57th Street, the north leg (57th Drive) and the south leg (Cornell Drive) of the intersection provide an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. At its signalized intersection with Hyde Park Boulevard, 57th Drive provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches.

Stony Island Avenue is a north-south street that provides one travel lane in each direction and extends from 56th Street south. At its signalized intersection with 57th Street, Stony Island Avenue provides a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane on the southbound approach. At its all-way stop sign control intersection with 56th Street, Stony Island Avenue provides a shared left/right-turn lane. However, it should be noted that when there is not a bus occupying the bus stop loading zone, this lane in wide enough to accommodate left and right-turning movements simultaneously. Stony Island Avenue has a posted speed limit of 30 miles per hour.

Lake Park Avenue is a north-south street that provides one-way southbound travel between 56th Street and 57th Street and two-way travel with one lane in each direction north of 56th Street. At its all-way stop sign controlled intersection with 56th Street, Lake Park Avenue provides an exclusive left-turn lane and a shared through/right-turn lane. At its unsignalized intersection with 57th Street, Lake Park Avenue provides a shared left/right-turn lane that is under stop-sign control.

Harper Avenue is a north-south street that provides one-way northbound travel south of 57th Street and one travel lane in each direction north of 57th Street. Both legs of Harper Avenue provide a single lane approach and re under stop sign control at their intersection with 57th Street. On-street parking is generally permitted on both sides of the street south of 57th Street.

Blackstone Avenue is a north-south street that provides one-way northbound travel. Blackstone Avenue provides a single lane approach and is under stop sign control at its intersection with 57th Street. On-street parking is generally permitted on both sides of the street.

Dorchester Avenue is a north-south street that provides one-way southbound travel. Dorchester Avenue provides a single lane approach and is under stop sign control at its intersection with 57th Street. On-street parking is generally permitted on both sides of the street.

Kenwood Avenue is a north-south street is a north-south street that terminates at 57th Street and provides one-way northbound travel. Kenwood Avenue provides a single lane approach and is under stop sign control at its intersection with 57th Street. On-street parking is generally permitted on both sides of the street.

Kimbark Avenue is a north-south street that provides one-way southbound travel. Kimbark Avenue provides a single lane approach and is under stop sign control at its intersection with 57th Street. On-street parking is generally permitted on both sides of the street.

Woodlawn Avenue is a north-south street that provides one travel lane in each direction. At its signalized intersection with 57th Street, Woodlawn Avenue provides a shared left/through/right-turn lane on the northbound and southbound approaches.

Public Transportation

The public transportation serving the area is summarized below and illustrated in **Figure 3**.

Metra Commuter Railway. The area is served by the 55th-56th-57th Street station for the Metra Commuter Railway for the Metra Electric line. The Metra Electric Line provides daily service between Millennium Station and 63rd Street where the station spurts into three termini at 93rd Street, University Park and Blue Island.

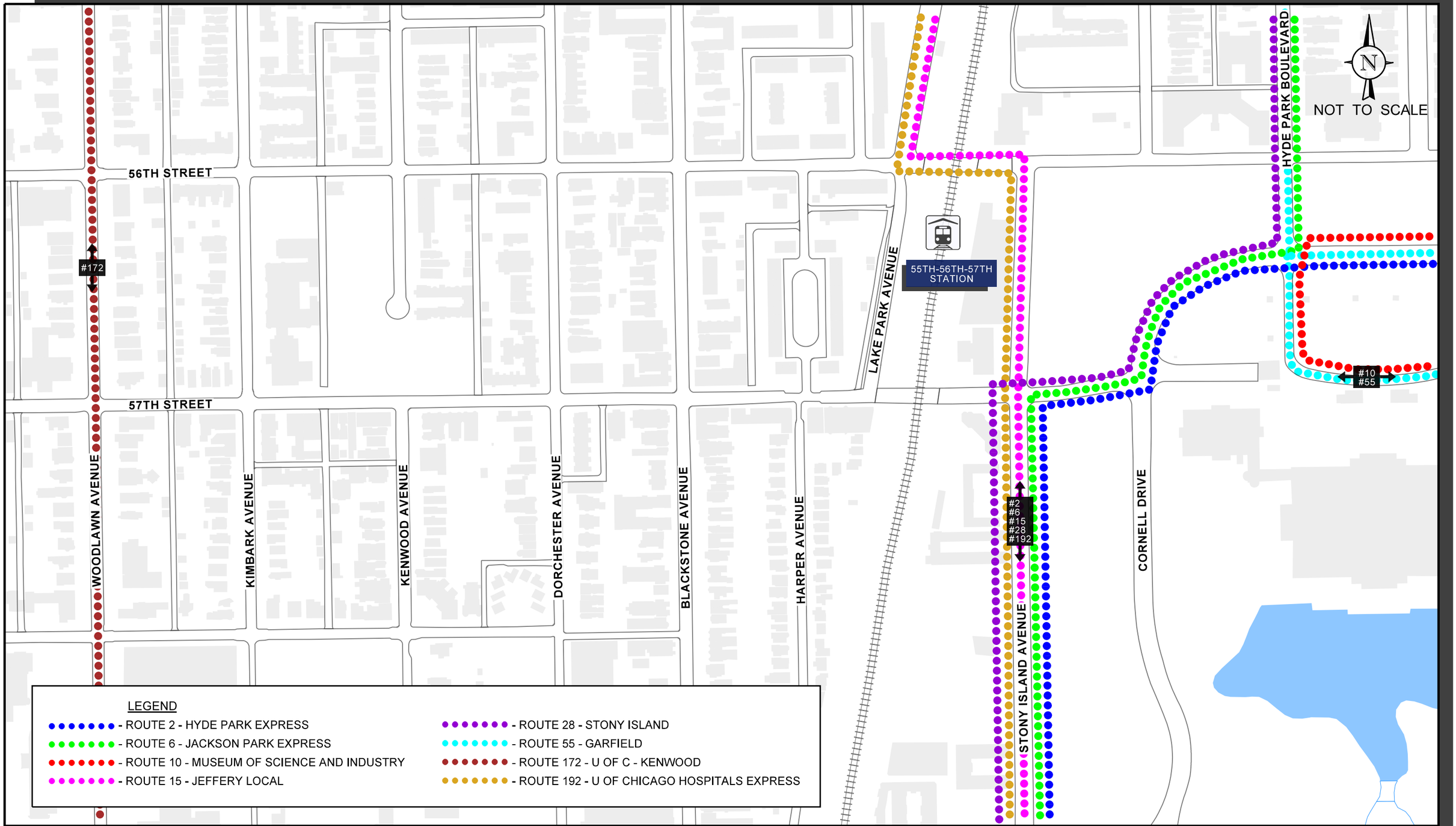
CTA Bus Routes. The area is primarily served by the following bus routes, all of which run along the study area streets:

Route 172 (University of Chicago/Kenwood) services Lake Shore Drive/50th Street and the Hyde Park-53rd Street Metra station. Travels to campus on Hyde Park Boulevard and Ellis Avenue and then circles around campus. This route operates on weekdays between 7:15 A.M. and 6:15 P.M. September through mid-June and operates a weekday rush service during the summer. This route is free students, faculty and staff who display a University issued ID.

Route 192 (University of Chicago Hospitals Express) provides southbound only service from 6:30 A.M. to 9:00 A.M. and northbound only service from 3:45 P.M. to 7:00 P.M. between the University of Chicago Medicine campus and Union Station and Ogilvie Transportation Center. This route operates Monday through Friday only.

Route 2 (Hyde Park Express) generally runs along Lake Shore Drive, State Street and Michigan Avenue between Hyde Park and the River North and Streeterville neighborhoods. Service is provided Monday through Friday during the morning and evening peak periods.

Route 6 (Jackson Park Express) generally runs along Lake Shore Drive, Stony Island Avenue and South Shore Drive between Illinois Center/Lakeshore East Development and the 79th Street/South Shore Drive intersection. Service is provided seven days a week and on holidays.



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CHICAGO, ILLINOIS

PUBLIC TRANSPORTATION

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Route 10 (Museum of Science and Industry) provides express service from North Michigan Avenue to the Museum of Science and Industry. It operates weekdays from Memorial Day to Labor Day and selected weekdays from Thanksgiving to New Year's Day and on weekends and holidays year-round every 30 minutes from 9:00 A.M. to 6:00 P.M. It should be noted that no stops are made between Columbus Drive and 11th Street and the Museum of Science and Industry.

Route 15 (Jeffery Local) provides daily service between the 47th Street Red Line Station and 103rd Street via 51st Street, Stony Island Avenue and Jeffrey Boulevard with stops at the University of Chicago Campus, Museum of Science and Industry and Hyde Park High School. This route generally operates between 4:00 A.M. and 1:00 A.M.

Route 28 (Stony Island) provides daily service between 47th Street and 103rd Street via Stony Island Avenue, Park Boulevard and Lake Park Avenue with express service to Union Station between 6:00 AM and 9:30 A.M. and between 3:30 P.M. and 7:00 P.M.

Route 55 (Garfield) provides daily service between Midway Airport and Museum of Science and Industry via 55th Street/Garfield Boulevard, Hyde Park Boulevard and Cicero Avenue. This route provides Night Owl Service and operates 24-hour per day, seven days a week.

University of Chicago (Ugo) Shuttles

The University of Chicago provides free shuttle service for students, faculty and stuff (Ugo shuttles) which travel around campus and into the neighboring communities. The shuttles are free and run year-round, except on University-observed holidays. During the day, the Friend Center and Metra, the 53rd Street Express and the Midway Metra shuttles traverse the intersection of 57th Street with Stony Island Avenue. The Friend Center and Metra Route operates Monday through Friday, 5:00 A.M. to 9:00 A.M. The 53rd Street Express operates between 53rd Street and various points throughout the campus Monday through Friday from 7:00 A.M. and 6:00 P.M. and only stops at the designated stops. The Midway Metra serves the Metra stations near the campus and several destinations along 59th Street and 60th Street. The shuttle operates Monday through Friday during the morning (5:40 A.M. to 9:40 A.M.) and evening (3:30 P.M. to 6:40 P.M.) rush periods.

During the evening, the Central Route traverses 57th Street and all five routes (North, South, East, Central and Regents Express) traverse the intersection of 57th Street with Woodlawn Avenue. The Nighttime Routes all operate Sunday through Saturday between 5:00 P.M. and 4:00 A.M. with shuttles departing their respective staging locations every 15 to 30 minutes.

It is our understanding that shuttles for the Friend Center & Metra Shuttle daytime route and Central Route nighttime route utilize the existing No Parking zone located on the south side of 57th Street just west of Stony Island Avenue to stage when ahead of routes.

Figure 4 illustrates the daytime Ugo shuttle routes and **Figure 5** illustrates the nighttime Ugo shuttle routes.

Figure 4 – Ugo Daytime Shuttle Routes

Figure 5 – Ugo Nighttime Shuttle Routes

Alternative Modes of Transportation

Pedestrian Accommodations. Sidewalks are located on both sides of all streets and high-visibility crosswalks are provided at all intersections within the study area except for the following:

- The intersection of 57th Street with Lake Park Avenue which provides a standard style crosswalk on the north leg of the intersection.
- The intersection of 57th Street with Blackstone Avenue which provides standard style crosswalks on all legs of the intersection.
- The intersection of 57th Street with Dorchester Avenue which provides standard style crosswalks on all legs of the intersection.
- The intersection of 57th Street with Kenwood Avenue which provides a standard style crosswalk on the south leg of the intersection.
- The intersection of 57th Street with Woodlawn Avenue which provides standard style crosswalks on all legs of the intersection.

Bike Facilities. According to the City of Chicago's *Streets for Cycling Plan 2020*, Stony Island Avenue is designated as a Crosstown Bike Route and 57th Street, Kimbark Avenue and Kenwood Avenue are designated as Neighborhood Bike Routes. There are also existing off-street trails within Jackson Park which connect to the Lakefront Trail.

Mode-Sharing Transportation Availability. Multiple Divvy bike-sharing stations are located within the area with the closest stations located on the south side of 56th Street east of Lake Park Avenue which provides 19 docks and at the Museum of Science and Industry which provides 25 docks.

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts utilizing Miovision Scout Video Collection Units on Tuesday, November 9, 2021 or on Wednesday, November 10, 2021 at the following intersections:

- 57th Street with Cornell Drive/57th Drive/MSI Access Drive (Tuesday, November 9, 2021)
- 57th Street with Stony Island Avenue (Tuesday, November 9, 2021)
- 57th Street with Lake Park Avenue (Tuesday, November 9, 2021)
- 57th Street with Harper Avenue (Tuesday, November 9, 2021)
- 57th Street with Blackstone Avenue (Wednesday, November 10, 2021)
- 57th Street with Dorchester Avenue (Wednesday, November 10, 2021)
- 57th Street with Kenwood Avenue (Wednesday, November 10, 2021)
- 57th Street with Kimbark Avenue (Wednesday, November 10, 2021)

- 57th Street with Woodlawn Avenue (Wednesday, November 10, 2021)
- 56th Street with Lake Park Avenue (Tuesday, November 9, 2021)
- 56th Street with Stony Island Avenue (Tuesday, November 9, 2021)
- 56th Street with Hyde Park Avenue (Tuesday, November 9, 2021)
- 57th Drive with Hyde Park Avenue/MSI Access Drive (Tuesday, November 9, 2021)

The counts were conducted during the morning (7:00 A.M. to 9:00 A.M.) and afternoon (2:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts indicated that the weekday morning peak hour generally occurs between 7:45 A.M. and 8:45 A.M. and the weekday evening peak hour generally occurs between 4:30 P.M. and 5:30 P.M. It should be noted that on the dates that the counts were conducted the University of Chicago, Ray Elementary School, and Bret Harte Elementary School all had typical school day schedules. These counts were supplemented with counts previously conducted by KLOA, Inc. at the intersection on Stony Island Avenue with 59th Street in January 2020.

Due to the COVID-19 pandemic, it is anticipated that traffic volumes within the study area may not reflect normal vehicle traffic conditions. As such, the November 2021 traffic counts was compared to the following available historic count data for the area:

- Traffic counts previously conducted by KLOA, Inc. at the intersection of 57th Street with Stony Island Avenue in January of 2020

- Traffic counts conducted as part of the Jackson Park revitalization project in October 2016

- Traffic count data available on the IDOT Traffic Count Database System (TCDS) website from August 2018.

For the counts conducted prior to 2020, they were increased by a regional growth factor of 0.5 percent per year to estimated Year 2021 traffic volumes.

The results of the traffic count comparisons indicated that overall, taking into consideration all three of the previously referenced historic count data sources, the November 2021 traffic volumes within the study are generally consistent with historic data during the weekday morning peak hour and are approximately ten percent less than the historic data during the weekday evening peak hour. As such, the weekday morning peak hour traffic volumes were not adjusted, and the weekday evening peak hour traffic volumes were increased by ten percent.

Additionally, it should be noted that based on discussions with staff of the University of Chicago it is anticipated that the University is operating at its relative peak activity since the beginning of COVID-19 and that it does not anticipate that the current activity level is not projected to increase at this time.

Figure 6 illustrates the Year 2021 base peak hour vehicle traffic volumes. **Figure 7** illustrates the Year 2021 pedestrian and bicycle volumes, showing direction of travel. Copies of the traffic count summary sheets are included in the Appendix.

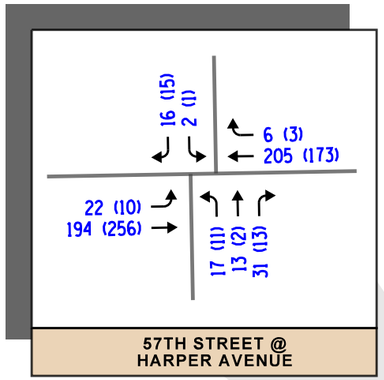
LEGEND

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

(00) - PM PEAK HOUR (4:30-5:30 PM)

✳ - ILLEGAL MANEUVER

NOT TO SCALE



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CHICAGO, ILLINOIS

EXISTING TRAFFIC VOLUMES

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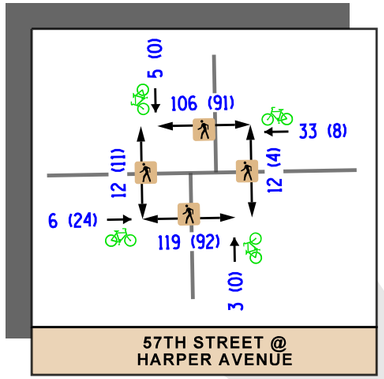
LEGEND

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

(00) - PM PEAK HOUR (4:30-5:30 PM)



NOT TO SCALE

57TH STREET CONVERSION
CHICAGO, ILLINOIS

EXISTING TRAFFIC VOLUMES

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Job No: 21-310 Figure: 7

3. Traffic Analysis for Existing Conditions

The following provides an evaluation of the weekday morning and evening peak hours. As part of the evaluation, capacity analyses were conducted to determine how well the street system and access drives currently operate and whether any street improvements or modifications are required.

Traffic Analyses

Intersection analyses were performed for the weekday morning and evening peak hours for the existing conditions. The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using Synchro/SimTraffic 11 software. The capacity analyses for signalized intersections utilize actual cycle lengths, phasings and offset.

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, (LOS) 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 conditions at the study area intersections are presented in **Table 2**. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
57th Street with Stony Island Avenue[1]				
• Overall	C	24.8	C	26.5
• Eastbound Approach	D	44.0	D	40.2
• Westbound Approach	B	18.0	B	18.9
• Northbound Approach	B	19.1	B	17.8
• Southbound Approach	C	20.5	C	26.0
57th Street with Cornell Drive[1]				
• Overall	B	15.7	C	22.3
• Eastbound Approach	E	59.0	E	79.9
• Westbound Approach	A	0.1	B	16.9
• Northbound Approach	B	15.7	B	19.5
• Southbound Approach	A	4.5	A	7.4
57th Drive with Hyde Park Boulevard[1]				
• Overall	C	24.1	C	29.1
• Eastbound Approach	C	20.2	B	14.9
• Westbound Approach	C	24.5	C	27.8
• Southbound Approach	D	37.2	E	65.5
57th Street with Woodlawn Avenue[1]				
• Overall	C	21.7	B	16.5
• Eastbound Approach	B	12.8	B	13.6
• Westbound Approach	B	12.6	B	13.4
• Northbound Approach	C	30.0	B	18.9
• Southbound Approach	B	15.5	B	16.9
57th Street with Harper Avenue[2]				
• Overall	A	9.3	A	8.8
• Eastbound Approach	A	9.6	A	9.2
• Westbound Approach	A	9.4	A	8.5
• Northbound Approach	A	8.4	A	7.9
• Southbound Approach	A	7.8	A	7.5
57th Street with Blackstone Avenue[2]				
• Overall	B	10.0	A	9.6
• Eastbound Approach	B	10.2	B	10.1
• Westbound Approach	A	9.7	A	9.3
• Northbound Approach	B	10.1	A	9.2

1 – Signalized
2 – All-Way Stop Sign Control
3 – Two-Way Stop Sign Control

LOS = Level of Service
Delay is measured in seconds.

Table 2 - Continued
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
57th Street with Dorchester Avenue[2]				
• Overall	B	10.4	A	9.9
• Eastbound Approach	B	10.5	B	10.2
• Westbound Approach	B	10.4	A	9.7
• Southbound Approach	B	10.1	A	9.8
57th Street with Kenwood Avenue[2]				
• Overall	A	8.7	A	8.8
• Eastbound Approach	A	9.1	A	9.3
• Westbound Approach	A	8.5	A	8.3
• Northbound Approach	A	8.1	A	7.9
57th Street with Kimbark Avenue[2]				
• Overall	A	9.0	A	8.9
• Eastbound Approach	A	9.2	A	9.3
• Westbound Approach	A	8.8	A	8.6
• Southbound Approach	A	8.8	A	8.5
56th Street with Lake Park Avenue[2]				
• Overall	C	21.7	F	52.1
• Eastbound Approach	B	11.5	C	16.9
• Westbound Approach	D	29.2	E	37.2
• Southbound Approach	C	15.9	F	73.7
56th Street with Stony Island Avenue[2]				
• Overall	C	18.0	D	26.0
• Eastbound Approach	B	11.4	C	23.4
• Westbound Approach	B	12.8	B	12.2
• Northbound Approach	C	24.6	D	33.2
56th Street with Hyde Park Boulevard[2]				
• Overall	C	15.5	B	`13.7
• Eastbound Approach	B	11.8	B	10.9
• Westbound Approach	B	13.7	B	11.7
• Northbound Approach	C	16.8	B	11.8
• Southbound Approach	C	16.9	C	16.6
57th Street with Lake Park Avenue[3]				
• Southbound Approach	B	11.0	B	12.4

1 – Signalized
2 – All-Way Stop Sign Control
3 – Two-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

As can be seen from Table 1, the study area intersections overall and all of the approaches generally operate at acceptable levels of service (LOS) during the weekday morning and weekday evening peak hours except for the following:

- The eastbound approach of 57th Street at its signalized intersection with Cornell Drive/MSI Access Drive which operate at LOS E during the weekday morning and weekday evening peak hours.

- The southbound approach of Hyde Park Boulevard at its signalized intersection with 57th Drive/MSI Access Drive which operates at LOS E during th weekday evening peak hour.

- The intersection of Lake Park Avenue with 56th Street which operates at LOS F overall during the weekday evening peak hour as a result of the operation of the southbound approach which also operates at LOS F.

Overall, the operations of the eastbound 57th Street approach at Cornell Drive and the southbound Hyde Park Boulevard approach at 57th Drive are the result of the limited amount of green time allocated to the 57th Street and Hyde Park Boulevard approaches, respectively given the existing high volume of traffic along 57th Drive and Cornell Drive utilizing the majority of available green time at these signalized intersections. As previously indicated, these two intersections were identified as part of the Jackson Park revitalization study as intersections that would require traffic signal timing modifications upon completion of the project.

The operation of the southbound approach of Lake Park Avenue at 56th Street is a result of the high volume of existing southbound left-turning movements that are traveling east on 56th Street to turn right onto Stony Island Avenue.

Looking specifically at the segment of 57th Street between Harper Avenue and Kimbark Avenue, these all-way stop sign-controlled intersections overall and all of the approaches currently operate at the acceptable LOS B or better during the peak hours.

4. Year 2027 Background Conditions

The following describe the Year 2027 background conditions, taking into consideration regional growth of traffic volumes and the modifications of the existing roadway network due to the Jackson Park revitalization project.

Area Infrastructure Improvements

The City of Chicago and the Chicago Park District are conducting a large-scale revitalization of Jackson Park that would provide an increase in green space, enhanced pedestrian connectivity, and new and upgraded facilities. The revitalization plan also includes the construction of the future Obama Presidential Center and will result in several street vacations to provide additional green space and to accommodate the Obama Presidential Center. As part of these street system modifications, Cornell Drive will no longer operate as a through street between Lake Shore Drive and Stony Island Avenue at its intersection with 65th Place.

Under the new configuration, Cornell Drive will terminate at Stony Island Avenue at its intersection with the westbound travel lanes of Midway Plaisance. To accommodate the new reconfigured intersection of Cornell Drive with Stony Island Avenue/Midway Plaisance, 59th Street at its intersection with Stony Island Avenue will be converted to right-in/right-out only.

In order to accommodate the traffic that will be rerouted and overall reduced along Cornell Drive as a result of the various street segment vacations, the intersections of 57th Street with Cornell Drive/57th Drive/MSI Access and 57th Drive with Hyde Park Boulevard/MSI Access Drive have been identified as intersections requiring traffic signal timing adjustments.

As such, the existing traffic volumes were reassigned to the roadway network taking into consideration the following as determined from the Jackson Park Revitalization study:

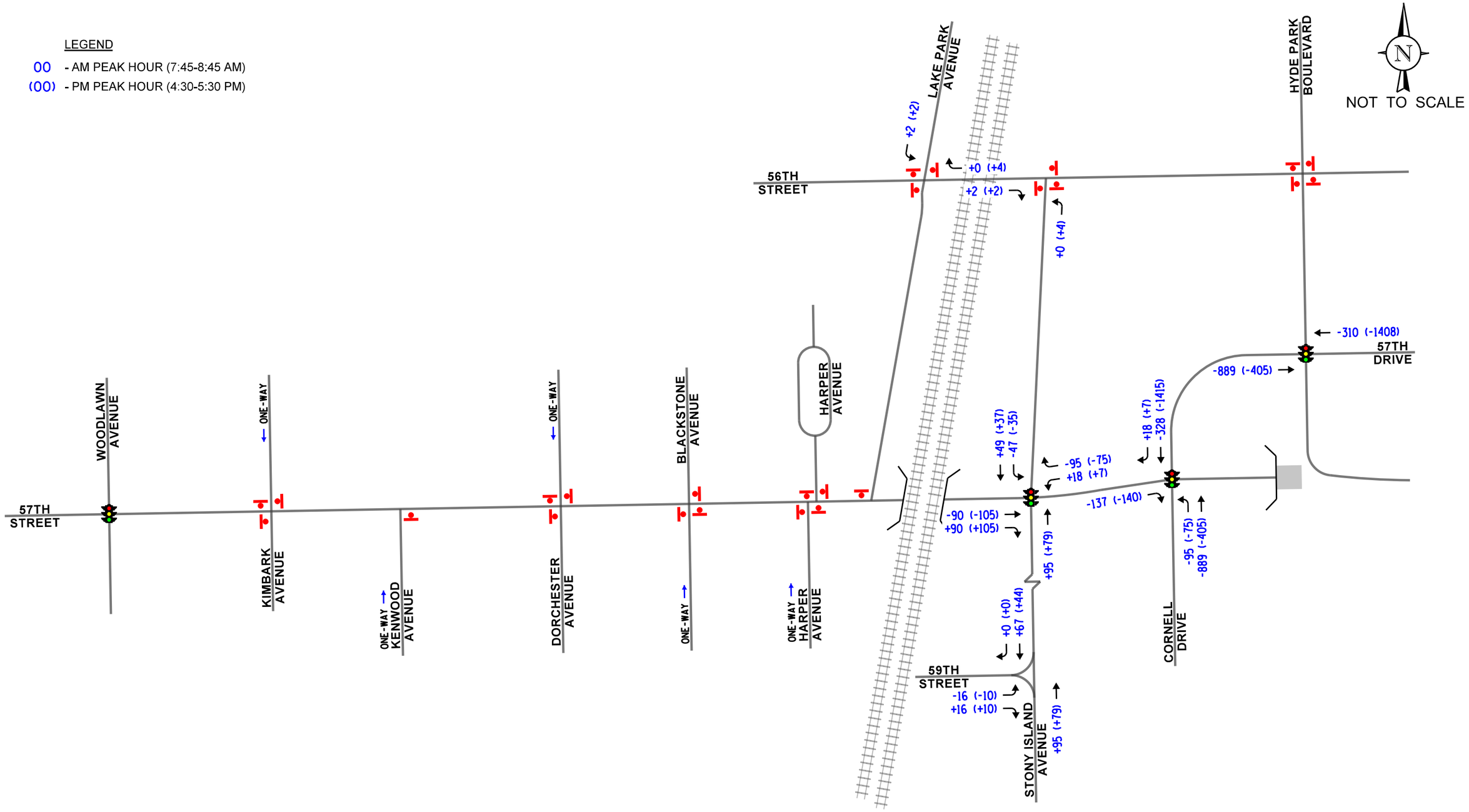
- The proposed street vacations within Jackson Park would result in a significant reduction in traffic for the following traffic movements:
    - Through traffic along 57th Drive and Cornell Drive at its intersections with Hyde Park Boulevard and 57th Street/MSI Access Drive.
    - Northbound left-turn movements from Cornell Drive onto 57th Street.
    - Westbound right-turn movements from 57th Street onto Stony Island Avenue.
    - Southbound left-turn movements from Stony Island Avenue onto 57th Street.
- The proposed modifications to the signalized intersections of Stony Island Avenue with Cornell Drive/Midway Plaisance/59th Street would restrict northbound left-turning movements onto 59th Street

Figure 8 illustrates the reassignment of existing traffic volumes due to the Jackson Park Revitalization project.

LEGEND

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

(00) - PM PEAK HOUR (4:30-5:30 PM)



57TH STREET CONVERSION
CHICAGO, ILLINOIS

JACKSON PARK REVITALIZATION PROJECT TRAFFIC REASSIGNMENT AND
OBAMA PRESIDENTIAL CENTER TRAFFIC ASSIGNMENT

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

Job No: 21-310 Figure: 8

Year 2027 Background Traffic Volumes

To determine the Year 2027 background traffic volumes, the existing traffic volumes were increased by a regional growth factor of approximately 0.5 percent per year for six years and were combined with the reassignment of area traffic volumes due to the Jackson Park revitalization project. This condition reflects the traffic volumes without the proposed conversion of 57th Street to two-way traffic to provide a base condition of how the study area intersections will operate upon the completion of the Jackson Park revitalization project.

Figure 9 illustrates the Year 2027 background traffic volumes.

LEGEND

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(00) - PM PEAK HOUR (4:30-5:30 PM)

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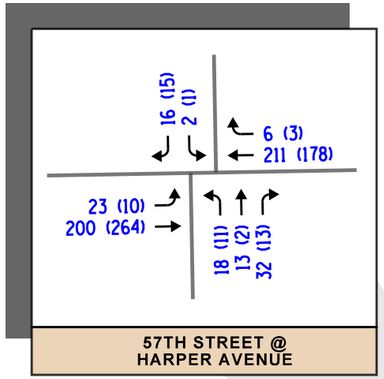

57TH STREET CONVERSION
CHICAGO, ILLINOIS

YEAR 2027 BACKGROUND TRAFFIC VOLUMES
WITHOUT 57TH STREET TWO-WAY CONVERSION

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

Job No: 21-310 Figure: 9

5. 57th Street Two-Way Conversion

The following describes the existing operational characteristics of 57th Street between Stony Island Avenue and Lake Park Avenue and the recommended modifications to convert this street segment to two-way traffic flow.

Existing Operational Characteristics of 57th Street

Under existing conditions, the street segment of 57th Street between Lake Park Avenue and Stony Island Avenue operates as a one-way eastbound street. West of Lake Park Avenue, and east of Stony Island Avenue, 57th Street operates as a two-way street. Between Lake Park Avenue and Stony Island Avenue, parking is prohibited within the vicinity of the viaduct and along the south side of the street. On the north side of the street, on-street parking is permitted. It should be noted that given the width of the roadway, which is approximately 46 feet, the eastbound approach of 57th Street at Stony Island Avenue operates as an exclusive right-turn lane, a through lane, and an exclusive left-turn lane and that on-street parking is being utilized as perpendicular parking to accommodate additional spaces.

As previously indicated, the subject segment of 57th Street is located to the east of the main University campus and 57th Street serving as the main thoroughfare through the campus connecting Lake Shore Drive to Payne Drive. Currently, vehicles accessing the campus from Lake Shore Drive utilize the following routes:

- 55th Street which traverses the north side of campus, and does not have a direct connection to Lake Shore Drive
- 59th Street which traverses the south side of campus, and does not have a direct connection to Cornell Drive/Lake Shore Drive
- Midway Plaisance which is a boulevard street segment south of the campus connecting Jackson Park to Washington Park that provides extensive green space creating Midway Plaisance Park
- Alternatively, vehicles may utilize Stony Island Avenue, Hyde Park Boulevard or Everett Avenue to travel north from 57th Street/57th Drive to 56th Street, west to Lake Park Avenue and south to 57th Street where vehicles can continue west of 57th Street.

With the reconstruction and vacation of various street segments as part of the Jackson Park revitalization project, the 59th Street intersection with Stony Island Avenue will be converted to right-in/right-out only, reducing the viability of that connection along the south side of campus.

Proposed Operational Characteristics of 57th Street

To improve the flow of traffic within the study area, in conjunction with the new traffic patterns as a result of the Jackson Park revitalization project, 57th Street is being considered for conversion from one-way eastbound to two-way traffic flow between Stony Island Avenue and Lake Park Avenue.

With the implementation of two-way traffic operation along 57th Street between Lake Park Avenue and Stony Island Avenue, 57th Street has the potential to be a main connection for vehicles traveling between Lake Shore Drive and the heart of the main University campus. This is due to 57th Street's location within the center of Campus and its connection between Jackson Park and Washington Park. Furthermore, with the proposed intersection and street segment modifications as part of the Jackson Park revitalization project, this two-way conversion will provide an alternative route to the existing routes that are being modified and/or restricted. Overall providing two-way traffic along this roadway segment will provide the following benefits:

- It will reduce the volume of traffic traversing 55th Street, 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue to access the campus from Lake Shore Drive.

- It will allow vehicles that currently utilize 59th Street at its signalized intersection with Stony Island Avenue to travel west towards campus upon completion of the proposed right-in/right-out restriction.

- In addition to the reduction in traffic anticipated by the conversion of the eastbound approach of 59th Street at Stony Island Avenue to right-turn movements only, the conversion of 57th Street will also contribute to reduced traffic on 59th Street.

In order to accommodate the two-way flow of traffic along this segment of 57th Street, the following geometric and traffic control improvements will be required:

- A double yellow center line should be striped on 57th Street between Stony Island Avenue and the viaduct.

- The on-street parking along the north side of 57th Street between Stony Island Avenue and the viaduct should be restricted to parallel parking only.

- The west leg of the intersection of 57th Street with Stony Island Avenue should be restriped to provide a single westbound travel lane.

- The eastbound approach of 57th Street at Stony Island Avenue should be restriped to provide a shared left-turn/through lane and a shared through/right-turn lane.

- The westbound approach of 57th Street at Stony Island Avenue should be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane.

- Given the sight line obstructions for southbound vehicles on Lake Park Avenue at 57th Street, this intersection should be converted to all-way stop sign control.
    - To accommodate the conversion of this intersection to all way stop sign control, stop bars and stop signs should be provided for the west and east legs of the intersection.

Additionally, to improve the pedestrian facilities within the area, it is recommended that the existing bump out (curb-extension) and pedestrian ramp located in the northwest corner of the intersection of 57th Street with Lake Park Avenue (which leads pedestrians onto the street under the viaduct) be eliminated. To facilitate the existing pedestrian movements observed at this intersection, a high visibility crosswalk on the west leg of the intersection with implementation of a pedestrian ramp should be provided.

Overall, the improvements along 57th Street between Stony Island Avenue and the viaduct will not result in a loss of any parking. However, if taking into consideration that parking along the north side of 57th Street between the viaduct and Stony Island Avenue is utilized as perpendicular parking, these improvements will result in a net loss of four parking spaces.

Additionally, the conversion of the intersection of 57th Street with Lake Park Avenue to all-way stop sign control will result in the loss of approximately four to five parking spaces currently located on the south side 57th Street.

Overall, the proposed improvements to the intersection of 57th Street with Lake Park Avenue will result in the loss of up to five parking spaces.

Table 3 summarizes the proposed list of improvements, their benefits to the roadway system, and impact on the area street parking and loading areas. An exhibit illustrating the required geometric and traffic control improvements is included in the appendix.

Table 3
57th STREET TWO-WAY CONVERSION RECOMMENDED IMPROVEMENTS

Improvement	Projected Benefit	Potential Impact
Converting 57th Street to two-way traffic by restriping the west leg 57th Street at Stony Island Avenue to provide the following: • A double yellow center line • A single westbound travel lane • A parking lane along the north side of the street. • A shared left-turn/through lane and a shared through/right-turn lane.	• Will allow for 57th Street to operate as a two-way roadway. • Has the potential to be a main connection to campus for vehicles traveling between Lake Shore Drive and the heart of the main University campus. • Will provide an alternative route to the existing travel routes that are being modified and/or restricted as part of the Jackson Park Revitalization project. • Will reduce the volume of traffic traversing 55th Street, 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue to access the campus from Lake Shore Drive. • In addition to the reduction in traffic anticipated by the conversion of the eastbound approach of 59th Street at Stony Island Avenue to right-turn movements only, the conversion of 57th Street will also contribute to reduced traffic on 59th Street	• Generally, this improvement does not result in the loss of parking[1]
Restriping the east leg of 57th Street at Stony Island Avenue to provide an exclusive left-turn lane and a shared through/right-turn lane	• Will allow the traffic signal equipment and signal timings to operate without any modifications.	• None
Convert the intersection of 57th Street with Lake Park Avenue to two-way stop-sign control given that the southbound Lake Park Avenue approach at 57th Street has restricted sightlines with the viaduct.	• Will improve the future operations of this intersection by stopping westbound vehicles	• Will result in the loss of four to five parking spaces. • The existing curb extension on the northeast corner of the intersection will need to be eliminated.

1 - If taking into consideration that parking along the north side of 57th Street between the viaduct and Stony Island Avenue is utilized as perpendicular parking, these improvements will result in a net loss of four parking spaces.

5. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, the reassignment of traffic due to the Jefferson Park revitalization project and the reassignment of traffic due to the 57th Street two-way conversion.

Total Projected Traffic Volumes

To determine how the implementation of the proposed conversion of 57th Street to two-way traffic between Stony Island Avenue and Lake Park Avenue, the Year 2027 background traffic volumes within the study area were reassigned within the roadway network taking into consideration the following:

- The proposed two-way conversion would reduce the volume of traffic turning right-from westbound 57th Street onto Stony Island Avenue
- The proposed two-way conversion would reduce the volume of traffic traversing the intersections of 56th Street with Lake Park Avenue, Stony Island Avenue and Hyde Park Boulevard.
- The proposed two-way conversion would allow vehicles to turn right onto 57th Street in lieu of traveling south to 59th Street or Midway Plaisance

The reassignment of traffic due to the two-way conversion of 57th Street between Lake Park Avenue and Stony Island Avenue are shown in **Figure 10**. The total projected traffic volumes, which consist of the Year 2027 background traffic volumes taking into consideration the reassignment of traffic due to the 57th Street two-way conversion is shown in **Figure 11**.

LEGEND

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(00) - PM PEAK HOUR (4:30-5:30 PM)

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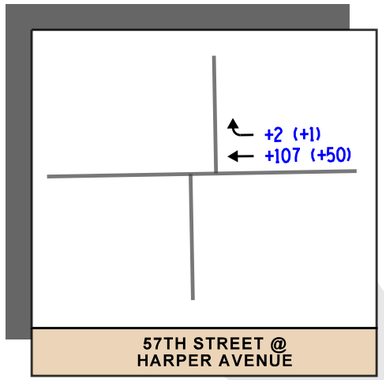

NOT TO SCALE

57TH STREET

56TH STREET

59TH STREET

WOODLAWN AVENUE

KIMBARK AVENUE

ONE-WAY KENWOOD AVENUE

DORCHESTER AVENUE

BLACKSTONE AVENUE

ONE-WAY HARPER AVENUE

HARPER AVENUE

LAKE PARK AVENUE

HYDE PARK BOULEVARD

57TH DRIVE

CORNELL DRIVE

STONY ISLAND AVENUE

+20 (+6)
+22 (+13)
+8 (+4)

+50 (+23)
+12 (+6)

+62 (+29)

+62 (+29)
+34 (+16)

+11 (+5)
+96 (+45)

-80 (-39)

+189 (+90)

-80 (-39)

-80 (-25)

-0 (-14)

+55 (+28)
-55 (-28)

-95 (-89)
+98 (+46)
-18 (-7)

+36 (+16)

-55 (-28)
-18 (-7)

+36 (+16)

+80 (+25)

-40 (-12)

-40 (-13)

-40 (-13)
+80 (+25)

57TH STREET CONVERSION
CHICAGO, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES

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

Job No: 21-310 Figure: 10

LEGEND

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

(00) - PM PEAK HOUR (4:30-5:30 PM)

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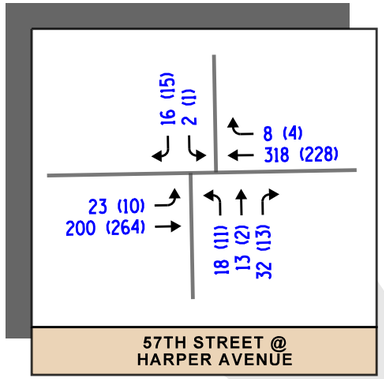


NOT TO SCALE

57TH STREET CONVERSION
CHICAGO, ILLINOIS

YEAR 2027 TOTAL PROJECTED TRAFFIC VOLUMES
WITH 57TH STREET TWO-WAY CONVERSION

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

Job No: 21-310 Figure: 11

6. Traffic Analysis for Future Conditions

The following provides an evaluation conducted for the weekday morning and weekday afternoon peak hours under Year 2027 background and Year 2027 total projected conditions. 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 background conditions (which take into consideration the reassignment of traffic to the study area due to the Jackson Park revitalization project and its associated street closures and geometric improvements to the study area intersections) and the total projected conditions which take into consideration the background conditions with the reassignment of traffic due to the 57th Street two-way conversion.

Additionally, the traffic analyses take into the recommended intersection geometry for the intersection of 57th Street with Sony Island Avenue consisting of the striping of the eastbound approach to provide a shared left-turn/through lane and a shared through/right-turn lane and a restriping of the westbound approach to provide an exclusive left-turn lane and a shared through/right-turn lane. As previously indicated, with this lane configuration the traffic signal equipment at this intersection will not need to be modified.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the background and projected conditions at the study area intersections are presented in **Table 4** and **Table 5**, respectively.

As can be seen from Table 4, the intersections of 57th Street with Cornell Drive and 57th Drive with Hyde Park Boulevard are projected to operate with improved levels of service and decreases in delay which is primarily attributed to the significant reduction in traffic volumes projected as a result of the Jackson Park revitalization project. As previously indicated, these intersections were designated as part of that study as intersections requiring signal timing adjustments. With the decreases in traffic volumes along 57th Drive and Cornell Drive, these traffic signal adjustments will allow for increased green time to be allocated to the 57th Street and Hyde Park Boulevard approaches, further improving the levels of service and decreasing delay. The results of the capacity analyses as part of this study were not adjusted, as it is anticipated that these traffic signal timings modifications will be incorporated after the completion of the Jackson Park revitalization project once new traffic volumes for the are established.

As can be seen from Table 5, with the proposed geometric improvements to the roadway segment of 57th Street between Stony Island Avenue and Lake Park Avenue, the study area intersections overall and all of the approaches generally operate at acceptable levels of service (LOS) D or better during the weekday morning and weekday evening peak hours except for the intersection of Lake Park Avenue with 56th Street which operates at LOS F overall during the weekday evening peak hour.

Table 4
CAPACITY ANALYSIS RESULTS – BACKGROUND CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
57th Street with Stony Island Avenue[1]				
• Overall	C	31.7	C	29.4
• Eastbound Approach	E	65.9	D	45.4
• Westbound Approach	C	20.5	B	16.8
• Northbound Approach	C	22.4	C	20.2
• Southbound Approach	C	21.1	C	29.1
57th Street with Cornell Drive[1]				
• Overall	A	9.8	C	22.6
• Eastbound Approach	D	49.4	E	60.7
• Westbound Approach	A	0.1	B	17.1
• Northbound Approach	A	7.1	A	9.0
• Southbound Approach	A	2.8	A	3.2
57th Drive with Hyde Park Boulevard[1]				
• Overall	C	26.2	C	20.8
• Eastbound Approach	D	25.5	C	25.0
• Westbound Approach	C	26.2	C	20.7
• Southbound Approach	C	27.4	B	13.9
57th Street with Woodlawn Avenue[1]				
• Overall	C	22.9	B	16.8
• Eastbound Approach	B	12.9	B	13.7
• Westbound Approach	B	12.7	B	13.5
• Northbound Approach	C	32.3	B	19.4
• Southbound Approach	B	15.7	B	17.2
57th Street with Harper Avenue[2]				
• Overall	A	9.4	A	8.9
• Eastbound Approach	A	9.8	A	9.3
• Westbound Approach	A	9.5	A	8.6
• Northbound Approach	A	8.4	A	7.9
• Southbound Approach	A	7.8	A	7.5
57th Street with Blackstone Avenue[2]				
• Overall	B	10.2	A	9.8
• Eastbound Approach	B	10.4	B	10.3
• Westbound Approach	A	9.8	A	9.5
• Northbound Approach	B	10.3	A	9.4

1 – Signalized
2 – All-Way Stop Sign Control
3 – Two-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

Table 4 - Continued
CAPACITY ANALYSIS RESULTS – BACKGROUND CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
57th Street with Dorchester Avenue[2]				
• Overall	B	10.5	B	10.1
• Eastbound Approach	B	10.7	B	10.4
• Westbound Approach	B	10.6	A	9.9
• Southbound Approach	B	10.2	A	9.9
57th Street with Kenwood Avenue[2]				
• Overall	A	8.8	A	8.9
• Eastbound Approach	A	9.2	A	9.4
• Westbound Approach	A	8.6	A	8.4
• Northbound Approach	A	8.2	A	8.0
57th Street with Kimbark Avenue[2]				
• Overall	A	9.1	A	9.0
• Eastbound Approach	A	9.4	A	9.4
• Westbound Approach	A	8.9	A	8.6
• Southbound Approach	A	8.9	A	8.6
56th Street with Lake Park Avenue[2]				
• Overall	C	24.1	F	61.3
• Eastbound Approach	B	11.8	C	17.6
• Westbound Approach	D	33.4	E	44.4
• Southbound Approach	C	16.6	F	87.1
56th Street with Stony Island Avenue[2]				
• Overall	C	19.6	D	29.9
• Eastbound Approach	B	11.8	D	26.7
• Westbound Approach	B	13.3	B	12.5
• Northbound Approach	D	27.5	E	39.0
56th Street with Hyde Park Boulevard[2]				
• Overall	C	16.4	B	14.1
• Eastbound Approach	B	12.1	B	11.1
• Westbound Approach	B	14.2	B	11.9
• Northbound Approach	C	17.9	B	11.8
• Southbound Approach	B	18.0	C	17.4
57th Street with Lake Park Avenue[3]				
• Southbound Approach	B	11.2	B	12.7

1 – Signalized
2 – All-Way Stop Sign Control
3 – Two-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
57th Street with Stony Island Avenue[1]				
• Overall	C	31.3	C	33.4
• Eastbound Approach	D	47.2	D	41.5
• Westbound Approach	B	19.3	B	19.8
• Northbound Approach	C	33.6	C	33.5
• Southbound Approach	C	20.5	C	30.2
57th Street with Cornell Drive[1]				
• Overall	A	9.4	B	19.0
• Eastbound Approach	D	46.6	D	49.6
• Westbound Approach	A	0.1	B	17.1
• Northbound Approach	A	7.1	A	9.0
• Southbound Approach	A	2.7	A	2.5
57th Drive with Hyde Park Boulevard[1]				
• Overall	C	26.4	C	21.1
• Eastbound Approach	C	25.9	C	25.0
• Westbound Approach	C	25.6	C	23.2
• Southbound Approach	C	29.4	B	13.9
57th Street with Woodlawn Avenue[1]				
• Overall	C	22.6	B	16.8
• Eastbound Approach	B	12.9	B	13.7
• Westbound Approach	B	13.9	B	14.1
• Northbound Approach	C	32.3	B	19.4
• Southbound Approach	B	15.7	B	17.2
57th Street with Harper Avenue[2]				
• Overall	B	10.7	A	9.2
• Eastbound Approach	B	10.1	A	9.4
• Westbound Approach	B	11.6	A	9.1
• Northbound Approach	A	8.8	A	8.1
• Southbound Approach	A	8.2	A	7.6
57th Street with Blackstone Avenue[2]				
• Overall	B	11.4	B	10.2
• Eastbound Approach	B	10.8	B	10.5
• Westbound Approach	B	12.0	B	10.2
• Northbound Approach	B	11.0	A	9.6

1 – Signalized
2 – All-Way Stop Sign Control
3 – Two-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

Table 5 - Continued
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
57th Street with Dorchester Avenue[2]				
• Overall	B	11.9	B	10.4
• Eastbound Approach	B	11.2	B	10.5
• Westbound Approach	B	13.1	B	10.6
• Southbound Approach	B	10.7	B	10.1
57th Street with Kenwood Avenue[2]				
• Overall	A	9.2	A	9.1
• Eastbound Approach	A	9.4	A	9.5
• Westbound Approach	A	9.3	A	8.7
• Northbound Approach	A	8.4	A	8.1
57th Street with Kimbark Avenue[2]				
• Overall	A	9.5	A	9.1
• Eastbound Approach	A	9.6	A	9.5
• Westbound Approach	A	9.6	A	8.9
• Southbound Approach	A	9.1	A	8.7
56th Street with Lake Park Avenue[2]				
• Overall	C	17.0	F	54.6
• Eastbound Approach	B	11.4	C	17.1
• Westbound Approach	C	20.1	D	32.0
• Southbound Approach	C	15.5	F	81.3
56th Street with Stony Island Avenue[2]				
• Overall	C	17.7	D	27.0
• Eastbound Approach	B	11.3	C	24.7
• Westbound Approach	B	11.2	B	11.8
• Northbound Approach	C	23.6	D	33.6
56th Street with Hyde Park Boulevard[2]				
• Overall	B	13.9	B	13.9
• Eastbound Approach	B	11.3	B	11.0
• Westbound Approach	B	12.0	B	11.6
• Northbound Approach	B	14.1	B	11.7
• Southbound Approach	C	15.6	C	17.1
57th Street with Lake Park Avenue[2]				
• Overall	B	10.2	B	11.1
• Eastbound Approach	B	10.4	B	11.5
• Westbound Approach	A	9.9	A	9.0
• Southbound Approach	B	10.3	B	11.4

1 – Signalized
2 – All-Way Stop Sign Control
LOS = Level of Service
Delay is measured in seconds.

However, this level of service is the result of the operation of the southbound approach which also operates at LOS F, similar to existing conditions. However, as can be seen from Tables 4 and 5, the proposed two-way conversion of 57th Street will decrease the delays for the southbound approach at the intersection of 56th Street with Lake Park Avenue by reducing the number of westbound left-turning vehicles which allows for other movements throughout the intersection to occur more frequently with less delay.

Furthermore, the intersection of 57th Street with Stony Island Avenue with the proposed geometric improvements is projected to operate at LOS C during the weekday morning and weekday evening peak hours. When compared to Table 4, it can be seen that the proposed geometric modifications and striping will result in an improved level of service for the eastbound approach. As can be seen by the results of the capacity analyses, with the proposed conversion of 57th Street to two-way traffic and the recommended geometric improvements, the traffic signal timings for this intersection will not need to be modified to accommodate the projected traffic volumes.

The intersection of 57th Street with Lake Park Avenue with the proposed geometric improvements to convert this intersection to all-way stop sign control, is projected to operate at an overall LOS B during the peak hours and all of the approaches are projected to operate at LOS B or better.

Looking specifically at the 57th Street corridor between Lake Park Avenue and Kimbark Avenue, these all-way stop sign-controlled intersections overall and all of the approaches are projected to continue operating at the acceptable LOS B or better during the peak hours.

Overall, the conversion of 57th Street to two-way traffic operation will provide an overall benefit to the study area circulation and the reassigned/projected traffic volumes can be accommodated by the 57th Street corridor between Stony Island Avenue and Woodlawn Avenue with the proposed geometric improvements.

7. Conclusion

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

- The study area intersections with the proposed geometric improvements to the roadway segment of 57th Street between Lake Park Avenue generally have sufficient capacity to accommodate the traffic traversing each intersection during the weekday morning and weekday evening peak hours.

- Overall providing two-way traffic along 57th Street between Lake Park Avenue and Stony Island Avenue will provide the following benefits:

    - It will reduce the volume of traffic traversing 55th Street, 56th Street, Lake Park Avenue, Hyde Park Boulevard and Everett Avenue to access the campus from Lake Shore Drive.

    - It will allow vehicles that currently utilize 59th Street at its signalized intersection with Stony Island Avenue to travel west towards campus upon completion of the proposed right-in/right-out restriction.

- In order to accommodate the two-way flow of traffic along this segment of 57th Street, the following geometric and traffic control improvements will be required:

    - A double yellow center line should be striped on 57th Street between Stony Island Avenue and the viaduct.

    - The on-street parking along the north side of 57th Street between Stony Island Avenue and the viaduct should be restricted to parallel parking only.

    - The west leg of the intersection of 57th Street with Stony Island Avenue should be restriped to provide a single westbound travel lane.

    - The eastbound approach of 57th Street at Stony Island Avenue should be restriped to provide a shared left-turn/through lane and a shared through/right-turn lane.

    - The westbound approach of 57th Street at Stony Island Avenue should be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane.

    - Given the sight line obstructions for southbound vehicles on Lake Park Avenue at 57th Street, this intersection should be converted to all-way stop sign control.

- To improve the pedestrian facilities within the area, it is recommended that the existing pedestrian ramp leading under the viaduct in the northwest corner of the intersection of 57th Street with Lake Park Avenue be eliminated.

- To facilitate the existing pedestrian movements observed at the intersection of 57th Street with Lake Park Avenue, a high visibility crosswalk on the west leg of the intersection with implementation of a pedestrian ramp should be provided.

- With the proposed geometric improvements as indicated above, the traffic signal equipment and signal timings will not need to be modified to accommodate the proposed lane configuration or projected traffic volumes

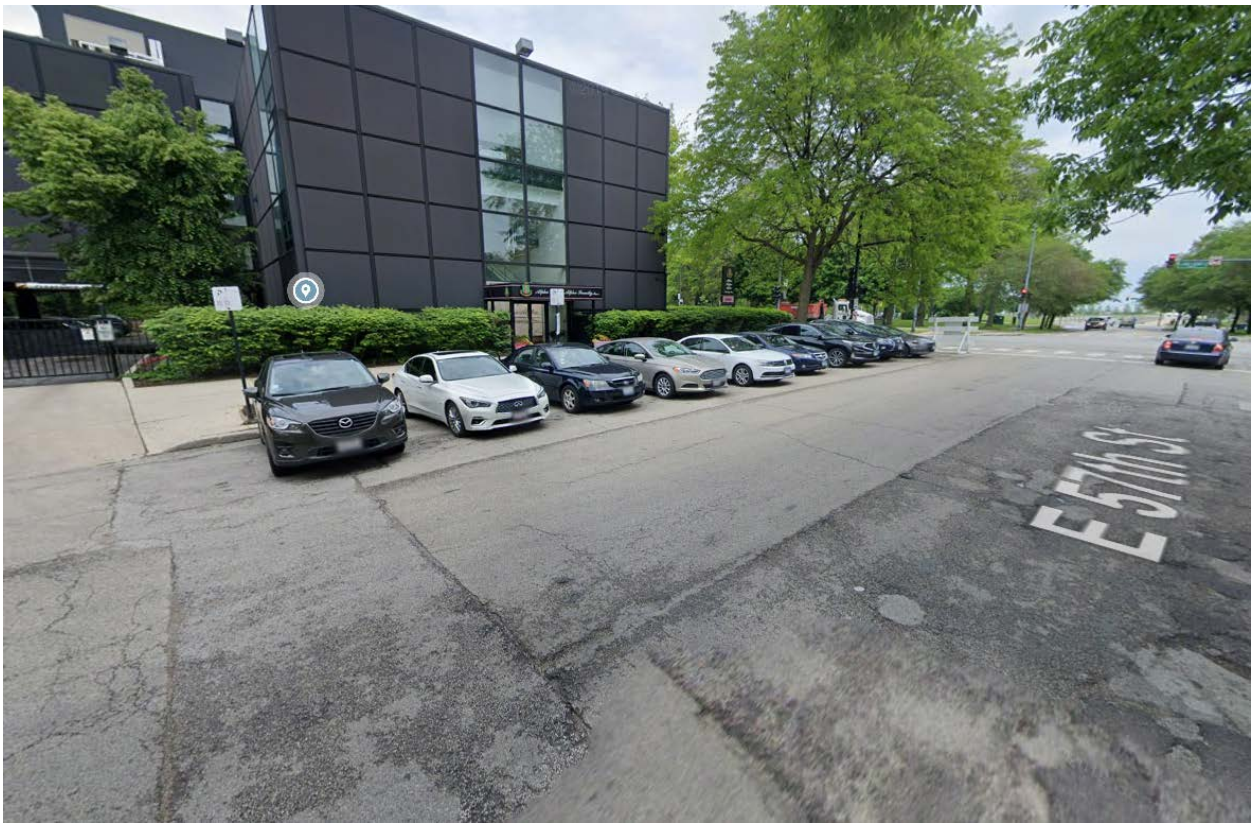
- The intersections of 57th Street with Cornell Drive and 57th Drive with Hyde Park Boulevard will see a significant reduction in traffic due to the street closures as part of the Jackson Park revitalization project. Upon completion of this project, the signal timings at these intersections will be reoptimized to accommodate the projected traffic volumes.

- The proposed two-way conversion will reduce the number of westbound left-turn movements occurring at the intersection of 56th Street with Lake Park Avenue, allowing southbound left-turn movements to occur more frequently.

Appendix

57th Street On-Street Parking
Traffic Count Summary Sheets
Recommended Geometric Improvements
Level of Service Criteria
Capacity Analysis Summary Sheets

57th Street On-Street Parking Photos


E 57th St

Traffic Count Summary Sheets

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Stony Island Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	57th Street Eastbound						57th Street Westbound						Stony Island Avenue Northbound						Stony Island 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	
7:00 AM	0	1	13	4	2	18	0	15	0	12	1	27	0	0	50	22	0	72	0	10	17	4	3	31	148
7:15 AM	0	0	10	12	6	22	0	23	0	11	1	34	0	0	64	21	0	85	0	6	28	1	7	35	176
7:30 AM	0	2	34	12	13	48	0	50	0	16	10	66	0	0	58	19	0	77	0	10	34	0	11	44	235
7:45 AM	0	0	37	23	17	60	0	52	0	16	10	68	0	0	93	18	0	111	1	9	52	1	15	63	302
Hourly Total	0	3	94	51	38	148	0	140	0	55	22	195	0	0	265	80	0	345	1	35	131	6	36	173	861
8:00 AM	0	3	46	39	18	88	0	60	0	20	18	80	0	1	93	28	3	122	0	14	46	0	13	60	350
8:15 AM	0	9	46	25	23	80	0	56	0	23	31	79	0	1	75	35	2	111	0	35	41	0	7	76	346
8:30 AM	0	5	50	21	10	76	0	15	0	39	11	54	0	1	96	37	1	134	0	32	27	0	12	59	323
8:45 AM	0	5	41	21	6	67	0	16	1	40	16	57	0	0	102	15	0	117	0	22	65	0	6	87	328
Hourly Total	0	22	183	106	57	311	0	147	1	122	76	270	0	3	366	115	6	484	0	103	179	0	38	282	1347
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	5	32	17	8	54	0	21	1	17	13	39	0	1	61	21	0	83	1	16	59	0	10	76	252
2:15 PM	0	3	28	23	9	54	0	21	1	16	5	38	0	0	58	20	0	78	0	16	46	0	5	62	232
2:30 PM	0	2	30	22	4	54	0	24	0	14	7	38	0	0	72	9	0	81	0	8	56	0	7	64	237
2:45 PM	0	4	34	28	9	66	0	33	0	23	7	56	0	0	65	13	0	78	0	16	64	0	2	80	280
Hourly Total	0	14	124	90	30	228	0	99	2	70	32	171	0	1	256	63	0	320	1	56	225	0	24	282	1001
3:00 PM	0	6	57	13	5	76	0	19	1	23	17	43	0	0	67	26	0	93	0	22	53	0	4	75	287
3:15 PM	0	5	54	22	8	81	0	21	0	18	2	39	0	0	74	34	1	108	0	30	67	0	4	97	325
3:30 PM	0	1	58	18	7	77	0	14	1	18	17	33	0	1	76	37	1	114	0	12	65	0	7	77	301
3:45 PM	0	7	68	24	8	99	0	16	0	21	7	37	0	0	95	39	1	134	0	26	83	0	10	109	379
Hourly Total	0	19	237	77	28	333	0	70	2	80	43	152	0	1	312	136	3	449	0	90	268	0	25	358	1292
4:00 PM	0	7	72	32	7	111	0	14	0	24	13	38	0	0	79	25	0	104	0	16	91	1	14	108	361
4:15 PM	0	4	50	25	6	79	0	18	0	28	10	46	1	0	88	25	0	114	0	24	76	0	14	100	339
4:30 PM	0	5	72	37	17	114	0	15	0	19	14	34	0	0	87	28	0	115	0	23	105	0	19	128	391
4:45 PM	0	9	61	29	10	99	0	18	0	24	8	42	0	0	77	34	0	111	0	32	87	0	26	119	371
Hourly Total	0	25	255	123	40	403	0	65	0	95	45	160	1	0	331	112	0	444	0	95	359	1	73	455	1462
5:00 PM	0	3	56	33	21	92	0	24	0	31	5	55	0	0	85	44	0	129	0	15	121	0	11	136	412
5:15 PM	0	9	59	40	23	108	0	24	0	12	1	36	0	0	81	37	1	118	0	14	89	0	9	103	365
5:30 PM	0	11	36	21	9	68	0	12	1	13	4	26	0	0	79	26	1	105	0	19	94	0	8	113	312
5:45 PM	0	7	40	25	7	72	0	20	0	18	3	38	0	0	88	23	0	111	0	12	73	0	6	85	306
Hourly Total	0	30	191	119	60	340	0	80	1	74	13	155	0	0	333	130	2	463	0	60	377	0	34	437	1395
Grand Total	0	113	1084	566	253	1763	0	601	6	496	231	1103	1	5	1863	636	11	2505	2	439	1539	7	230	1987	7358
Approach %	0.0	6.4	61.5	32.1	-	-	0.0	54.5	0.5	45.0	-	-	0.0	0.2	74.4	25.4	-	-	0.1	22.1	77.5	0.4	-	-	-
Total %	0.0	1.5	14.7	7.7	-	24.0	0.0	8.2	0.1	6.7	-	15.0	0.0	0.1	25.3	8.6	-	34.0	0.0	6.0	20.9	0.1	-	27.0	-
Lights	0	101	1072	542	-	1715	0	544	5	488	-	1037	0	4	1789	568	-	2361	2	429	1463	0	-	1894	7007

% Lights	-	89.4	98.9	95.8	-	97.3	-	90.5	83.3	98.4	-	94.0	0.0	80.0	96.0	89.3	-	94.3	100.0	97.7	95.1	0.0	-	95.3	95.2
Buses	0	0	5	16	-	21	0	53	0	4	-	57	0	0	55	66	-	121	0	7	46	0	-	53	252
% Buses	-	0.0	0.5	2.8	-	1.2	-	8.8	0.0	0.8	-	5.2	0.0	0.0	3.0	10.4	-	4.8	0.0	1.6	3.0	0.0	-	2.7	3.4
Single-Unit Trucks	0	1	3	5	-	9	0	2	0	3	-	5	0	0	13	2	-	15	0	3	17	0	-	20	49
% Single-Unit Trucks	-	0.9	0.3	0.9	-	0.5	-	0.3	0.0	0.6	-	0.5	0.0	0.0	0.7	0.3	-	0.6	0.0	0.7	1.1	0.0	-	1.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.2	0.0	0.0	-	0.1	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	0.0
Bicycles on Road	0	11	4	3	-	18	0	1	1	1	-	3	1	1	5	0	-	7	0	0	12	7	-	19	47
% Bicycles on Road	-	9.7	0.4	0.5	-	1.0	-	0.2	16.7	0.2	-	0.3	100.0	20.0	0.3	0.0	-	0.3	0.0	0.0	0.8	100.0	-	1.0	0.6
Pedestrians	-	-	-	-	253	-	-	-	-	-	231	-	-	-	-	-	11	-	-	-	-	-	230	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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(847)518-9990

Count Name: 57th Street with Stony Island Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound						57th Street Westbound						Stony Island Avenue Northbound						Stony Island 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	
7:45 AM	0	0	37	23	17	60	0	52	0	16	10	68	0	0	93	18	0	111	1	9	52	1	15	63	302
8:00 AM	0	3	46	39	18	88	0	60	0	20	18	80	0	1	93	28	3	122	0	14	46	0	13	60	350
8:15 AM	0	9	46	25	23	80	0	56	0	23	31	79	0	1	75	35	2	111	0	35	41	0	7	76	346
8:30 AM	0	5	50	21	10	76	0	15	0	39	11	54	0	1	96	37	1	134	0	32	27	0	12	59	323
Total	0	17	179	108	68	304	0	183	0	98	70	281	0	3	357	118	6	478	1	90	166	1	47	258	1321
Approach %	0.0	5.6	58.9	35.5	-	-	0.0	65.1	0.0	34.9	-	-	0.0	0.6	74.7	24.7	-	-	0.4	34.9	64.3	0.4	-	-	-
Total %	0.0	1.3	13.6	8.2	-	23.0	0.0	13.9	0.0	7.4	-	21.3	0.0	0.2	27.0	8.9	-	36.2	0.1	6.8	12.6	0.1	-	19.5	-
PHF	0.000	0.472	0.895	0.692	-	0.864	0.000	0.763	0.000	0.628	-	0.878	0.000	0.750	0.930	0.797	-	0.892	0.250	0.643	0.798	0.250	-	0.849	0.944
Lights	0	17	175	104	-	296	0	169	0	96	-	265	0	3	345	103	-	451	1	87	154	0	-	242	1254
% Lights	-	100.0	97.8	96.3	-	97.4	-	92.3	-	98.0	-	94.3	-	100.0	96.6	87.3	-	94.4	100.0	96.7	92.8	0.0	-	93.8	94.9
Buses	0	0	2	1	-	3	0	13	0	1	-	14	0	0	7	14	-	21	0	3	7	0	-	10	48
% Buses	-	0.0	1.1	0.9	-	1.0	-	7.1	-	1.0	-	5.0	-	0.0	2.0	11.9	-	4.4	0.0	3.3	4.2	0.0	-	3.9	3.6
Single-Unit Trucks	0	0	0	2	-	2	0	1	0	1	-	2	0	0	4	1	-	5	0	0	1	0	-	1	10
% Single-Unit Trucks	-	0.0	0.0	1.9	-	0.7	-	0.5	-	1.0	-	0.7	-	0.0	1.1	0.8	-	1.0	0.0	0.0	0.6	0.0	-	0.4	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	1	-	5	8
% Bicycles on Road	-	0.0	1.1	0.9	-	1.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	2.4	100.0	-	1.9	0.6
Pedestrians	-	-	-	-	68	-	-	-	-	-	70	-	-	-	-	-	6	-	-	-	-	-	47	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Stony Island Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound						57th Street Westbound						Stony Island Avenue Northbound						Stony Island 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	
4:30 PM	0	5	72	37	17	114	0	15	0	19	14	34	0	0	87	28	0	115	0	23	105	0	19	128	391
4:45 PM	0	9	61	29	10	99	0	18	0	24	8	42	0	0	77	34	0	111	0	32	87	0	26	119	371
5:00 PM	0	3	56	33	21	92	0	24	0	31	5	55	0	0	85	44	0	129	0	15	121	0	11	136	412
5:15 PM	0	9	59	40	23	108	0	24	0	12	1	36	0	0	81	37	1	118	0	14	89	0	9	103	365
Total	0	26	248	139	71	413	0	81	0	86	28	167	0	0	330	143	1	473	0	84	402	0	65	486	1539
Approach %	0.0	6.3	60.0	33.7	-	-	0.0	48.5	0.0	51.5	-	-	0.0	0.0	69.8	30.2	-	-	0.0	17.3	82.7	0.0	-	-	-
Total %	0.0	1.7	16.1	9.0	-	26.8	0.0	5.3	0.0	5.6	-	10.9	0.0	0.0	21.4	9.3	-	30.7	0.0	5.5	26.1	0.0	-	31.6	-
PHF	0.000	0.722	0.861	0.869	-	0.906	0.000	0.844	0.000	0.694	-	0.759	0.000	0.000	0.948	0.813	-	0.917	0.000	0.656	0.831	0.000	-	0.893	0.934
Lights	0	20	248	133	-	401	0	71	0	84	-	155	0	0	322	127	-	449	0	83	393	0	-	476	1481
% Lights	-	76.9	100.0	95.7	-	97.1	-	87.7	-	97.7	-	92.8	-	-	97.6	88.8	-	94.9	-	98.8	97.8	-	-	97.9	96.2
Buses	0	0	0	4	-	4	0	10	0	1	-	11	0	0	6	16	-	22	0	1	7	0	-	8	45
% Buses	-	0.0	0.0	2.9	-	1.0	-	12.3	-	1.2	-	6.6	-	-	1.8	11.2	-	4.7	-	1.2	1.7	-	-	1.6	2.9
Single-Unit Trucks	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	4
% Single-Unit Trucks	-	0.0	0.0	1.4	-	0.5	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.5	-	-	0.4	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	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	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	6	0	0	-	6	0	0	0	1	-	1	0	0	2	0	-	2	0	0	0	0	-	0	9
% Bicycles on Road	-	23.1	0.0	0.0	-	1.5	-	0.0	-	1.2	-	0.6	-	-	0.6	0.0	-	0.4	-	0.0	0.0	-	-	0.0	0.6
Pedestrians	-	-	-	-	71	-	-	-	-	-	28	-	-	-	-	-	1	-	-	-	-	-	65	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Lake Park Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	57th Street Eastbound					57th Street Westbound					Lake Park Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	19	0	19	0	5	0	1	5	0	5	14	8	19	43
7:15 AM	0	0	15	1	15	0	1	0	0	1	0	9	28	25	37	53
7:30 AM	0	0	39	0	39	0	1	0	0	1	0	12	43	8	55	95
7:45 AM	0	0	49	0	49	0	3	0	3	3	0	11	51	26	62	114
Hourly Total	0	0	122	1	122	0	10	0	4	10	0	37	136	67	173	305
8:00 AM	0	0	76	6	76	0	5	0	0	5	0	34	44	24	78	159
8:15 AM	0	1	53	4	54	0	5	0	7	5	0	24	77	25	101	160
8:30 AM	2	0	48	2	50	0	1	0	1	1	0	19	64	32	83	134
8:45 AM	1	0	45	3	46	0	3	0	2	3	0	24	53	10	77	126
Hourly Total	3	1	222	15	226	0	14	0	10	14	0	101	238	91	339	579
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	3	33	4	36	0	2	0	5	2	0	19	26	10	45	83
2:15 PM	0	0	33	3	33	0	2	0	0	2	0	17	31	7	48	83
2:30 PM	0	0	39	8	39	0	1	0	1	1	0	22	29	10	51	91
2:45 PM	0	0	46	3	46	0	1	0	0	1	0	22	38	10	60	107
Hourly Total	0	3	151	18	154	0	6	0	6	6	0	80	124	37	204	364
3:00 PM	1	0	43	1	44	0	2	0	0	2	0	34	46	11	80	126
3:15 PM	0	0	62	6	62	0	1	0	0	1	0	25	52	18	77	140
3:30 PM	0	0	57	2	57	0	2	0	0	2	0	16	59	14	75	134
3:45 PM	0	0	83	1	83	0	1	1	0	2	0	30	43	15	73	158
Hourly Total	1	0	245	10	246	0	6	1	0	7	0	105	200	58	305	558
4:00 PM	0	2	71	2	73	0	3	0	1	3	0	27	31	27	58	134
4:15 PM	0	0	51	0	51	0	0	0	1	0	0	32	40	21	72	123
4:30 PM	0	1	73	2	74	0	2	0	1	2	0	47	32	28	79	155
4:45 PM	0	1	54	1	55	0	0	0	0	0	0	31	45	32	76	131
Hourly Total	0	4	249	5	253	0	5	0	3	5	0	137	148	108	285	543
5:00 PM	0	2	79	0	81	0	1	0	4	1	0	33	42	29	75	157
5:15 PM	0	2	56	3	58	0	1	0	6	1	0	30	36	18	66	125
5:30 PM	0	0	62	1	62	0	1	0	1	1	0	26	42	12	68	131
5:45 PM	1	0	29	1	30	0	0	0	3	0	0	26	41	22	67	97
Hourly Total	1	4	226	5	231	0	3	0	14	3	0	115	161	81	276	510
Grand Total	5	12	1215	54	1232	0	44	1	37	45	0	575	1007	442	1582	2859
Approach %	0.4	1.0	98.6	-	-	0.0	97.8	2.2	-	-	0.0	36.3	63.7	-	-	-
Total %	0.2	0.4	42.5	-	43.1	0.0	1.5	0.0	-	1.6	0.0	20.1	35.2	-	55.3	-
Lights	5	6	1148	-	1159	0	12	0	-	12	0	555	952	-	1507	2678
% Lights	100.0	50.0	94.5	-	94.1	-	27.3	0.0	-	26.7	-	96.5	94.5	-	95.3	93.7

Buses	0	0	8	-	8	0	0	0	-	0	0	14	3	-	17	25
% Buses	0.0	0.0	0.7	-	0.6	-	0.0	0.0	-	0.0	-	2.4	0.3	-	1.1	0.9
Single-Unit Trucks	0	0	8	-	8	0	1	0	-	1	0	3	12	-	15	24
% Single-Unit Trucks	0.0	0.0	0.7	-	0.6	-	2.3	0.0	-	2.2	-	0.5	1.2	-	0.9	0.8
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	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	6	51	-	57	0	31	1	-	32	0	3	40	-	43	132
% Bicycles on Road	0.0	50.0	4.2	-	4.6	-	70.5	100.0	-	71.1	-	0.5	4.0	-	2.7	4.6
Pedestrians	-	-	-	54	-	-	-	-	37	-	-	-	-	442	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Lake Park Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound					57th Street Westbound					Lake Park Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	49	0	49	0	3	0	3	3	0	11	51	26	62	114
8:00 AM	0	0	76	6	76	0	5	0	0	5	0	34	44	24	78	159
8:15 AM	0	1	53	4	54	0	5	0	7	5	0	24	77	25	101	160
8:30 AM	2	0	48	2	50	0	1	0	1	1	0	19	64	32	83	134
Total	2	1	226	12	229	0	14	0	11	14	0	88	236	107	324	567
Approach %	0.9	0.4	98.7	-	-	0.0	100.0	0.0	-	-	0.0	27.2	72.8	-	-	-
Total %	0.4	0.2	39.9	-	40.4	0.0	2.5	0.0	-	2.5	0.0	15.5	41.6	-	57.1	-
PHF	0.250	0.250	0.743	-	0.753	0.000	0.700	0.000	-	0.700	0.000	0.647	0.766	-	0.802	0.886
Lights	2	1	218	-	221	0	4	0	-	4	0	86	207	-	293	518
% Lights	100.0	100.0	96.5	-	96.5	-	28.6	-	-	28.6	-	97.7	87.7	-	90.4	91.4
Buses	0	0	1	-	1	0	0	0	-	0	0	2	0	-	2	3
% Buses	0.0	0.0	0.4	-	0.4	-	0.0	-	-	0.0	-	2.3	0.0	-	0.6	0.5
Single-Unit Trucks	0	0	2	-	2	0	0	0	-	0	0	0	5	-	5	7
% Single-Unit Trucks	0.0	0.0	0.9	-	0.9	-	0.0	-	-	0.0	-	0.0	2.1	-	1.5	1.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	5	-	5	0	10	0	-	10	0	0	24	-	24	39
% Bicycles on Road	0.0	0.0	2.2	-	2.2	-	71.4	-	-	71.4	-	0.0	10.2	-	7.4	6.9
Pedestrians	-	-	-	12	-	-	-	-	11	-	-	-	-	107	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Lake Park Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound					57th Street Westbound					Lake Park Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	73	2	74	0	2	0	1	2	0	47	32	28	79	155
4:45 PM	0	1	54	1	55	0	0	0	0	0	0	31	45	32	76	131
5:00 PM	0	2	79	0	81	0	1	0	4	1	0	33	42	29	75	157
5:15 PM	0	2	56	3	58	0	1	0	6	1	0	30	36	18	66	125
Total	0	6	262	6	268	0	4	0	11	4	0	141	155	107	296	568
Approach %	0.0	2.2	97.8	-	-	0.0	100.0	0.0	-	-	0.0	47.6	52.4	-	-	-
Total %	0.0	1.1	46.1	-	47.2	0.0	0.7	0.0	-	0.7	0.0	24.8	27.3	-	52.1	-
PHF	0.000	0.750	0.829	-	0.827	0.000	0.500	0.000	-	0.500	0.000	0.750	0.861	-	0.937	0.904
Lights	0	1	246	-	247	0	0	0	-	0	0	139	152	-	291	538
% Lights	-	16.7	93.9	-	92.2	-	0.0	-	-	0.0	-	98.6	98.1	-	98.3	94.7
Buses	0	0	2	-	2	0	0	0	-	0	0	2	1	-	3	5
% Buses	-	0.0	0.8	-	0.7	-	0.0	-	-	0.0	-	1.4	0.6	-	1.0	0.9
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.4	-	0.4	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	5	13	-	18	0	4	0	-	4	0	0	2	-	2	24
% Bicycles on Road	-	83.3	5.0	-	6.7	-	100.0	-	-	100.0	-	0.0	1.3	-	0.7	4.2
Pedestrians	-	-	-	6	-	-	-	-	11	-	-	-	-	107	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Harper Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	57th Street Eastbound						57th Street Westbound						Harper Avenue Northbound						Harper 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	
7:00 AM	0	1	18	0	1	19	0	0	18	0	0	18	0	2	0	0	8	2	0	0	0	1	5	1	40
7:15 AM	0	0	12	0	1	12	0	1	28	2	0	31	0	2	0	2	12	4	0	1	0	2	14	3	50
7:30 AM	0	1	38	0	0	39	0	0	42	0	0	42	0	2	0	2	11	4	0	0	0	2	8	2	87
7:45 AM	0	4	45	0	0	49	0	0	49	2	0	51	0	3	1	4	16	8	0	1	0	8	25	9	117
Hourly Total	0	6	113	0	2	119	0	1	137	4	0	142	0	9	1	8	47	18	0	2	0	13	52	15	294
8:00 AM	0	5	64	0	0	69	0	0	45	0	3	45	0	2	3	6	30	11	0	0	0	2	18	2	127
8:15 AM	0	2	46	0	0	48	0	1	84	3	5	88	0	6	4	13	40	23	0	1	0	5	27	6	165
8:30 AM	0	11	45	0	0	56	0	0	59	1	4	60	0	7	6	9	33	22	0	0	0	6	36	6	144
8:45 AM	0	6	41	0	0	47	0	0	53	2	1	55	0	4	2	1	14	7	0	0	0	2	11	2	111
Hourly Total	0	24	196	0	0	220	0	1	241	6	13	248	0	19	15	29	117	63	0	1	0	15	92	16	547
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	4	32	0	2	36	0	0	28	1	0	29	0	0	0	1	29	1	0	3	0	1	11	4	70
2:15 PM	0	7	34	0	2	41	0	0	30	3	0	33	0	5	1	1	16	7	0	0	0	5	12	5	86
2:30 PM	0	4	33	0	0	37	0	0	29	2	0	31	0	1	0	1	9	2	0	0	0	2	10	2	72
2:45 PM	0	4	44	0	0	48	0	0	32	1	3	33	0	3	0	5	14	8	0	0	0	0	9	0	89
Hourly Total	0	19	143	0	4	162	0	0	119	7	3	126	0	9	1	8	68	18	0	3	0	8	42	11	317
3:00 PM	0	4	40	0	0	44	0	0	46	2	0	48	0	0	1	7	16	8	0	1	0	5	12	6	106
3:15 PM	0	9	52	0	0	61	0	0	51	1	0	52	0	3	0	6	31	9	0	0	0	3	22	3	125
3:30 PM	0	2	57	0	0	59	0	0	61	2	0	63	0	1	1	0	28	2	0	1	0	0	24	1	125
3:45 PM	0	5	86	1	0	92	0	0	43	6	0	49	0	4	1	0	16	5	0	0	0	1	22	1	147
Hourly Total	0	20	235	1	0	256	0	0	201	11	0	212	0	8	3	13	91	24	0	2	0	9	80	11	503
4:00 PM	0	1	65	0	0	66	0	1	31	1	6	33	0	1	2	4	21	7	0	0	0	1	27	1	107
4:15 PM	0	6	50	0	1	56	0	0	36	3	3	39	0	0	0	2	11	2	0	0	0	5	21	5	102
4:30 PM	0	2	68	0	0	70	0	0	38	0	6	38	0	4	1	2	15	7	0	0	0	2	22	2	117
4:45 PM	0	3	57	0	0	60	0	0	47	1	4	48	0	1	1	3	21	5	0	0	0	2	28	2	115
Hourly Total	0	12	240	0	1	252	0	1	152	5	19	158	0	6	4	11	68	21	0	0	0	10	98	10	441
5:00 PM	0	2	68	0	0	70	0	0	43	1	0	44	0	1	0	4	30	5	0	1	0	4	17	5	124
5:15 PM	0	4	62	0	0	66	0	0	37	1	1	38	0	4	0	3	26	7	0	0	0	6	24	6	117
5:30 PM	1	0	48	0	0	49	0	0	34	3	0	37	0	0	0	5	17	5	0	2	0	4	14	6	97
5:45 PM	1	3	41	0	0	45	0	0	42	0	0	42	0	3	0	1	12	4	0	0	0	3	17	3	94
Hourly Total	2	9	219	0	0	230	0	0	156	5	1	161	0	8	0	13	85	21	0	3	0	17	72	20	432
Grand Total	2	90	1146	1	7	1239	0	3	1006	38	36	1047	0	59	24	82	476	165	0	11	0	72	436	83	2534
Approach %	0.2	7.3	92.5	0.1	-	-	0.0	0.3	96.1	3.6	-	-	0.0	35.8	14.5	49.7	-	-	0.0	13.3	0.0	86.7	-	-	-
Total %	0.1	3.6	45.2	0.0	-	48.9	0.0	0.1	39.7	1.5	-	41.3	0.0	2.3	0.9	3.2	-	6.5	0.0	0.4	0.0	2.8	-	3.3	-
Lights	2	78	1067	1	-	1148	0	0	924	32	-	956	0	57	22	80	-	159	0	10	0	63	-	73	2336

% Lights	100.0	86.7	93.1	100.0	-	92.7	-	0.0	91.8	84.2	-	91.3	-	96.6	91.7	97.6	-	96.4	-	90.9	-	87.5	-	88.0	92.2
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Buses	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	10	0	-	10	0	0	11	1	-	12	0	0	0	1	-	1	0	0	0	0	-	0	23
% Single-Unit Trucks	0.0	0.0	0.9	0.0	-	0.8	-	0.0	1.1	2.6	-	1.1	-	0.0	0.0	1.2	-	0.6	-	0.0	-	0.0	-	0.0	0.9
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	1.1	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	11	65	0	-	76	0	3	68	5	-	76	0	2	2	1	-	5	0	1	0	9	-	10	167
% Bicycles on Road	0.0	12.2	5.7	0.0	-	6.1	-	100.0	6.8	13.2	-	7.3	-	3.4	8.3	1.2	-	3.0	-	9.1	-	12.5	-	12.0	6.6
Pedestrians	-	-	-	-	7	-	-	-	-	-	36	-	-	-	-	-	476	-	-	-	-	-	436	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Harper Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound						57th Street Westbound						Harper Avenue Northbound						Harper 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	
7:45 AM	0	4	45	0	0	49	0	0	49	2	0	51	0	3	1	4	16	8	0	1	0	8	25	9	117
8:00 AM	0	5	64	0	0	69	0	0	45	0	3	45	0	2	3	6	30	11	0	0	0	2	18	2	127
8:15 AM	0	2	46	0	0	48	0	1	84	3	5	88	0	6	4	13	40	23	0	1	0	5	27	6	165
8:30 AM	0	11	45	0	0	56	0	0	59	1	4	60	0	7	6	9	33	22	0	0	0	6	36	6	144
Total	0	22	200	0	0	222	0	1	237	6	12	244	0	18	14	32	119	64	0	2	0	21	106	23	553
Approach %	0.0	9.9	90.1	0.0	-	-	0.0	0.4	97.1	2.5	-	-	0.0	28.1	21.9	50.0	-	-	0.0	8.7	0.0	91.3	-	-	-
Total %	0.0	4.0	36.2	0.0	-	40.1	0.0	0.2	42.9	1.1	-	44.1	0.0	3.3	2.5	5.8	-	11.6	0.0	0.4	0.0	3.8	-	4.2	-
PHF	0.000	0.500	0.781	0.000	-	0.804	0.000	0.250	0.705	0.500	-	0.693	0.000	0.643	0.583	0.615	-	0.696	0.000	0.500	0.000	0.656	-	0.639	0.838
Lights	0	21	192	0	-	213	0	0	201	5	-	206	0	17	13	30	-	60	0	2	0	16	-	18	497
% Lights	-	95.5	96.0	-	-	95.9	-	0.0	84.8	83.3	-	84.4	-	94.4	92.9	93.8	-	93.8	-	100.0	-	76.2	-	78.3	89.9
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.5	-	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	0	-	1	0	0	4	1	-	5	0	0	0	1	-	1	0	0	0	0	-	0	7
% Single-Unit Trucks	-	0.0	0.5	-	-	0.5	-	0.0	1.7	16.7	-	2.0	-	0.0	0.0	3.1	-	1.6	-	0.0	-	0.0	-	0.0	1.3
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	4.5	0.0	-	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Bicycles on Road	0	0	6	0	-	6	0	1	32	0	-	33	0	1	1	1	-	3	0	0	0	5	-	5	47
% Bicycles on Road	-	0.0	3.0	-	-	2.7	-	100.0	13.5	0.0	-	13.5	-	5.6	7.1	3.1	-	4.7	-	0.0	-	23.8	-	21.7	8.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	119	-	-	-	-	-	106	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Harper Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound						57th Street Westbound						Harper Avenue Northbound						Harper 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	
4:30 PM	0	2	68	0	0	70	0	0	38	0	6	38	0	4	1	2	15	7	0	0	0	2	22	2	117
4:45 PM	0	3	57	0	0	60	0	0	47	1	4	48	0	1	1	3	21	5	0	0	0	2	28	2	115
5:00 PM	0	2	68	0	0	70	0	0	43	1	0	44	0	1	0	4	30	5	0	1	0	4	17	5	124
5:15 PM	0	4	62	0	0	66	0	0	37	1	1	38	0	4	0	3	26	7	0	0	0	6	24	6	117
Total	0	11	255	0	0	266	0	0	165	3	11	168	0	10	2	12	92	24	0	1	0	14	91	15	473
Approach %	0.0	4.1	95.9	0.0	-	-	0.0	0.0	98.2	1.8	-	-	0.0	41.7	8.3	50.0	-	-	0.0	6.7	0.0	93.3	-	-	-
Total %	0.0	2.3	53.9	0.0	-	56.2	0.0	0.0	34.9	0.6	-	35.5	0.0	2.1	0.4	2.5	-	5.1	0.0	0.2	0.0	3.0	-	3.2	-
PHF	0.000	0.688	0.938	0.000	-	0.950	0.000	0.000	0.878	0.750	-	0.875	0.000	0.625	0.500	0.750	-	0.857	0.000	0.250	0.000	0.583	-	0.625	0.954
Lights	0	9	231	0	-	240	0	0	156	3	-	159	0	10	2	12	-	24	0	1	0	14	-	15	438
% Lights	-	81.8	90.6	-	-	90.2	-	-	94.5	100.0	-	94.6	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	92.6
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	-	0.0	-	-	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.8	-	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	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	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	2	22	0	-	24	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	32
% Bicycles on Road	-	18.2	8.6	-	-	9.0	-	-	4.8	0.0	-	4.8	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	6.8
Pedestrians	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	92	-	-	-	-	-	91	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Blackstone Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Data

Start Time	57th Street Eastbound						57th Street Westbound						Blackstone Avenue Northbound						Blackstone 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	
7:00 AM	0	5	10	0	6	15	0	0	19	1	4	20	0	0	3	3	6	6	0	0	0	0	7	0	41
7:15 AM	0	6	11	0	10	17	0	0	30	0	6	30	0	3	7	3	18	13	0	0	0	1	9	1	61
7:30 AM	0	7	45	0	5	52	0	1	55	2	2	58	0	4	21	5	15	30	0	0	0	0	22	0	140
7:45 AM	0	14	47	0	0	61	0	0	55	3	13	58	0	6	20	10	18	36	0	0	0	0	22	0	155
Hourly Total	0	32	113	0	21	145	0	1	159	6	25	166	0	13	51	21	57	85	0	0	0	1	60	1	397
8:00 AM	0	6	39	1	10	46	0	0	38	1	14	39	0	7	26	10	28	43	0	0	0	2	27	2	130
8:15 AM	0	14	44	0	5	58	0	0	37	9	16	46	0	18	28	17	39	63	0	0	0	0	33	0	167
8:30 AM	0	12	47	0	14	59	0	0	54	8	5	62	0	16	34	10	34	60	0	0	1	0	27	1	182
8:45 AM	0	19	45	0	14	64	0	1	56	8	2	65	0	4	26	8	20	38	0	0	0	0	14	0	167
Hourly Total	0	51	175	1	43	227	0	1	185	26	37	212	0	45	114	45	121	204	0	0	1	2	101	3	646
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	5	42	0	7	47	0	1	29	3	4	33	0	2	15	7	18	24	0	0	0	0	13	0	104
2:15 PM	0	10	21	0	3	31	0	0	29	6	1	35	0	4	8	5	22	17	0	0	0	0	11	0	83
2:30 PM	0	14	27	0	5	41	0	0	34	7	4	41	0	7	13	5	22	25	0	0	1	0	17	1	108
2:45 PM	0	11	34	0	2	45	0	1	30	2	5	33	0	4	12	4	36	20	0	0	0	0	5	0	98
Hourly Total	0	40	124	0	17	164	0	2	122	18	14	142	0	17	48	21	98	86	0	0	1	0	46	1	393
3:00 PM	0	15	48	0	8	63	0	0	33	3	13	36	0	4	15	7	34	26	0	0	0	0	21	0	125
3:15 PM	0	21	54	0	8	75	0	0	39	12	10	51	0	4	17	4	30	25	0	0	0	0	25	0	151
3:30 PM	0	10	50	0	6	60	0	0	51	2	12	53	0	20	26	6	39	52	0	0	1	1	18	2	167
3:45 PM	0	19	52	0	15	71	0	0	38	8	19	46	0	10	27	4	39	41	0	0	0	0	23	0	158
Hourly Total	0	65	204	0	37	269	0	0	161	25	54	186	0	38	85	21	142	144	0	0	1	1	87	2	601
4:00 PM	0	21	51	0	7	72	0	0	35	3	16	38	0	5	24	8	17	37	0	0	0	0	26	0	147
4:15 PM	0	17	45	2	10	64	1	0	41	6	8	48	0	3	18	9	31	30	0	0	0	0	12	0	142
4:30 PM	0	12	55	0	8	67	0	0	43	6	22	49	0	7	14	6	33	27	0	0	1	1	31	2	145
4:45 PM	0	8	46	1	11	55	1	0	47	3	20	51	0	5	22	8	49	35	0	0	0	0	19	0	141
Hourly Total	0	58	197	3	36	258	2	0	166	18	66	186	0	20	78	31	130	129	0	0	1	1	88	2	575
5:00 PM	0	18	49	0	8	67	0	1	35	5	16	41	0	5	23	5	25	33	0	0	0	0	27	0	141
5:15 PM	0	18	48	0	3	66	0	0	49	5	19	54	0	5	32	2	26	39	0	0	0	0	12	0	159
5:30 PM	0	10	56	0	12	66	0	0	54	7	13	61	0	4	18	3	30	25	0	0	0	0	16	0	152
5:45 PM	0	15	37	0	7	52	0	0	30	3	11	33	0	2	13	6	27	21	0	0	0	0	14	0	106
Hourly Total	0	61	190	0	30	251	0	1	168	20	59	189	0	16	86	16	108	118	0	0	0	0	69	0	558
Grand Total	0	307	1003	4	184	1314	2	5	961	113	255	1081	0	149	462	155	656	766	0	0	4	5	451	9	3170
Approach %	0.0	23.4	76.3	0.3	-	-	0.2	0.5	88.9	10.5	-	-	0.0	19.5	60.3	20.2	-	-	0.0	0.0	44.4	55.6	-	-	-
Total %	0.0	9.7	31.6	0.1	-	41.5	0.1	0.2	30.3	3.6	-	34.1	0.0	4.7	14.6	4.9	-	24.2	0.0	0.0	0.1	0.2	-	0.3	-
Lights	0	291	939	0	-	1230	2	1	887	107	-	997	0	143	426	142	-	711	0	0	0	0	-	0	2938

% Lights	-	94.8	93.6	0.0	-	93.6	100.0	20.0	92.3	94.7	-	92.2	-	96.0	92.2	91.6	-	92.8	-	-	0.0	0.0	-	0.0	92.7
Buses	0	1	7	0	-	8	0	0	3	0	-	3	0	0	3	1	-	4	0	0	0	0	-	0	15
% Buses	-	0.3	0.7	0.0	-	0.6	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.6	0.6	-	0.5	-	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	2	3	0	-	5	0	0	8	3	-	11	0	1	2	1	-	4	0	0	0	0	-	0	20
% Single-Unit Trucks	-	0.7	0.3	0.0	-	0.4	0.0	0.0	0.8	2.7	-	1.0	-	0.7	0.4	0.6	-	0.5	-	-	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	13	54	4	-	71	0	4	63	3	-	70	0	5	30	11	-	46	0	0	4	5	-	9	196
% Bicycles on Road	-	4.2	5.4	100.0	-	5.4	0.0	80.0	6.6	2.7	-	6.5	-	3.4	6.5	7.1	-	6.0	-	-	100.0	100.0	-	100.0	6.2
Pedestrians	-	-	-	-	184	-	-	-	-	-	255	-	-	-	-	-	656	-	-	-	-	-	451	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 57th Street with Blackstone Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound						57th Street Westbound						Blackstone Avenue Northbound						Blackstone 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	
7:45 AM	0	14	47	0	0	61	0	0	55	3	13	58	0	6	20	10	18	36	0	0	0	0	22	0	155
8:00 AM	0	6	39	1	10	46	0	0	38	1	14	39	0	7	26	10	28	43	0	0	0	2	27	2	130
8:15 AM	0	14	44	0	5	58	0	0	37	9	16	46	0	18	28	17	39	63	0	0	0	0	33	0	167
8:30 AM	0	12	47	0	14	59	0	0	54	8	5	62	0	16	34	10	34	60	0	0	1	0	27	1	182
Total	0	46	177	1	29	224	0	0	184	21	48	205	0	47	108	47	119	202	0	0	1	2	109	3	634
Approach %	0.0	20.5	79.0	0.4	-	-	0.0	0.0	89.8	10.2	-	-	0.0	23.3	53.5	23.3	-	-	0.0	0.0	33.3	66.7	-	-	-
Total %	0.0	7.3	27.9	0.2	-	35.3	0.0	0.0	29.0	3.3	-	32.3	0.0	7.4	17.0	7.4	-	31.9	0.0	0.0	0.2	0.3	-	0.5	-
PHF	0.000	0.821	0.941	0.250	-	0.918	0.000	0.000	0.836	0.583	-	0.827	0.000	0.653	0.794	0.691	-	0.802	0.000	0.000	0.250	0.250	-	0.375	0.871
Lights	0	45	172	0	-	217	0	0	167	21	-	188	0	46	105	47	-	198	0	0	0	0	-	0	603
% Lights	-	97.8	97.2	0.0	-	96.9	-	-	90.8	100.0	-	91.7	-	97.9	97.2	100.0	-	98.0	-	-	0.0	0.0	-	0.0	95.1
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.6	0.0	-	0.4	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	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	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	4	1	-	6	0	0	16	0	-	16	0	1	3	0	-	4	0	0	1	2	-	3	29
% Bicycles on Road	-	2.2	2.3	100.0	-	2.7	-	-	8.7	0.0	-	7.8	-	2.1	2.8	0.0	-	2.0	-	-	100.0	100.0	-	100.0	4.6
Pedestrians	-	-	-	-	29	-	-	-	-	-	48	-	-	-	-	-	119	-	-	-	-	-	109	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 57th Street with Blackstone Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound						57th Street Westbound						Blackstone Avenue Northbound						Blackstone 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	
4:30 PM	0	12	55	0	8	67	0	0	43	6	22	49	0	7	14	6	33	27	0	0	1	1	31	2	145
4:45 PM	0	8	46	1	11	55	1	0	47	3	20	51	0	5	22	8	49	35	0	0	0	0	19	0	141
5:00 PM	0	18	49	0	8	67	0	1	35	5	16	41	0	5	23	5	25	33	0	0	0	0	27	0	141
5:15 PM	0	18	48	0	3	66	0	0	49	5	19	54	0	5	32	2	26	39	0	0	0	0	12	0	159
Total	0	56	198	1	30	255	1	1	174	19	77	195	0	22	91	21	133	134	0	0	1	1	89	2	586
Approach %	0.0	22.0	77.6	0.4	-	-	0.5	0.5	89.2	9.7	-	-	0.0	16.4	67.9	15.7	-	-	0.0	0.0	50.0	50.0	-	-	-
Total %	0.0	9.6	33.8	0.2	-	43.5	0.2	0.2	29.7	3.2	-	33.3	0.0	3.8	15.5	3.6	-	22.9	0.0	0.0	0.2	0.2	-	0.3	-
PHF	0.000	0.778	0.900	0.250	-	0.951	0.250	0.250	0.888	0.792	-	0.903	0.000	0.786	0.711	0.656	-	0.859	0.000	0.000	0.250	0.250	-	0.250	0.921
Lights	0	52	180	0	-	232	1	1	162	19	-	183	0	22	80	19	-	121	0	0	0	0	-	0	536
% Lights	-	92.9	90.9	0.0	-	91.0	100.0	100.0	93.1	100.0	-	93.8	-	100.0	87.9	90.5	-	90.3	-	-	0.0	0.0	-	0.0	91.5
Buses	0	0	3	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	1.5	0.0	-	1.2	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	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	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	4	15	1	-	20	0	0	10	0	-	10	0	0	11	2	-	13	0	0	1	1	-	2	45
% Bicycles on Road	-	7.1	7.6	100.0	-	7.8	0.0	0.0	5.7	0.0	-	5.1	-	0.0	12.1	9.5	-	9.7	-	-	100.0	100.0	-	100.0	7.7
Pedestrians	-	-	-	-	30	-	-	-	-	-	77	-	-	-	-	-	133	-	-	-	-	-	89	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Dorchester Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Data

Start Time	57th Street Eastbound						57th Street Westbound						Dorchester Avenue Northbound						Dorchester 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	
7:00 AM	0	0	12	2	3	14	0	5	13	0	3	18	0	0	0	0	4	0	0	2	13	1	2	16	48
7:15 AM	1	0	15	4	5	20	0	17	19	0	4	36	0	0	0	0	11	0	0	3	15	1	9	19	75
7:30 AM	0	0	45	13	5	58	0	24	29	0	5	53	0	0	0	0	14	0	0	4	39	4	14	47	158
7:45 AM	0	0	58	14	8	72	0	31	38	0	14	69	0	0	0	0	10	0	0	2	51	3	21	56	197
Hourly Total	1	0	130	33	21	164	0	77	99	0	26	176	0	0	0	0	39	0	0	11	118	9	46	138	478
8:00 AM	0	0	42	11	10	53	0	12	34	0	9	46	0	0	0	1	14	1	0	3	35	1	31	39	139
8:15 AM	0	1	55	11	5	67	0	14	35	0	8	49	0	0	0	0	20	0	0	5	31	5	37	41	157
8:30 AM	0	0	52	9	4	61	0	14	55	0	10	69	0	0	0	0	17	0	0	2	17	5	32	24	154
8:45 AM	0	0	61	23	9	84	0	19	47	0	5	66	0	0	0	1	12	1	0	2	34	9	18	45	196
Hourly Total	0	1	210	54	28	265	0	59	171	0	32	230	0	0	0	2	63	2	0	12	117	20	118	149	646
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	43	12	5	55	0	12	19	0	2	31	0	0	0	0	8	0	0	6	6	5	14	17	103
2:15 PM	0	0	27	10	8	37	0	8	28	0	3	36	0	0	0	0	20	0	0	4	11	6	13	21	94
2:30 PM	0	1	39	8	7	48	0	18	19	0	5	37	0	0	1	0	7	1	0	2	21	4	17	27	113
2:45 PM	0	0	39	12	6	51	0	12	21	0	8	33	0	0	0	0	31	0	0	6	31	6	11	43	127
Hourly Total	0	1	148	42	26	191	0	50	87	0	18	137	0	0	1	0	66	1	0	18	69	21	55	108	437
3:00 PM	0	1	61	7	12	69	0	13	28	0	10	41	0	0	0	0	40	0	0	1	16	5	17	22	132
3:15 PM	0	0	66	15	3	81	0	13	31	0	7	44	0	0	2	1	15	3	0	4	24	4	26	32	160
3:30 PM	0	0	60	14	8	74	0	19	43	0	12	62	0	0	0	0	21	0	0	3	20	14	21	37	173
3:45 PM	0	0	65	8	9	73	0	14	33	0	11	47	0	0	0	0	25	0	0	2	48	11	32	61	181
Hourly Total	0	1	252	44	32	297	0	59	135	0	40	194	0	0	2	1	101	3	0	10	108	34	96	152	646
4:00 PM	0	0	69	12	12	81	0	18	24	1	6	43	0	0	0	1	7	1	0	6	35	7	26	48	173
4:15 PM	0	1	55	11	12	67	1	13	26	0	6	40	0	0	0	0	7	0	0	7	33	2	18	42	149
4:30 PM	0	2	61	11	9	74	0	19	32	0	9	51	0	0	0	1	16	1	0	3	36	3	38	42	168
4:45 PM	0	0	50	8	7	58	0	23	31	0	5	54	0	0	0	1	8	1	0	7	37	3	29	47	160
Hourly Total	0	3	235	42	40	280	1	73	113	1	26	188	0	0	0	3	38	3	0	23	141	15	111	179	650
5:00 PM	0	0	63	9	7	72	0	14	27	0	8	41	0	0	0	0	11	0	0	8	30	1	38	39	152
5:15 PM	0	0	56	8	3	64	1	17	35	0	8	53	0	0	0	0	17	0	0	6	24	2	17	32	149
5:30 PM	0	1	62	12	9	75	0	25	30	0	6	55	0	0	0	0	7	0	0	5	19	0	16	24	154
5:45 PM	0	0	45	9	14	54	0	15	23	0	4	38	0	0	0	0	13	0	0	9	22	1	13	32	124
Hourly Total	0	1	226	38	33	265	1	71	115	0	26	187	0	0	0	0	48	0	0	28	95	4	84	127	579
Grand Total	1	7	1201	253	180	1462	2	389	720	1	168	1112	0	0	3	6	355	9	0	102	648	103	510	853	3436
Approach %	0.1	0.5	82.1	17.3	-	-	0.2	35.0	64.7	0.1	-	-	0.0	0.0	33.3	66.7	-	-	0.0	12.0	76.0	12.1	-	-	-
Total %	0.0	0.2	35.0	7.4	-	42.5	0.1	11.3	21.0	0.0	-	32.4	0.0	0.0	0.1	0.2	-	0.3	0.0	3.0	18.9	3.0	-	24.8	-
Lights	1	0	1127	247	-	1375	2	375	650	0	-	1027	0	0	0	0	-	0	0	96	613	97	-	806	3208

% Lights	100.0	0.0	93.8	97.6	-	94.0	100.0	96.4	90.3	0.0	-	92.4	-	-	0.0	0.0	-	0.0	-	94.1	94.6	94.2	-	94.5	93.4
Buses	0	0	7	1	-	8	0	1	3	0	-	4	0	0	0	0	-	0	0	0	2	0	-	2	14
% Buses	0.0	0.0	0.6	0.4	-	0.5	0.0	0.3	0.4	0.0	-	0.4	-	-	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	0.4
Single-Unit Trucks	0	0	6	3	-	9	0	0	8	0	-	8	0	0	0	0	-	0	0	1	6	1	-	8	25
% Single-Unit Trucks	0.0	0.0	0.5	1.2	-	0.6	0.0	0.0	1.1	0.0	-	0.7	-	-	0.0	0.0	-	0.0	-	1.0	0.9	1.0	-	0.9	0.7
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.4	-	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
Bicycles on Road	0	7	61	1	-	69	0	13	59	1	-	73	0	0	3	6	-	9	0	5	27	5	-	37	188
% Bicycles on Road	0.0	100.0	5.1	0.4	-	4.7	0.0	3.3	8.2	100.0	-	6.6	-	-	100.0	100.0	-	100.0	-	4.9	4.2	4.9	-	4.3	5.5
Pedestrians	-	-	-	-	180	-	-	-	-	-	168	-	-	-	-	-	355	-	-	-	-	-	510	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Dorchester Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound						57th Street Westbound						Dorchester Avenue Northbound						Dorchester 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	
7:45 AM	0	0	58	14	8	72	0	31	38	0	14	69	0	0	0	0	10	0	0	2	51	3	21	56	197
8:00 AM	0	0	42	11	10	53	0	12	34	0	9	46	0	0	0	1	14	1	0	3	35	1	31	39	139
8:15 AM	0	1	55	11	5	67	0	14	35	0	8	49	0	0	0	0	20	0	0	5	31	5	37	41	157
8:30 AM	0	0	52	9	4	61	0	14	55	0	10	69	0	0	0	0	17	0	0	2	17	5	32	24	154
Total	0	1	207	45	27	253	0	71	162	0	41	233	0	0	0	1	61	1	0	12	134	14	121	160	647
Approach %	0.0	0.4	81.8	17.8	-	-	0.0	30.5	69.5	0.0	-	-	0.0	0.0	0.0	100.0	-	-	0.0	7.5	83.8	8.8	-	-	-
Total %	0.0	0.2	32.0	7.0	-	39.1	0.0	11.0	25.0	0.0	-	36.0	0.0	0.0	0.0	0.2	-	0.2	0.0	1.9	20.7	2.2	-	24.7	-
PHF	0.000	0.250	0.892	0.804	-	0.878	0.000	0.573	0.736	0.000	-	0.844	0.000	0.000	0.000	0.250	-	0.250	0.000	0.600	0.657	0.700	-	0.714	0.821
Lights	0	0	201	44	-	245	0	67	144	0	-	211	0	0	0	0	-	0	0	12	124	13	-	149	605
% Lights	-	0.0	97.1	97.8	-	96.8	-	94.4	88.9	-	-	90.6	-	-	-	0.0	-	0.0	-	100.0	92.5	92.9	-	93.1	93.5
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Buses	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	-	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.7	0.0	-	0.6	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	-	-	0.4	-	-	-	0.0	-	0.0	-	0.0	1.5	0.0	-	1.3	0.5
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	2.2	-	0.4	-	0.0	0.0	-	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	5	0	-	6	0	4	17	0	-	21	0	0	0	1	-	1	0	0	7	1	-	8	36
% Bicycles on Road	-	100.0	2.4	0.0	-	2.4	-	5.6	10.5	-	-	9.0	-	-	-	100.0	-	100.0	-	0.0	5.2	7.1	-	5.0	5.6
Pedestrians	-	-	-	-	27	-	-	-	-	-	41	-	-	-	-	-	61	-	-	-	-	-	121	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Dorchester Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound						57th Street Westbound						Dorchester Avenue Northbound						Dorchester 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	
4:30 PM	0	2	61	11	9	74	0	19	32	0	9	51	0	0	0	1	16	1	0	3	36	3	38	42	168
4:45 PM	0	0	50	8	7	58	0	23	31	0	5	54	0	0	0	1	8	1	0	7	37	3	29	47	160
5:00 PM	0	0	63	9	7	72	0	14	27	0	8	41	0	0	0	0	11	0	0	8	30	1	38	39	152
5:15 PM	0	0	56	8	3	64	1	17	35	0	8	53	0	0	0	0	17	0	0	6	24	2	17	32	149
Total	0	2	230	36	26	268	1	73	125	0	30	199	0	0	0	2	52	2	0	24	127	9	122	160	629
Approach %	0.0	0.7	85.8	13.4	-	-	0.5	36.7	62.8	0.0	-	-	0.0	0.0	0.0	100.0	-	-	0.0	15.0	79.4	5.6	-	-	-
Total %	0.0	0.3	36.6	5.7	-	42.6	0.2	11.6	19.9	0.0	-	31.6	0.0	0.0	0.0	0.3	-	0.3	0.0	3.8	20.2	1.4	-	25.4	-
PHF	0.000	0.250	0.913	0.818	-	0.905	0.250	0.793	0.893	0.000	-	0.921	0.000	0.000	0.000	0.500	-	0.500	0.000	0.750	0.858	0.750	-	0.851	0.936
Lights	0	0	207	34	-	241	1	72	112	0	-	185	0	0	0	0	-	0	0	23	120	9	-	152	578
% Lights	-	0.0	90.0	94.4	-	89.9	100.0	98.6	89.6	-	-	93.0	-	-	-	0.0	-	0.0	-	95.8	94.5	100.0	-	95.0	91.9
Buses	0	0	2	1	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.9	2.8	-	1.1	0.0	0.0	0.8	-	-	0.5	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	-	-	0.5	-	-	-	0.0	-	0.0	-	0.0	0.8	0.0	-	0.6	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	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	0.0	-	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	21	1	-	24	0	1	11	0	-	12	0	0	0	2	-	2	0	1	6	0	-	7	45
% Bicycles on Road	-	100.0	9.1	2.8	-	9.0	0.0	1.4	8.8	-	-	6.0	-	-	-	100.0	-	100.0	-	4.2	4.7	0.0	-	4.4	7.2
Pedestrians	-	-	-	-	26	-	-	-	-	-	30	-	-	-	-	-	52	-	-	-	-	-	122	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Kenwood Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Data

Start Time	57th Street Eastbound					57th Street Westbound				Kenwood Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	13	0	0	13	0	0	13	13	0	2	2	5	4	30
7:15 AM	0	13	0	2	13	0	0	20	20	0	1	6	6	7	40
7:30 AM	0	45	0	1	45	0	0	34	34	0	5	18	9	23	102
7:45 AM	0	49	1	1	50	0	0	42	42	0	8	27	7	35	127
Hourly Total	0	120	1	4	121	0	0	109	109	0	16	53	27	69	299
8:00 AM	0	54	0	1	54	0	0	35	35	0	5	8	18	13	102
8:15 AM	3	56	0	1	59	0	0	41	41	0	2	7	16	9	109
8:30 AM	1	60	0	4	61	0	0	53	53	0	11	8	16	19	133
8:45 AM	0	65	0	2	65	2	0	59	61	0	4	9	22	13	139
Hourly Total	4	235	0	8	239	2	0	188	190	0	22	32	72	54	483
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	43	0	10	43	0	0	22	22	0	3	11	20	14	79
2:15 PM	0	26	0	1	26	1	0	30	31	0	3	8	17	11	68
2:30 PM	1	50	0	7	51	0	0	25	25	0	2	5	20	7	83
2:45 PM	1	46	0	3	47	0	0	28	28	0	2	5	25	7	82
Hourly Total	2	165	0	21	167	1	0	105	106	0	10	29	82	39	312
3:00 PM	0	52	0	1	52	0	0	31	31	0	7	18	31	25	108
3:15 PM	0	56	0	2	56	0	1	33	34	0	1	32	24	33	123
3:30 PM	0	65	0	2	65	1	0	54	55	0	3	14	26	17	137
3:45 PM	0	66	1	1	67	0	0	50	50	0	3	15	29	18	135
Hourly Total	0	239	1	6	240	1	1	168	170	0	14	79	110	93	503
4:00 PM	0	67	0	2	67	0	0	33	33	0	1	12	17	13	113
4:15 PM	0	61	1	1	62	1	0	30	31	0	0	8	22	8	101
4:30 PM	0	66	1	4	67	1	1	37	39	0	5	13	26	18	124
4:45 PM	1	55	1	5	57	0	0	29	29	0	2	4	14	6	92
Hourly Total	1	249	3	12	253	2	1	129	132	0	8	37	79	45	430
5:00 PM	2	65	0	1	67	0	0	29	29	0	0	8	18	8	104
5:15 PM	1	64	0	6	65	0	1	35	36	0	4	6	14	10	111
5:30 PM	2	58	1	3	61	0	0	29	29	0	6	13	10	19	109
5:45 PM	1	42	0	3	43	0	0	23	23	0	1	10	32	11	77
Hourly Total	6	229	1	13	236	0	1	116	117	0	11	37	74	48	401
Grand Total	13	1237	6	64	1256	6	3	815	824	0	81	267	444	348	2428
Approach %	1.0	98.5	0.5	-	-	0.7	0.4	98.9	-	0.0	23.3	76.7	-	-	-
Total %	0.5	50.9	0.2	-	51.7	0.2	0.1	33.6	33.9	0.0	3.3	11.0	-	14.3	-
Lights	13	1136	2	-	1151	6	0	729	735	0	77	255	-	332	2218
% Lights	100.0	91.8	33.3	-	91.6	100.0	0.0	89.4	89.2	-	95.1	95.5	-	95.4	91.4

Buses	0	8	0	-	8	0	0	2	2	0	0	0	-	0	10
% Buses	0.0	0.6	0.0	-	0.6	0.0	0.0	0.2	0.2	-	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	10	0	-	10	0	0	10	10	0	2	2	-	4	24
% Single-Unit Trucks	0.0	0.8	0.0	-	0.8	0.0	0.0	1.2	1.2	-	2.5	0.7	-	1.1	1.0
Articulated Trucks	0	1	0	-	1	0	0	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	82	4	-	86	0	3	74	77	0	2	10	-	12	175
% Bicycles on Road	0.0	6.6	66.7	-	6.8	0.0	100.0	9.1	9.3	-	2.5	3.7	-	3.4	7.2
Pedestrians	-	-	-	64	-	-	-	-	-	-	-	-	444	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Kenwood Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound					57th Street Westbound				Kenwood Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	49	1	1	50	0	0	42	42	0	8	27	7	35	127
8:00 AM	0	54	0	1	54	0	0	35	35	0	5	8	18	13	102
8:15 AM	3	56	0	1	59	0	0	41	41	0	2	7	16	9	109
8:30 AM	1	60	0	4	61	0	0	53	53	0	11	8	16	19	133
Total	4	219	1	7	224	0	0	171	171	0	26	50	57	76	471
Approach %	1.8	97.8	0.4	-	-	0.0	0.0	100.0	-	0.0	34.2	65.8	-	-	-
Total %	0.8	46.5	0.2	-	47.6	0.0	0.0	36.3	36.3	0.0	5.5	10.6	-	16.1	-
PHF	0.333	0.913	0.250	-	0.918	0.000	0.000	0.807	0.807	0.000	0.591	0.463	-	0.543	0.885
Lights	4	211	0	-	215	0	0	148	148	0	25	50	-	75	438
% Lights	100.0	96.3	0.0	-	96.0	-	-	86.5	86.5	-	96.2	100.0	-	98.7	93.0
Buses	0	1	0	-	1	0	0	0	0	0	0	0	-	0	1
% Buses	0.0	0.5	0.0	-	0.4	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	0	-	0	0	0	2	2	0	1	0	-	1	3
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	-	1.2	1.2	-	3.8	0.0	-	1.3	0.6
Articulated Trucks	0	1	0	-	1	0	0	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.5	0.0	-	0.4	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	6	1	-	7	0	0	21	21	0	0	0	-	0	28
% Bicycles on Road	0.0	2.7	100.0	-	3.1	-	-	12.3	12.3	-	0.0	0.0	-	0.0	5.9
Pedestrians	-	-	-	7	-	-	-	-	-	-	-	-	57	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Kenwood Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound					57th Street Westbound				Kenwood Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	66	1	4	67	1	1	37	39	0	5	13	26	18	124
4:45 PM	1	55	1	5	57	0	0	29	29	0	2	4	14	6	92
5:00 PM	2	65	0	1	67	0	0	29	29	0	0	8	18	8	104
5:15 PM	1	64	0	6	65	0	1	35	36	0	4	6	14	10	111
Total	4	250	2	16	256	1	2	130	133	0	11	31	72	42	431
Approach %	1.6	97.7	0.8	-	-	0.8	1.5	97.7	-	0.0	26.2	73.8	-	-	-
Total %	0.9	58.0	0.5	-	59.4	0.2	0.5	30.2	30.9	0.0	2.6	7.2	-	9.7	-
PHF	0.500	0.947	0.500	-	0.955	0.250	0.500	0.878	0.853	0.000	0.550	0.596	-	0.583	0.869
Lights	4	222	0	-	226	1	0	117	118	0	9	30	-	39	383
% Lights	100.0	88.8	0.0	-	88.3	100.0	0.0	90.0	88.7	-	81.8	96.8	-	92.9	88.9
Buses	0	3	0	-	3	0	0	1	1	0	0	0	-	0	4
% Buses	0.0	1.2	0.0	-	1.2	0.0	0.0	0.8	0.8	-	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	1	1	0	1	0	-	1	2
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	0.8	-	9.1	0.0	-	2.4	0.5
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	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	25	2	-	27	0	2	11	13	0	1	1	-	2	42
% Bicycles on Road	0.0	10.0	100.0	-	10.5	0.0	100.0	8.5	9.8	-	9.1	3.2	-	4.8	9.7
Pedestrians	-	-	-	16	-	-	-	-	-	-	-	-	72	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Kimbark Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Data

Start Time	57th Street Eastbound						57th Street Westbound						Kimbark Avenue Northbound						Kimbark 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	
7:00 AM	0	0	10	7	1	17	1	4	9	0	0	14	0	0	0	0	3	0	0	3	1	1	2	5	36
7:15 AM	0	0	12	8	3	20	0	3	17	0	3	20	0	0	0	0	7	0	0	1	6	7	4	14	54
7:30 AM	0	0	43	14	8	57	0	8	33	0	2	41	0	0	0	0	5	0	0	8	18	11	4	37	135
7:45 AM	0	1	45	11	10	57	0	11	36	0	4	47	0	0	0	0	8	0	0	8	31	6	19	45	149
Hourly Total	0	1	110	40	22	151	1	26	95	0	9	122	0	0	0	0	23	0	0	20	56	25	29	101	374
8:00 AM	0	0	49	18	14	67	0	6	33	0	6	39	0	0	0	0	15	0	0	9	12	7	22	28	134
8:15 AM	0	0	53	18	25	71	0	9	31	0	16	40	0	0	1	0	20	1	0	7	10	6	38	23	135
8:30 AM	0	0	43	10	14	53	0	6	47	0	11	53	0	1	0	0	21	1	0	18	7	21	38	46	153
8:45 AM	0	0	38	5	11	43	0	7	54	0	8	61	0	0	0	1	19	1	0	26	11	36	43	73	178
Hourly Total	0	0	183	51	64	234	0	28	165	0	41	193	0	1	1	1	75	3	0	60	40	70	141	170	600
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	31	7	6	38	0	2	24	0	2	26	0	0	0	0	13	0	0	6	6	2	20	14	78
2:15 PM	0	0	27	4	5	31	1	4	25	0	4	30	0	1	0	0	19	1	0	1	5	2	19	8	70
2:30 PM	0	0	50	8	2	58	1	2	22	0	3	25	0	0	0	0	27	0	0	2	3	2	15	7	90
2:45 PM	0	0	34	6	8	40	0	4	30	0	5	34	0	0	0	0	23	0	0	7	9	4	25	20	94
Hourly Total	0	0	142	25	21	167	2	12	101	0	14	115	0	1	0	0	82	1	0	16	23	10	79	49	332
3:00 PM	0	0	54	6	11	60	0	8	27	0	4	35	0	0	1	0	18	1	0	3	5	2	24	10	106
3:15 PM	0	0	49	2	6	51	0	3	27	0	2	30	0	0	0	0	13	0	0	8	10	10	22	28	109
3:30 PM	0	0	59	6	7	65	0	7	38	0	2	45	0	0	2	0	15	2	0	4	6	21	37	31	143
3:45 PM	0	0	37	4	12	41	0	10	49	1	4	60	0	0	0	0	12	0	0	18	10	37	44	65	166
Hourly Total	0	0	199	18	36	217	0	28	141	1	12	170	0	0	3	0	58	3	0	33	31	70	127	134	524
4:00 PM	0	1	63	4	5	68	1	2	28	0	3	31	0	1	0	0	10	1	0	11	11	15	22	37	137
4:15 PM	0	0	54	4	6	58	0	6	24	0	3	30	0	0	0	0	19	0	0	8	6	8	25	22	110
4:30 PM	0	1	62	3	9	66	0	9	30	0	5	39	0	0	0	0	28	0	0	6	5	7	41	18	123
4:45 PM	0	0	55	5	13	60	0	2	29	0	4	31	0	0	0	0	34	0	0	7	11	6	35	24	115
Hourly Total	0	2	234	16	33	252	1	19	111	0	15	131	0	1	0	0	91	1	0	32	33	36	123	101	485
5:00 PM	0	0	54	3	9	57	2	6	22	0	1	30	0	0	1	0	14	1	0	10	9	7	46	26	114
5:15 PM	0	0	62	6	6	68	1	3	38	0	1	42	0	0	0	0	25	0	0	7	7	10	21	24	134
5:30 PM	0	0	53	1	5	54	0	4	33	0	1	37	0	0	0	0	14	0	0	4	5	8	24	17	108
5:45 PM	0	0	46	5	6	51	0	0	24	0	3	24	0	0	0	0	17	0	0	8	4	5	17	17	92
Hourly Total	0	0	215	15	26	230	3	13	117	0	6	133	0	0	1	0	70	1	0	29	25	30	108	84	448
Grand Total	0	3	1083	165	202	1251	7	126	730	1	97	864	0	3	5	1	399	9	0	190	208	241	607	639	2763
Approach %	0.0	0.2	86.6	13.2	-	-	0.8	14.6	84.5	0.1	-	-	0.0	33.3	55.6	11.1	-	-	0.0	29.7	32.6	37.7	-	-	-
Total %	0.0	0.1	39.2	6.0	-	45.3	0.3	4.6	26.4	0.0	-	31.3	0.0	0.1	0.2	0.0	-	0.3	0.0	6.9	7.5	8.7	-	23.1	-
Lights	0	0	983	157	-	1140	7	121	647	0	-	775	0	0	1	1	-	2	0	185	174	215	-	574	2491

% Lights	-	0.0	90.8	95.2	-	91.1	100.0	96.0	88.6	0.0	-	89.7	-	0.0	20.0	100.0	-	22.2	-	97.4	83.7	89.2	-	89.8	90.2
Buses	0	0	5	0	-	5	0	0	2	0	-	2	0	0	0	0	-	0	0	4	3	9	-	16	23
% Buses	-	0.0	0.5	0.0	-	0.4	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	2.1	1.4	3.7	-	2.5	0.8
Single-Unit Trucks	0	0	9	4	-	13	0	1	8	0	-	9	0	0	0	0	-	0	0	0	1	1	-	2	24
% Single-Unit Trucks	-	0.0	0.8	2.4	-	1.0	0.0	0.8	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.4	-	0.3	0.9
Articulated Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.1	0.6	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.2	0.1
Bicycles on Road	0	3	85	3	-	91	0	4	73	1	-	78	0	3	4	0	-	7	0	1	29	16	-	46	222
% Bicycles on Road	-	100.0	7.8	1.8	-	7.3	0.0	3.2	10.0	100.0	-	9.0	-	100.0	80.0	0.0	-	77.8	-	0.5	13.9	6.6	-	7.2	8.0
Pedestrians	-	-	-	-	202	-	-	-	-	-	97	-	-	-	-	-	399	-	-	-	-	-	607	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 57th Street with Kimbark Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound						57th Street Westbound						Kimbark Avenue Northbound						Kimbark 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	
7:45 AM	0	1	45	11	10	57	0	11	36	0	4	47	0	0	0	0	8	0	0	8	31	6	19	45	149
8:00 AM	0	0	49	18	14	67	0	6	33	0	6	39	0	0	0	0	15	0	0	9	12	7	22	28	134
8:15 AM	0	0	53	18	25	71	0	9	31	0	16	40	0	0	1	0	20	1	0	7	10	6	38	23	135
8:30 AM	0	0	43	10	14	53	0	6	47	0	11	53	0	1	0	0	21	1	0	18	7	21	38	46	153
Total	0	1	190	57	63	248	0	32	147	0	37	179	0	1	1	0	64	2	0	42	60	40	117	142	571
Approach %	0.0	0.4	76.6	23.0	-	-	0.0	17.9	82.1	0.0	-	-	0.0	50.0	50.0	0.0	-	-	0.0	29.6	42.3	28.2	-	-	-
Total %	0.0	0.2	33.3	10.0	-	43.4	0.0	5.6	25.7	0.0	-	31.3	0.0	0.2	0.2	0.0	-	0.4	0.0	7.4	10.5	7.0	-	24.9	-
PHF	0.000	0.250	0.896	0.792	-	0.873	0.000	0.727	0.782	0.000	-	0.844	0.000	0.250	0.250	0.000	-	0.500	0.000	0.583	0.484	0.476	-	0.772	0.933
Lights	0	0	183	57	-	240	0	32	124	0	-	156	0	0	0	0	-	0	0	42	48	32	-	122	518
% Lights	-	0.0	96.3	100.0	-	96.8	-	100.0	84.4	-	-	87.2	-	0.0	0.0	-	-	0.0	-	100.0	80.0	80.0	-	85.9	90.7
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	2
% Buses	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	2.5	-	0.7	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	-	-	1.1	-	0.0	0.0	-	-	0.0	-	0.0	0.0	2.5	-	0.7	0.5
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	5	0	-	6	0	0	21	0	-	21	0	1	1	0	-	2	0	0	12	6	-	18	47
% Bicycles on Road	-	100.0	2.6	0.0	-	2.4	-	0.0	14.3	-	-	11.7	-	100.0	100.0	-	-	100.0	-	0.0	20.0	15.0	-	12.7	8.2
Pedestrians	-	-	-	-	63	-	-	-	-	-	37	-	-	-	-	-	64	-	-	-	-	-	117	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Kimbark Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound						57th Street Westbound						Kimbark Avenue Northbound						Kimbark 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	
4:30 PM	0	1	62	3	9	66	0	9	30	0	5	39	0	0	0	0	28	0	0	6	5	7	41	18	123
4:45 PM	0	0	55	5	13	60	0	2	29	0	4	31	0	0	0	0	34	0	0	7	11	6	35	24	115
5:00 PM	0	0	54	3	9	57	2	6	22	0	1	30	0	0	1	0	14	1	0	10	9	7	46	26	114
5:15 PM	0	0	62	6	6	68	1	3	38	0	1	42	0	0	0	0	25	0	0	7	7	10	21	24	134
Total	0	1	233	17	37	251	3	20	119	0	11	142	0	0	1	0	101	1	0	30	32	30	143	92	486
Approach %	0.0	0.4	92.8	6.8	-	-	2.1	14.1	83.8	0.0	-	-	0.0	0.0	100.0	0.0	-	-	0.0	32.6	34.8	32.6	-	-	-
Total %	0.0	0.2	47.9	3.5	-	51.6	0.6	4.1	24.5	0.0	-	29.2	0.0	0.0	0.2	0.0	-	0.2	0.0	6.2	6.6	6.2	-	18.9	-
PHF	0.000	0.250	0.940	0.708	-	0.923	0.375	0.556	0.783	0.000	-	0.845	0.000	0.000	0.250	0.000	-	0.250	0.000	0.750	0.727	0.750	-	0.885	0.907
Lights	0	0	201	14	-	215	3	19	105	0	-	127	0	0	0	0	-	0	0	28	30	28	-	86	428
% Lights	-	0.0	86.3	82.4	-	85.7	100.0	95.0	88.2	-	-	89.4	-	-	0.0	-	-	0.0	-	93.3	93.8	93.3	-	93.5	88.1
Buses	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	4
% Buses	-	0.0	0.9	0.0	-	0.8	0.0	0.0	0.8	-	-	0.7	-	-	0.0	-	-	0.0	-	3.3	0.0	0.0	-	1.1	0.8
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.4	0.0	-	0.4	0.0	0.0	0.8	-	-	0.7	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	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	0.0	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	29	3	-	33	0	1	12	0	-	13	0	0	1	0	-	1	0	1	2	2	-	5	52
% Bicycles on Road	-	100.0	12.4	17.6	-	13.1	0.0	5.0	10.1	-	-	9.2	-	-	100.0	-	-	100.0	-	3.3	6.3	6.7	-	5.4	10.7
Pedestrians	-	-	-	-	37	-	-	-	-	-	11	-	-	-	-	-	101	-	-	-	-	-	143	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Woodlawn Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Data

Start Time	57th Street Eastbound						57th Street Westbound						Woodlawn Avenue Northbound						Woodlawn 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	
7:00 AM	1	0	10	3	4	14	0	2	6	3	2	11	0	4	30	7	5	41	0	2	12	4	2	18	84
7:15 AM	0	0	4	8	4	12	0	2	11	5	1	18	0	7	23	9	7	39	0	3	15	8	0	26	95
7:30 AM	0	3	24	13	6	40	0	5	24	13	0	42	0	4	60	19	7	83	0	14	31	8	1	53	218
7:45 AM	0	2	17	16	16	35	0	5	19	13	3	37	0	12	71	32	10	115	0	10	31	15	8	56	243
Hourly Total	1	5	55	40	30	101	0	14	60	34	6	108	0	27	184	67	29	278	0	29	89	35	11	153	640
8:00 AM	0	8	19	10	10	37	0	1	21	13	3	35	0	7	72	36	14	115	0	9	45	11	9	65	252
8:15 AM	0	7	31	11	16	49	0	9	14	9	6	32	0	7	75	36	18	118	0	10	38	15	12	63	262
8:30 AM	0	7	20	7	14	34	0	8	30	20	6	58	0	8	85	29	26	122	1	10	42	8	11	61	275
8:45 AM	0	4	19	4	38	27	0	10	50	39	6	99	0	4	48	16	34	68	0	10	62	13	19	85	279
Hourly Total	0	26	89	32	78	147	0	28	115	81	21	224	0	26	280	117	92	423	1	39	187	47	51	274	1068
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	2	13	9	18	24	0	4	13	9	6	26	0	4	39	19	33	62	0	7	26	7	8	40	152
2:15 PM	0	3	11	7	14	21	0	4	14	14	2	32	0	5	29	12	34	46	0	4	23	7	13	34	133
2:30 PM	0	2	25	5	20	32	0	6	12	5	4	23	0	3	43	25	33	71	0	9	46	10	11	65	191
2:45 PM	0	2	16	4	25	22	0	4	15	13	8	32	0	5	42	19	42	66	0	8	39	12	11	59	179
Hourly Total	0	9	65	25	77	99	0	18	54	41	20	113	0	17	153	75	142	245	0	28	134	36	43	198	655
3:00 PM	0	7	25	13	22	45	0	1	21	8	6	30	0	7	57	23	40	87	0	8	27	12	17	47	209
3:15 PM	0	1	31	13	31	45	0	3	11	16	5	30	0	6	63	13	67	82	0	9	45	7	17	61	218
3:30 PM	0	7	30	9	13	46	0	3	22	19	4	44	0	3	46	25	41	74	0	10	35	6	17	51	215
3:45 PM	0	6	22	4	19	32	0	9	42	36	8	87	0	9	57	13	56	79	0	9	46	19	16	74	272
Hourly Total	0	21	108	39	85	168	0	16	96	79	23	191	0	25	223	74	204	322	0	36	153	44	67	233	914
4:00 PM	0	7	35	9	19	51	0	8	21	12	3	41	0	2	39	23	29	64	0	3	40	14	7	57	213
4:15 PM	0	3	27	4	22	34	0	6	9	17	2	32	0	4	44	20	59	68	0	7	70	10	14	87	221
4:30 PM	0	10	33	9	40	52	0	5	17	13	7	35	0	3	43	25	63	71	0	9	43	10	37	62	220
4:45 PM	0	5	29	9	25	43	0	9	24	7	6	40	0	13	72	18	61	103	0	7	41	12	26	60	246
Hourly Total	0	25	124	31	106	180	0	28	71	49	18	148	0	22	198	86	212	306	0	26	194	46	84	266	900
5:00 PM	0	4	28	14	39	46	0	1	21	9	1	31	0	6	41	22	41	69	0	6	51	9	24	66	212
5:15 PM	0	7	35	2	30	44	0	10	25	11	7	46	0	3	56	22	47	81	0	8	50	10	23	68	239
5:30 PM	0	5	34	9	22	48	0	7	25	12	4	44	0	8	38	6	41	52	0	12	60	15	20	87	231
5:45 PM	0	10	23	2	11	35	0	3	19	5	5	27	0	10	46	14	50	70	0	10	52	17	15	79	211
Hourly Total	0	26	120	27	102	173	0	21	90	37	17	148	0	27	181	64	179	272	0	36	213	51	82	300	893
Grand Total	1	112	561	194	478	868	0	125	486	321	105	932	0	144	1219	483	858	1846	1	194	970	259	338	1424	5070
Approach %	0.1	12.9	64.6	22.4	-	-	0.0	13.4	52.1	34.4	-	-	0.0	7.8	66.0	26.2	-	-	0.1	13.6	68.1	18.2	-	-	-
Total %	0.0	2.2	11.1	3.8	-	17.1	0.0	2.5	9.6	6.3	-	18.4	0.0	2.8	24.0	9.5	-	36.4	0.0	3.8	19.1	5.1	-	28.1	-
Lights	1	92	469	180	-	742	0	121	399	302	-	822	0	128	1114	464	-	1706	1	189	891	218	-	1299	4569

% Lights	100.0	82.1	83.6	92.8	-	85.5	-	96.8	82.1	94.1	-	88.2	-	88.9	91.4	96.1	-	92.4	100.0	97.4	91.9	84.2	-	91.2	90.1
Buses	0	0	3	3	-	6	0	0	8	4	-	12	0	3	29	1	-	33	0	0	8	3	-	11	62
% Buses	0.0	0.0	0.5	1.5	-	0.7	-	0.0	1.6	1.2	-	1.3	-	2.1	2.4	0.2	-	1.8	0.0	0.0	0.8	1.2	-	0.8	1.2
Single-Unit Trucks	0	2	10	1	-	13	0	0	3	4	-	7	0	2	5	1	-	8	0	3	8	6	-	17	45
% Single-Unit Trucks	0.0	1.8	1.8	0.5	-	1.5	-	0.0	0.6	1.2	-	0.8	-	1.4	0.4	0.2	-	0.4	0.0	1.5	0.8	2.3	-	1.2	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	2	-	3	0	0	0	3	-	3	6
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.4	-	0.2	0.0	0.0	0.0	1.2	-	0.2	0.1
Bicycles on Road	0	18	79	10	-	107	0	4	76	11	-	91	0	11	70	15	-	96	0	2	63	29	-	94	388
% Bicycles on Road	0.0	16.1	14.1	5.2	-	12.3	-	3.2	15.6	3.4	-	9.8	-	7.6	5.7	3.1	-	5.2	0.0	1.0	6.5	11.2	-	6.6	7.7
Pedestrians	-	-	-	-	478	-	-	-	-	-	105	-	-	-	-	-	858	-	-	-	-	-	338	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Woodlawn Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound						57th Street Westbound						Woodlawn Avenue Northbound						Woodlawn 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	
7:45 AM	0	2	17	16	16	35	0	5	19	13	3	37	0	12	71	32	10	115	0	10	31	15	8	56	243
8:00 AM	0	8	19	10	10	37	0	1	21	13	3	35	0	7	72	36	14	115	0	9	45	11	9	65	252
8:15 AM	0	7	31	11	16	49	0	9	14	9	6	32	0	7	75	36	18	118	0	10	38	15	12	63	262
8:30 AM	0	7	20	7	14	34	0	8	30	20	6	58	0	8	85	29	26	122	1	10	42	8	11	61	275
Total	0	24	87	44	56	155	0	23	84	55	18	162	0	34	303	133	68	470	1	39	156	49	40	245	1032
Approach %	0.0	15.5	56.1	28.4	-	-	0.0	14.2	51.9	34.0	-	-	0.0	7.2	64.5	28.3	-	-	0.4	15.9	63.7	20.0	-	-	-
Total %	0.0	2.3	8.4	4.3	-	15.0	0.0	2.2	8.1	5.3	-	15.7	0.0	3.3	29.4	12.9	-	45.5	0.1	3.8	15.1	4.7	-	23.7	-
PHF	0.000	0.750	0.702	0.688	-	0.791	0.000	0.639	0.700	0.688	-	0.698	0.000	0.708	0.891	0.924	-	0.963	0.250	0.975	0.867	0.817	-	0.942	0.938
Lights	0	23	79	41	-	143	0	21	58	53	-	132	0	31	292	132	-	455	1	38	138	38	-	215	945
% Lights	-	95.8	90.8	93.2	-	92.3	-	91.3	69.0	96.4	-	81.5	-	91.2	96.4	99.2	-	96.8	100.0	97.4	88.5	77.6	-	87.8	91.6
Buses	0	0	1	0	-	1	0	0	2	0	-	2	0	0	8	0	-	8	0	0	0	0	-	0	11
% Buses	-	0.0	1.1	0.0	-	0.6	-	0.0	2.4	0.0	-	1.2	-	0.0	2.6	0.0	-	1.7	0.0	0.0	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	1	0	1	-	2	0	0	1	0	-	1	0	1	2	0	-	3	0	0	3	1	-	4	10
% Single-Unit Trucks	-	4.2	0.0	2.3	-	1.3	-	0.0	1.2	0.0	-	0.6	-	2.9	0.7	0.0	-	0.6	0.0	0.0	1.9	2.0	-	1.6	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	7	2	-	9	0	2	23	2	-	27	0	2	1	0	-	3	0	1	15	10	-	26	65
% Bicycles on Road	-	0.0	8.0	4.5	-	5.8	-	8.7	27.4	3.6	-	16.7	-	5.9	0.3	0.0	-	0.6	0.0	2.6	9.6	20.4	-	10.6	6.3
Pedestrians	-	-	-	-	56	-	-	-	-	-	18	-	-	-	-	-	68	-	-	-	-	-	40	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with Woodlawn Avenue
Site Code:
Start Date: 11/10/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound						57th Street Westbound						Woodlawn Avenue Northbound						Woodlawn Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	10	33	9	40	52	0	5	17	13	7	35	0	3	43	25	63	71	0	9	43	10	37	62	220
4:45 PM	0	5	29	9	25	43	0	9	24	7	6	40	0	13	72	18	61	103	0	7	41	12	26	60	246
5:00 PM	0	4	28	14	39	46	0	1	21	9	1	31	0	6	41	22	41	69	0	6	51	9	24	66	212
5:15 PM	0	7	35	2	30	44	0	10	25	11	7	46	0	3	56	22	47	81	0	8	50	10	23	68	239
Total	0	26	125	34	134	185	0	25	87	40	21	152	0	25	212	87	212	324	0	30	185	41	110	256	917
Approach %	0.0	14.1	67.6	18.4	-	-	0.0	16.4	57.2	26.3	-	-	0.0	7.7	65.4	26.9	-	-	0.0	11.7	72.3	16.0	-	-	-
Total %	0.0	2.8	13.6	3.7	-	20.2	0.0	2.7	9.5	4.4	-	16.6	0.0	2.7	23.1	9.5	-	35.3	0.0	3.3	20.2	4.5	-	27.9	-
PHF	0.000	0.650	0.893	0.607	-	0.889	0.000	0.625	0.870	0.769	-	0.826	0.000	0.481	0.736	0.870	-	0.786	0.000	0.833	0.907	0.854	-	0.941	0.932
Lights	0	20	94	27	-	141	0	25	71	38	-	134	0	20	188	85	-	293	0	29	178	41	-	248	816
% Lights	-	76.9	75.2	79.4	-	76.2	-	100.0	81.6	95.0	-	88.2	-	80.0	88.7	97.7	-	90.4	-	96.7	96.2	100.0	-	96.9	89.0
Buses	0	0	2	2	-	4	0	0	1	0	-	1	0	1	5	0	-	6	0	0	0	0	-	0	11
% Buses	-	0.0	1.6	5.9	-	2.2	-	0.0	1.1	0.0	-	0.7	-	4.0	2.4	0.0	-	1.9	-	0.0	0.0	0.0	-	0.0	1.2
Single-Unit Trucks	0	1	1	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	3.8	0.8	0.0	-	1.1	-	0.0	1.1	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	5	28	5	-	38	0	0	14	2	-	16	0	4	19	2	-	25	0	1	7	0	-	8	87
% Bicycles on Road	-	19.2	22.4	14.7	-	20.5	-	0.0	16.1	5.0	-	10.5	-	16.0	9.0	2.3	-	7.7	-	3.3	3.8	0.0	-	3.1	9.5
Pedestrians	-	-	-	-	134	-	-	-	-	-	21	-	-	-	-	-	212	-	-	-	-	-	110	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with 57th Drive/Cornell Drive
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	57th Street Eastbound						Museum Parking Garage Access Westbound						Cornell Drive Northbound						57th Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	35	0	10	2	45	0	0	0	0	2	0	0	12	278	1	3	291	0	2	164	18	0	184	520
7:15 AM	0	31	0	5	2	36	0	0	0	0	2	0	0	11	287	1	3	299	0	2	229	30	0	261	596
7:30 AM	0	53	1	12	1	66	0	0	0	0	2	0	0	14	277	1	4	292	0	0	317	48	0	365	723
7:45 AM	0	51	0	10	5	61	0	0	0	0	2	0	0	20	336	4	8	360	0	7	389	57	0	453	874
Hourly Total	0	170	1	37	10	208	0	0	0	0	8	0	0	57	1178	7	18	1242	0	11	1099	153	0	1263	2713
8:00 AM	0	63	0	23	5	86	0	0	0	1	3	1	0	15	277	2	8	294	0	7	311	61	0	379	760
8:15 AM	0	61	1	56	4	118	0	0	0	2	3	2	0	28	338	7	4	373	0	8	307	49	0	364	857
8:30 AM	0	62	0	53	5	115	0	0	0	0	2	0	0	37	310	3	6	350	0	10	222	14	0	246	711
8:45 AM	0	45	0	29	8	74	0	1	0	0	3	1	0	30	188	2	7	220	0	15	206	19	1	240	535
Hourly Total	0	231	1	161	22	393	0	1	0	3	11	4	0	110	1113	14	25	1237	0	40	1046	143	1	1229	2863
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	49	1	23	1	73	0	2	1	7	3	10	0	12	133	0	5	145	0	0	174	27	0	201	429
2:15 PM	0	45	0	17	1	62	0	0	0	1	0	1	0	17	161	0	3	178	0	0	192	21	0	213	454
2:30 PM	0	33	0	16	4	49	0	3	0	8	0	11	0	11	123	0	12	134	0	1	235	24	0	260	454
2:45 PM	0	41	0	26	4	67	0	1	0	6	0	7	0	25	160	0	8	185	0	0	290	30	0	320	579
Hourly Total	0	168	1	82	10	251	0	6	1	22	3	29	0	65	577	0	28	642	0	1	891	102	0	994	1916
3:00 PM	0	47	0	53	0	100	0	4	0	6	2	10	0	16	199	0	5	215	0	0	296	28	0	324	649
3:15 PM	0	90	0	38	1	128	0	5	0	10	1	15	0	14	214	0	6	228	0	0	315	21	0	336	707
3:30 PM	0	71	1	25	3	97	0	5	0	11	0	16	0	18	207	0	9	225	0	1	358	15	0	374	712
3:45 PM	0	97	1	35	4	133	0	4	0	9	1	13	0	26	193	0	6	219	0	0	342	16	0	358	723
Hourly Total	0	305	2	151	8	458	0	18	0	36	4	54	0	74	813	0	26	887	0	1	1311	80	0	1392	2791
4:00 PM	0	76	0	29	6	105	0	9	0	12	4	21	0	22	207	1	14	230	0	1	338	11	0	350	706
4:15 PM	0	66	0	36	3	102	0	4	1	13	1	18	0	22	180	0	11	202	0	0	361	22	0	383	705
4:30 PM	0	85	0	33	1	118	0	8	0	15	3	23	0	19	188	1	9	208	0	0	422	12	0	434	783
4:45 PM	0	91	0	37	3	128	0	1	1	5	3	7	0	20	216	0	4	236	0	0	352	25	0	377	748
Hourly Total	0	318	0	135	13	453	0	22	2	45	11	69	0	83	791	2	38	876	0	1	1473	70	0	1544	2942
5:00 PM	0	84	0	36	1	120	0	6	2	8	1	16	0	22	246	0	4	268	0	0	355	22	0	377	781
5:15 PM	0	80	0	26	2	106	0	0	1	6	1	7	0	12	212	0	4	224	0	0	342	23	0	365	702
5:30 PM	0	70	0	26	3	96	0	0	1	3	0	4	0	13	181	1	1	195	0	0	346	18	0	364	659
5:45 PM	0	48	0	20	0	68	0	0	0	2	0	2	0	17	140	0	0	157	0	0	342	19	0	361	588
Hourly Total	0	282	0	108	6	390	0	6	4	19	2	29	0	64	779	1	9	844	0	0	1385	82	0	1467	2730
Grand Total	0	1474	5	674	69	2153	0	53	7	125	39	185	0	453	5251	24	144	5728	0	54	7205	630	1	7889	15955
Approach %	0.0	68.5	0.2	31.3	-	-	0.0	28.6	3.8	67.6	-	-	0.0	7.9	91.7	0.4	-	-	0.0	0.7	91.3	8.0	-	-	-
Total %	0.0	9.2	0.0	4.2	-	13.5	0.0	0.3	0.0	0.8	-	1.2	0.0	2.8	32.9	0.2	-	35.9	0.0	0.3	45.2	3.9	-	49.4	-
Lights	0	1412	4	650	-	2066	0	53	7	125	-	185	0	436	5201	23	-	5660	0	54	7128	583	-	7765	15676

% Lights	-	95.8	80.0	96.4	-	96.0	-	100.0	100.0	100.0	-	100.0	-	96.2	99.0	95.8	-	98.8	-	100.0	98.9	92.5	-	98.4	98.3
Buses	0	57	0	21	-	78	0	0	0	0	-	0	0	15	27	0	-	42	0	0	57	42	-	99	219
% Buses	-	3.9	0.0	3.1	-	3.6	-	0.0	0.0	0.0	-	0.0	-	3.3	0.5	0.0	-	0.7	-	0.0	0.8	6.7	-	1.3	1.4
Single-Unit Trucks	0	4	0	2	-	6	0	0	0	0	-	0	0	1	22	1	-	24	0	0	16	5	-	21	51
% Single-Unit Trucks	-	0.3	0.0	0.3	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.2	0.4	4.2	-	0.4	-	0.0	0.2	0.8	-	0.3	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	3	0	-	3	5
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.2	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	4
% Bicycles on Road	-	0.1	20.0	0.1	-	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
Pedestrians	-	-	-	-	69	-	-	-	-	-	39	-	-	-	-	-	144	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with 57th Drive/Cornell Drive
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Street Eastbound						Museum Parking Garage Access Westbound						Cornell Drive Northbound						57th Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	51	0	10	5	61	0	0	0	0	2	0	0	20	336	4	8	360	0	7	389	57	0	453	874
8:00 AM	0	63	0	23	5	86	0	0	0	1	3	1	0	15	277	2	8	294	0	7	311	61	0	379	760
8:15 AM	0	61	1	56	4	118	0	0	0	2	3	2	0	28	338	7	4	373	0	8	307	49	0	364	857
8:30 AM	0	62	0	53	5	115	0	0	0	0	2	0	0	37	310	3	6	350	0	10	222	14	0	246	711
Total	0	237	1	142	19	380	0	0	0	3	10	3	0	100	1261	16	26	1377	0	32	1229	181	0	1442	3202
Approach %	0.0	62.4	0.3	37.4	-	-	0.0	0.0	0.0	100.0	-	-	0.0	7.3	91.6	1.2	-	-	0.0	2.2	85.2	12.6	-	-	-
Total %	0.0	7.4	0.0	4.4	-	11.9	0.0	0.0	0.0	0.1	-	0.1	0.0	3.1	39.4	0.5	-	43.0	0.0	1.0	38.4	5.7	-	45.0	-
PHF	0.000	0.940	0.250	0.634	-	0.805	0.000	0.000	0.000	0.375	-	0.375	0.000	0.676	0.933	0.571	-	0.923	0.000	0.800	0.790	0.742	-	0.796	0.916
Lights	0	220	0	139	-	359	0	0	0	3	-	3	0	93	1248	15	-	1356	0	32	1213	174	-	1419	3137
% Lights	-	92.8	0.0	97.9	-	94.5	-	-	-	100.0	-	100.0	-	93.0	99.0	93.8	-	98.5	-	100.0	98.7	96.1	-	98.4	98.0
Buses	0	15	0	3	-	18	0	0	0	0	-	0	0	6	6	0	-	12	0	0	13	6	-	19	49
% Buses	-	6.3	0.0	2.1	-	4.7	-	-	-	0.0	-	0.0	-	6.0	0.5	0.0	-	0.9	-	0.0	1.1	3.3	-	1.3	1.5
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	1	7	1	-	9	0	0	2	1	-	3	13
% Single-Unit Trucks	-	0.4	0.0	0.0	-	0.3	-	-	-	0.0	-	0.0	-	1.0	0.6	6.3	-	0.7	-	0.0	0.2	0.6	-	0.2	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	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
Bicycles on Road	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.4	100.0	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
Pedestrians	-	-	-	-	19	-	-	-	-	-	10	-	-	-	-	-	26	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Street with 57th Drive/Cornell Drive
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Street Eastbound						Museum Parking Garage Access Westbound						Cornell Drive Northbound						57th Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	85	0	33	1	118	0	8	0	15	3	23	0	19	188	1	9	208	0	0	422	12	0	434	783
4:45 PM	0	91	0	37	3	128	0	1	1	5	3	7	0	20	216	0	4	236	0	0	352	25	0	377	748
5:00 PM	0	84	0	36	1	120	0	6	2	8	1	16	0	22	246	0	4	268	0	0	355	22	0	377	781
5:15 PM	0	80	0	26	2	106	0	0	1	6	1	7	0	12	212	0	4	224	0	0	342	23	0	365	702
Total	0	340	0	132	7	472	0	15	4	34	8	53	0	73	862	1	21	936	0	0	1471	82	0	1553	3014
Approach %	0.0	72.0	0.0	28.0	-	-	0.0	28.3	7.5	64.2	-	-	0.0	7.8	92.1	0.1	-	-	0.0	0.0	94.7	5.3	-	-	-
Total %	0.0	11.3	0.0	4.4	-	15.7	0.0	0.5	0.1	1.1	-	1.8	0.0	2.4	28.6	0.0	-	31.1	0.0	0.0	48.8	2.7	-	51.5	-
PHF	0.000	0.934	0.000	0.892	-	0.922	0.000	0.469	0.500	0.567	-	0.576	0.000	0.830	0.876	0.250	-	0.873	0.000	0.000	0.871	0.820	-	0.895	0.962
Lights	0	329	0	126	-	455	0	15	4	34	-	53	0	73	856	1	-	930	0	0	1458	72	-	1530	2968
% Lights	-	96.8	-	95.5	-	96.4	-	100.0	100.0	100.0	-	100.0	-	100.0	99.3	100.0	-	99.4	-	-	99.1	87.8	-	98.5	98.5
Buses	0	11	0	6	-	17	0	0	0	0	-	0	0	0	2	0	-	2	0	0	11	10	-	21	40
% Buses	-	3.2	-	4.5	-	3.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	-	0.7	12.2	-	1.4	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	2	0	-	2	6
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	-	0.1	0.0	-	0.1	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	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	-	0.0	-	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
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	21	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Drive with Hyde Park Boulevard
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	57th Drive Eastbound						57th Drive Westbound						Hyde Park Boulevard Northbound					Hyde Park Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	12	308	0	2	320	0	0	173	10	0	183	0	0	0	0	0	0	48	2	21	4	71	574
7:15 AM	0	23	288	4	1	315	0	1	223	15	0	239	0	0	0	0	0	0	61	2	25	2	88	642
7:30 AM	0	22	326	2	2	350	0	2	369	17	0	388	0	0	0	0	0	0	57	1	32	2	90	828
7:45 AM	0	40	340	0	2	380	0	1	408	27	0	436	0	0	0	0	0	0	46	2	29	1	77	893
Hourly Total	0	97	1262	6	7	1365	0	4	1173	69	0	1246	0	0	0	0	0	0	212	7	107	9	326	2937
8:00 AM	0	53	342	0	6	395	0	2	336	19	3	357	0	0	0	0	0	0	65	1	38	9	104	856
8:15 AM	0	55	356	2	2	413	0	1	284	38	0	323	0	0	0	0	0	0	63	3	49	3	115	851
8:30 AM	0	60	313	1	1	374	0	1	185	23	3	209	0	0	0	0	0	0	83	3	47	3	133	716
8:45 AM	0	37	201	0	1	238	0	2	219	31	0	252	0	0	0	0	0	0	81	1	24	2	106	596
Hourly Total	0	205	1212	3	10	1420	0	6	1024	111	6	1141	0	0	0	0	0	0	292	8	158	17	458	3019
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	19	173	3	4	195	0	2	168	22	0	192	0	0	0	0	0	0	67	1	38	7	106	493
2:15 PM	0	29	169	2	4	200	0	0	188	17	3	205	0	0	0	0	0	0	65	5	21	2	91	496
2:30 PM	0	26	148	1	5	175	0	1	235	13	1	249	0	0	0	0	0	0	63	2	34	1	99	523
2:45 PM	0	22	183	3	0	208	0	2	286	24	6	312	0	0	1	1	2	0	42	2	26	3	70	592
Hourly Total	0	96	673	9	13	778	0	5	877	76	10	958	0	0	1	1	2	0	237	10	119	13	366	2104
3:00 PM	0	52	207	2	1	261	0	3	287	14	1	304	0	1	0	0	1	0	56	4	44	1	104	670
3:15 PM	0	41	265	2	5	308	0	1	299	17	0	317	0	0	0	0	0	0	61	3	41	5	105	730
3:30 PM	0	44	236	4	2	284	0	2	314	15	0	331	0	0	1	0	1	0	86	3	46	1	135	751
3:45 PM	0	37	281	0	3	318	0	2	340	17	3	359	0	0	0	0	0	0	74	3	34	8	111	788
Hourly Total	0	174	989	8	11	1171	0	8	1240	63	4	1311	0	1	1	0	2	0	277	13	165	15	455	2939
4:00 PM	0	35	243	4	7	282	0	3	285	12	3	300	0	0	0	0	0	0	99	4	43	4	146	728
4:15 PM	0	40	218	1	0	259	0	2	373	11	0	386	0	0	0	0	0	0	55	4	48	7	107	752
4:30 PM	0	30	264	1	1	295	0	0	373	12	2	385	0	0	0	0	0	0	78	3	66	7	147	827
4:45 PM	0	39	267	1	0	307	0	1	348	14	1	363	0	0	0	0	0	0	83	3	47	10	133	803
Hourly Total	0	144	992	7	8	1143	0	6	1379	49	6	1434	0	0	0	0	0	0	315	14	204	28	533	3110
5:00 PM	0	48	297	1	1	346	0	2	340	12	2	354	0	0	0	0	0	0	82	1	39	0	122	822
5:15 PM	0	27	252	0	0	279	0	0	319	16	0	335	0	0	0	0	0	0	87	1	43	2	131	745
5:30 PM	0	33	225	0	0	258	0	0	346	7	0	353	0	0	0	0	0	0	48	0	36	5	84	695
5:45 PM	0	35	156	0	1	191	0	0	312	12	1	324	0	0	0	0	0	0	50	1	40	3	91	606
Hourly Total	0	143	930	1	2	1074	0	2	1317	47	3	1366	0	0	0	0	0	0	267	3	158	10	428	2868
Grand Total	0	859	6058	34	51	6951	0	31	7010	415	29	7456	0	1	2	1	4	0	1600	55	911	92	2566	16977
Approach %	0.0	12.4	87.2	0.5	-	-	0.0	0.4	94.0	5.6	-	-	0.0	25.0	50.0	25.0	-	0.0	62.4	2.1	35.5	-	-	-
Total %	0.0	5.1	35.7	0.2	-	40.9	0.0	0.2	41.3	2.4	-	43.9	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.3	5.4	-	15.1	-
Lights	0	796	6016	30	-	6842	0	29	6930	374	-	7333	0	1	1	0	2	0	1588	19	858	-	2465	16642

% Lights	-	92.7	99.3	88.2	-	98.4	-	93.5	98.9	90.1	-	98.4	-	100.0	50.0	0.0	50.0	-	99.3	34.5	94.2	-	96.1	98.0
Buses	0	57	25	0	-	82	0	2	49	40	-	91	0	0	0	0	0	0	5	35	46	-	86	259
% Buses	-	6.6	0.4	0.0	-	1.2	-	6.5	0.7	9.6	-	1.2	-	0.0	0.0	0.0	0.0	-	0.3	63.6	5.0	-	3.4	1.5
Single-Unit Trucks	0	2	16	4	-	22	0	0	27	1	-	28	0	0	0	0	0	0	6	0	6	-	12	62
% Single-Unit Trucks	-	0.2	0.3	11.8	-	0.3	-	0.0	0.4	0.2	-	0.4	-	0.0	0.0	0.0	0.0	-	0.4	0.0	0.7	-	0.5	0.4
Articulated Trucks	0	1	1	0	-	2	0	0	3	0	-	3	0	0	0	0	0	0	1	0	0	-	1	6
% Articulated Trucks	-	0.1	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	-	0.1	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	3	0	0	-	3	0	0	1	0	-	1	0	0	1	1	2	0	0	1	1	-	2	8
% Bicycles on Road	-	0.3	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	50.0	100.0	50.0	-	0.0	1.8	0.1	-	0.1	0.0
Pedestrians	-	-	-	-	51	-	-	-	-	-	29	-	-	-	-	-	-	-	-	-	-	92	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Drive with Hyde Park Boulevard
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	57th Drive Eastbound						57th Drive Westbound						Hyde Park Boulevard Northbound					Hyde Park Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	40	340	0	2	380	0	1	408	27	0	436	0	0	0	0	0	0	46	2	29	1	77	893
8:00 AM	0	53	342	0	6	395	0	2	336	19	3	357	0	0	0	0	0	0	65	1	38	9	104	856
8:15 AM	0	55	356	2	2	413	0	1	284	38	0	323	0	0	0	0	0	0	63	3	49	3	115	851
8:30 AM	0	60	313	1	1	374	0	1	185	23	3	209	0	0	0	0	0	0	83	3	47	3	133	716
Total	0	208	1351	3	11	1562	0	5	1213	107	6	1325	0	0	0	0	0	0	257	9	163	16	429	3316
Approach %	0.0	13.3	86.5	0.2	-	-	0.0	0.4	91.5	8.1	-	-	0.0	0.0	0.0	0.0	-	0.0	59.9	2.1	38.0	-	-	-
Total %	0.0	6.3	40.7	0.1	-	47.1	0.0	0.2	36.6	3.2	-	40.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.3	4.9	-	12.9	-
PHF	0.000	0.867	0.949	0.375	-	0.946	0.000	0.625	0.743	0.704	-	0.760	0.000	0.000	0.000	0.000	0.000	0.000	0.774	0.750	0.832	-	0.806	0.928
Lights	0	189	1343	1	-	1533	0	5	1201	97	-	1303	0	0	0	0	0	0	253	1	150	-	404	3240
% Lights	-	90.9	99.4	33.3	-	98.1	-	100.0	99.0	90.7	-	98.3	-	-	-	-	-	-	98.4	11.1	92.0	-	94.2	97.7
Buses	0	15	5	0	-	20	0	0	9	9	-	18	0	0	0	0	0	0	1	8	10	-	19	57
% Buses	-	7.2	0.4	0.0	-	1.3	-	0.0	0.7	8.4	-	1.4	-	-	-	-	-	-	0.4	88.9	6.1	-	4.4	1.7
Single-Unit Trucks	0	2	3	2	-	7	0	0	2	1	-	3	0	0	0	0	0	0	3	0	2	-	5	15
% Single-Unit Trucks	-	1.0	0.2	66.7	-	0.4	-	0.0	0.2	0.9	-	0.2	-	-	-	-	-	-	1.2	0.0	1.2	-	1.2	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	0	0	0	0	1	-	1	3
% Bicycles on Road	-	1.0	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0	0.0	0.6	-	0.2	0.1
Pedestrians	-	-	-	-	11	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 57th Drive with Hyde Park Boulevard
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	57th Drive Eastbound						57th Drive Westbound						Hyde Park Boulevard Northbound					Hyde Park Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	30	264	1	1	295	0	0	373	12	2	385	0	0	0	0	0	0	78	3	66	7	147	827
4:45 PM	0	39	267	1	0	307	0	1	348	14	1	363	0	0	0	0	0	0	83	3	47	10	133	803
5:00 PM	0	48	297	1	1	346	0	2	340	12	2	354	0	0	0	0	0	0	82	1	39	0	122	822
5:15 PM	0	27	252	0	0	279	0	0	319	16	0	335	0	0	0	0	0	0	87	1	43	2	131	745
Total	0	144	1080	3	2	1227	0	3	1380	54	5	1437	0	0	0	0	0	0	330	8	195	19	533	3197
Approach %	0.0	11.7	88.0	0.2	-	-	0.0	0.2	96.0	3.8	-	-	0.0	0.0	0.0	0.0	-	0.0	61.9	1.5	36.6	-	-	-
Total %	0.0	4.5	33.8	0.1	-	38.4	0.0	0.1	43.2	1.7	-	44.9	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.3	6.1	-	16.7	-
PHF	0.000	0.750	0.909	0.750	-	0.887	0.000	0.375	0.925	0.844	-	0.933	0.000	0.000	0.000	0.000	0.000	0.000	0.948	0.667	0.739	-	0.906	0.966
Lights	0	137	1070	3	-	1210	0	2	1367	48	-	1417	0	0	0	0	0	0	328	2	183	-	513	3140
% Lights	-	95.1	99.1	100.0	-	98.6	-	66.7	99.1	88.9	-	98.6	-	-	-	-	-	-	99.4	25.0	93.8	-	96.2	98.2
Buses	0	7	5	0	-	12	0	1	7	6	-	14	0	0	0	0	0	0	2	5	11	-	18	44
% Buses	-	4.9	0.5	0.0	-	1.0	-	33.3	0.5	11.1	-	1.0	-	-	-	-	-	-	0.6	62.5	5.6	-	3.4	1.4
Single-Unit Trucks	0	0	5	0	-	5	0	0	6	0	-	6	0	0	0	0	0	0	0	0	1	-	1	12
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	-	-	-	-	-	-	0.0	0.0	0.5	-	0.2	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	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	0.0	-	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	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	12.5	0.0	-	0.2	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Lake Park Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	56th Street Eastbound						56th Street Westbound						Lake Park Avenue Northbound						Lake Park 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	
7:00 AM	0	2	11	0	4	13	0	9	3	57	0	69	0	0	0	0	10	0	0	33	13	2	9	48	130
7:15 AM	0	6	12	3	7	21	0	10	0	66	0	76	0	0	0	0	16	0	0	27	28	1	7	56	153
7:30 AM	0	8	18	2	3	28	0	16	1	67	0	84	0	0	0	1	16	1	0	43	46	0	13	89	202
7:45 AM	0	7	13	5	6	25	0	18	7	93	0	118	0	0	0	0	31	0	0	55	38	1	20	94	237
Hourly Total	0	23	54	10	20	87	0	53	11	283	0	347	0	0	0	1	73	1	0	158	125	4	49	287	722
8:00 AM	0	11	19	8	22	38	0	20	4	82	0	106	0	0	0	0	22	0	0	69	59	2	14	130	274
8:15 AM	0	14	16	2	9	32	0	48	7	102	0	157	0	0	0	0	15	0	0	59	42	0	15	101	290
8:30 AM	0	22	18	7	8	47	0	31	1	129	0	161	0	0	0	0	23	0	0	64	37	2	14	103	311
8:45 AM	0	8	25	9	8	42	0	25	4	116	1	145	0	0	0	0	20	0	0	84	44	4	35	132	319
Hourly Total	0	55	78	26	47	159	0	124	16	429	1	569	0	0	0	0	80	0	0	276	182	8	78	466	1194
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	9	16	1	11	26	0	10	0	79	0	89	0	0	1	0	10	1	0	69	32	3	14	104	220
2:15 PM	0	9	13	3	4	25	0	17	0	62	0	79	0	0	0	0	6	0	2	59	23	8	5	92	196
2:30 PM	0	4	19	2	12	25	0	7	3	81	0	91	0	0	1	0	11	1	0	72	39	1	15	112	229
2:45 PM	0	8	18	4	8	30	0	12	4	67	0	83	0	0	0	0	7	0	0	78	41	2	12	121	234
Hourly Total	0	30	66	10	35	106	0	46	7	289	0	342	0	0	2	0	34	2	2	278	135	14	46	429	879
3:00 PM	0	7	17	4	0	28	0	20	3	85	0	108	0	0	0	0	9	0	1	84	47	3	19	135	271
3:15 PM	0	15	16	3	6	34	0	27	4	94	0	125	0	0	0	0	17	0	0	62	50	4	17	116	275
3:30 PM	0	15	30	6	4	51	0	20	2	85	2	107	0	0	0	0	17	0	0	87	42	4	16	133	291
3:45 PM	0	11	67	5	6	83	0	13	4	93	0	110	0	0	1	0	11	1	0	96	51	8	18	155	349
Hourly Total	0	48	130	18	16	196	0	80	13	357	2	450	0	0	1	0	54	1	1	329	190	19	70	539	1186
4:00 PM	0	18	44	8	14	70	0	9	0	107	0	116	0	0	0	1	14	1	0	82	38	4	30	124	311
4:15 PM	0	12	27	1	5	40	0	19	3	98	0	120	0	0	0	0	11	0	1	104	52	3	15	160	320
4:30 PM	0	15	45	1	13	61	0	13	3	104	0	120	0	0	0	0	16	0	0	124	60	2	10	186	367
4:45 PM	0	15	34	7	11	56	0	17	2	101	0	120	0	0	1	2	24	3	2	116	51	0	18	169	348
Hourly Total	0	60	150	17	43	227	0	58	8	410	0	476	0	0	1	3	65	4	3	426	201	9	73	639	1346
5:00 PM	0	11	44	9	9	64	0	24	3	83	0	110	0	0	0	0	10	0	0	117	50	3	18	170	344
5:15 PM	0	12	36	4	10	52	0	11	0	91	0	102	0	0	0	0	20	0	0	92	47	3	23	142	296
5:30 PM	0	13	36	5	6	54	0	15	4	71	1	90	0	1	0	0	14	1	0	92	48	3	19	143	288
5:45 PM	0	5	22	8	2	35	0	21	3	100	0	124	0	1	0	0	11	1	0	82	40	3	10	125	285
Hourly Total	0	41	138	26	27	205	0	71	10	345	1	426	0	2	0	0	55	2	0	383	185	12	70	580	1213
Grand Total	0	257	616	107	188	980	0	432	65	2113	4	2610	0	2	4	4	361	10	6	1850	1018	66	386	2940	6540
Approach %	0.0	26.2	62.9	10.9	-	-	0.0	16.6	2.5	81.0	-	-	0.0	20.0	40.0	40.0	-	-	0.2	62.9	34.6	2.2	-	-	-
Total %	0.0	3.9	9.4	1.6	-	15.0	0.0	6.6	1.0	32.3	-	39.9	0.0	0.0	0.1	0.1	-	0.2	0.1	28.3	15.6	1.0	-	45.0	-
Lights	0	256	575	95	-	926	0	406	50	2042	-	2498	0	0	1	1	-	2	6	1776	987	66	-	2835	6261

% Lights	-	99.6	93.3	88.8	-	94.5	-	94.0	76.9	96.6	-	95.7	-	0.0	25.0	25.0	-	20.0	100.0	96.0	97.0	100.0	-	96.4	95.7
Buses	0	0	2	0	-	2	0	1	2	54	-	57	0	0	0	0	-	0	0	52	16	0	-	68	127
% Buses	-	0.0	0.3	0.0	-	0.2	-	0.2	3.1	2.6	-	2.2	-	0.0	0.0	0.0	-	0.0	0.0	2.8	1.6	0.0	-	2.3	1.9
Single-Unit Trucks	0	0	5	2	-	7	0	6	1	15	-	22	0	0	0	0	-	0	0	21	7	0	-	28	57
% Single-Unit Trucks	-	0.0	0.8	1.9	-	0.7	-	1.4	1.5	0.7	-	0.8	-	0.0	0.0	0.0	-	0.0	0.0	1.1	0.7	0.0	-	1.0	0.9
Articulated Trucks	0	1	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	1	0	0	-	1	3
% Articulated Trucks	-	0.4	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	34	10	-	44	0	19	12	1	-	32	0	2	3	3	-	8	0	0	8	0	-	8	92
% Bicycles on Road	-	0.0	5.5	9.3	-	4.5	-	4.4	18.5	0.0	-	1.2	-	100.0	75.0	75.0	-	80.0	0.0	0.0	0.8	0.0	-	0.3	1.4
Pedestrians	-	-	-	-	188	-	-	-	-	-	4	-	-	-	-	-	361	-	-	-	-	-	386	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: 56th Street with Lake Park Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	56th Street Eastbound						56th Street Westbound						Lake Park Avenue Northbound						Lake Park 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	
7:45 AM	0	7	13	5	6	25	0	18	7	93	0	118	0	0	0	0	31	0	0	55	38	1	20	94	237
8:00 AM	0	11	19	8	22	38	0	20	4	82	0	106	0	0	0	0	22	0	0	69	59	2	14	130	274
8:15 AM	0	14	16	2	9	32	0	48	7	102	0	157	0	0	0	0	15	0	0	59	42	0	15	101	290
8:30 AM	0	22	18	7	8	47	0	31	1	129	0	161	0	0	0	0	23	0	0	64	37	2	14	103	311
Total	0	54	66	22	45	142	0	117	19	406	0	542	0	0	0	0	91	0	0	247	176	5	63	428	1112
Approach %	0.0	38.0	46.5	15.5	-	-	0.0	21.6	3.5	74.9	-	-	0.0	0.0	0.0	0.0	-	-	0.0	57.7	41.1	1.2	-	-	-
Total %	0.0	4.9	5.9	2.0	-	12.8	0.0	10.5	1.7	36.5	-	48.7	0.0	0.0	0.0	0.0	-	0.0	0.0	22.2	15.8	0.4	-	38.5	-
PHF	0.000	0.614	0.868	0.688	-	0.755	0.000	0.609	0.679	0.787	-	0.842	0.000	0.000	0.000	0.000	-	0.000	0.000	0.895	0.746	0.625	-	0.823	0.894
Lights	0	53	60	22	-	135	0	102	10	392	-	504	0	0	0	0	-	0	0	234	170	5	-	409	1048
% Lights	-	98.1	90.9	100.0	-	95.1	-	87.2	52.6	96.6	-	93.0	-	-	-	-	-	-	-	94.7	96.6	100.0	-	95.6	94.2
Buses	0	0	0	0	-	0	0	0	1	9	-	10	0	0	0	0	-	0	0	8	1	0	-	9	19
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	5.3	2.2	-	1.8	-	-	-	-	-	-	-	3.2	0.6	0.0	-	2.1	1.7
Single-Unit Trucks	0	0	0	0	-	0	0	3	0	3	-	6	0	0	0	0	-	0	0	5	3	0	-	8	14
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	2.6	0.0	0.7	-	1.1	-	-	-	-	-	-	-	2.0	1.7	0.0	-	1.9	1.3
Articulated Trucks	0	1	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	1.9	0.0	0.0	-	0.7	-	0.0	0.0	0.2	-	0.2	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	6	0	-	6	0	12	8	1	-	21	0	0	0	0	-	0	0	0	2	0	-	2	29
% Bicycles on Road	-	0.0	9.1	0.0	-	4.2	-	10.3	42.1	0.2	-	3.9	-	-	-	-	-	-	-	0.0	1.1	0.0	-	0.5	2.6
Pedestrians	-	-	-	-	45	-	-	-	-	-	0	-	-	-	-	-	91	-	-	-	-	-	63	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Lake Park Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	56th Street Eastbound						56th Street Westbound						Lake Park Avenue Northbound						Lake Park 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	
4:30 PM	0	15	45	1	13	61	0	13	3	104	0	120	0	0	0	0	16	0	0	124	60	2	10	186	367
4:45 PM	0	15	34	7	11	56	0	17	2	101	0	120	0	0	1	2	24	3	2	116	51	0	18	169	348
5:00 PM	0	11	44	9	9	64	0	24	3	83	0	110	0	0	0	0	10	0	0	117	50	3	18	170	344
5:15 PM	0	12	36	4	10	52	0	11	0	91	0	102	0	0	0	0	20	0	0	92	47	3	23	142	296
Total	0	53	159	21	43	233	0	65	8	379	0	452	0	0	1	2	70	3	2	449	208	8	69	667	1355
Approach %	0.0	22.7	68.2	9.0	-	-	0.0	14.4	1.8	83.8	-	-	0.0	0.0	33.3	66.7	-	-	0.3	67.3	31.2	1.2	-	-	-
Total %	0.0	3.9	11.7	1.5	-	17.2	0.0	4.8	0.6	28.0	-	33.4	0.0	0.0	0.1	0.1	-	0.2	0.1	33.1	15.4	0.6	-	49.2	-
PHF	0.000	0.883	0.883	0.583	-	0.910	0.000	0.677	0.667	0.911	-	0.942	0.000	0.000	0.250	0.250	-	0.250	0.250	0.905	0.867	0.667	-	0.897	0.923
Lights	0	53	148	16	-	217	0	64	8	373	-	445	0	0	1	0	-	1	2	440	205	8	-	655	1318
% Lights	-	100.0	93.1	76.2	-	93.1	-	98.5	100.0	98.4	-	98.5	-	-	100.0	0.0	-	33.3	100.0	98.0	98.6	100.0	-	98.2	97.3
Buses	0	0	1	0	-	1	0	0	0	6	-	6	0	0	0	0	-	0	0	8	3	0	-	11	18
% Buses	-	0.0	0.6	0.0	-	0.4	-	0.0	0.0	1.6	-	1.3	-	-	0.0	0.0	-	0.0	0.0	1.8	1.4	0.0	-	1.6	1.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	2
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.0	-	0.1	0.1
Articulated Trucks	0	0	0	0	-	0	0	0	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	0.0	-	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	9	5	-	14	0	1	0	0	-	1	0	0	0	2	-	2	0	0	0	0	-	0	17
% Bicycles on Road	-	0.0	5.7	23.8	-	6.0	-	1.5	0.0	0.0	-	0.2	-	-	0.0	100.0	-	66.7	0.0	0.0	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	-	43	-	-	-	-	-	0	-	-	-	-	-	70	-	-	-	-	-	69	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Stony Island Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	56th Street Eastbound					56th Street Westbound			Stony Island Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	13	24	3	37	7	12	19	0	51	9	11	60	116
7:15 AM	0	13	27	2	40	3	19	22	0	62	10	11	72	134
7:30 AM	0	18	42	2	60	6	20	26	0	63	8	14	71	157
7:45 AM	0	12	52	2	64	9	39	48	0	90	12	13	102	214
Hourly Total	0	56	145	9	201	25	90	115	0	266	39	49	305	621
8:00 AM	0	32	57	33	89	16	37	53	0	76	23	15	99	241
8:15 AM	0	20	52	23	72	21	64	85	2	90	22	14	114	271
8:30 AM	0	29	50	2	79	9	36	45	0	131	18	15	149	273
8:45 AM	0	30	79	1	109	4	34	38	0	126	19	11	145	292
Hourly Total	0	111	238	59	349	50	171	221	2	423	82	55	507	1077
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	27	58	2	85	15	21	36	0	69	11	7	80	201
2:15 PM	1	27	53	3	81	7	19	26	0	64	12	8	76	183
2:30 PM	0	31	53	10	84	9	17	26	0	77	11	14	88	198
2:45 PM	0	29	72	10	101	11	18	29	0	68	16	8	84	214
Hourly Total	1	114	236	25	351	42	75	117	0	278	50	37	328	796
3:00 PM	0	19	74	15	93	5	27	32	0	83	8	9	91	216
3:15 PM	0	17	64	46	81	12	44	56	0	77	23	18	100	237
3:30 PM	0	38	78	8	116	12	30	42	0	77	16	17	93	251
3:45 PM	0	49	101	6	150	5	27	32	0	94	34	14	128	310
Hourly Total	0	123	317	75	440	34	128	162	0	331	81	58	412	1014
4:00 PM	0	55	87	2	142	11	19	30	0	92	13	8	105	277
4:15 PM	0	34	101	3	135	3	17	20	0	103	17	15	120	275
4:30 PM	0	43	113	1	156	8	22	30	0	93	20	14	113	299
4:45 PM	0	45	106	4	151	12	26	38	0	99	13	12	112	301
Hourly Total	0	177	407	10	584	34	84	118	0	387	63	49	450	1152
5:00 PM	0	47	114	6	161	7	25	32	0	94	23	12	117	310
5:15 PM	0	36	100	3	136	9	16	25	0	85	19	15	104	265
5:30 PM	0	38	94	3	132	10	25	35	0	78	24	13	102	269
5:45 PM	0	26	77	1	103	7	25	32	1	92	20	7	113	248
Hourly Total	0	147	385	13	532	33	91	124	1	349	86	47	436	1092
Grand Total	1	728	1728	191	2457	218	639	857	3	2034	401	295	2438	5752
Approach %	0.0	29.6	70.3	-	-	25.4	74.6	-	0.1	83.4	16.4	-	-	-
Total %	0.0	12.7	30.0	-	42.7	3.8	11.1	14.9	0.1	35.4	7.0	-	42.4	-
Lights	1	681	1653	-	2335	200	585	785	3	1965	380	-	2348	5468
% Lights	100.0	93.5	95.7	-	95.0	91.7	91.5	91.6	100.0	96.6	94.8	-	96.3	95.1

Buses	0	4	50	-	54	2	8	10	0	53	4	-	57	121
% Buses	0.0	0.5	2.9	-	2.2	0.9	1.3	1.2	0.0	2.6	1.0	-	2.3	2.1
Single-Unit Trucks	0	11	19	-	30	3	6	9	0	14	5	-	19	58
% Single-Unit Trucks	0.0	1.5	1.1	-	1.2	1.4	0.9	1.1	0.0	0.7	1.2	-	0.8	1.0
Articulated Trucks	0	0	1	-	1	0	0	0	0	1	0	-	1	2
% Articulated Trucks	0.0	0.0	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	32	5	-	37	13	40	53	0	1	12	-	13	103
% Bicycles on Road	0.0	4.4	0.3	-	1.5	6.0	6.3	6.2	0.0	0.0	3.0	-	0.5	1.8
Pedestrians	-	-	-	191	-	-	-	-	-	-	-	295	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Stony Island Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	56th Street Eastbound					56th Street Westbound			Stony Island Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	12	52	2	64	9	39	48	0	90	12	13	102	214
8:00 AM	0	32	57	33	89	16	37	53	0	76	23	15	99	241
8:15 AM	0	20	52	23	72	21	64	85	2	90	22	14	114	271
8:30 AM	0	29	50	2	79	9	36	45	0	131	18	15	149	273
Total	0	93	211	60	304	55	176	231	2	387	75	57	464	999
Approach %	0.0	30.6	69.4	-	-	23.8	76.2	-	0.4	83.4	16.2	-	-	-
Total %	0.0	9.3	21.1	-	30.4	5.5	17.6	23.1	0.2	38.7	7.5	-	46.4	-
PHF	0.000	0.727	0.925	-	0.854	0.655	0.688	0.679	0.250	0.739	0.815	-	0.779	0.915
Lights	0	87	197	-	284	51	150	201	2	374	72	-	448	933
% Lights	-	93.5	93.4	-	93.4	92.7	85.2	87.0	100.0	96.6	96.0	-	96.6	93.4
Buses	0	0	9	-	9	0	2	2	0	8	0	-	8	19
% Buses	-	0.0	4.3	-	3.0	0.0	1.1	0.9	0.0	2.1	0.0	-	1.7	1.9
Single-Unit Trucks	0	5	1	-	6	0	1	1	0	4	2	-	6	13
% Single-Unit Trucks	-	5.4	0.5	-	2.0	0.0	0.6	0.4	0.0	1.0	2.7	-	1.3	1.3
Articulated Trucks	0	0	0	-	0	0	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.3	0.0	-	0.2	0.1
Bicycles on Road	0	1	4	-	5	4	23	27	0	0	1	-	1	33
% Bicycles on Road	-	1.1	1.9	-	1.6	7.3	13.1	11.7	0.0	0.0	1.3	-	0.2	3.3
Pedestrians	-	-	-	60	-	-	-	-	-	-	-	57	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Stony Island Avenue
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	56th Street Eastbound					56th Street Westbound			Stony Island Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	Left	Thru	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	43	113	1	156	8	22	30	0	93	20	14	113	299
4:45 PM	0	45	106	4	151	12	26	38	0	99	13	12	112	301
5:00 PM	0	47	114	6	161	7	25	32	0	94	23	12	117	310
5:15 PM	0	36	100	3	136	9	16	25	0	85	19	15	104	265
Total	0	171	433	14	604	36	89	125	0	371	75	53	446	1175
Approach %	0.0	28.3	71.7	-	-	28.8	71.2	-	0.0	83.2	16.8	-	-	-
Total %	0.0	14.6	36.9	-	51.4	3.1	7.6	10.6	0.0	31.6	6.4	-	38.0	-
PHF	0.000	0.910	0.950	-	0.938	0.750	0.856	0.822	0.000	0.937	0.815	-	0.953	0.948
Lights	0	158	423	-	581	36	85	121	0	365	69	-	434	1136
% Lights	-	92.4	97.7	-	96.2	100.0	95.5	96.8	-	98.4	92.0	-	97.3	96.7
Buses	0	1	8	-	9	0	0	0	0	5	1	-	6	15
% Buses	-	0.6	1.8	-	1.5	0.0	0.0	0.0	-	1.3	1.3	-	1.3	1.3
Single-Unit Trucks	0	1	2	-	3	0	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.6	0.5	-	0.5	0.0	0.0	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	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	0.0	-	0.0	0.0
Bicycles on Road	0	11	0	-	11	0	4	4	0	1	5	-	6	21
% Bicycles on Road	-	6.4	0.0	-	1.8	0.0	4.5	3.2	-	0.3	6.7	-	1.3	1.8
Pedestrians	-	-	-	14	-	-	-	-	-	-	-	53	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Hyde Park Boulevard
Site Code:
Start Date: 11/09/2021

Turning Movement Data

Start Time	56th Street Eastbound						56th Street Westbound						Hyde Park Boulevard Northbound						Hyde Park Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	3	15	3	18	0	19	8	3	2	30	0	8	16	2	7	26	0	0	39	8	13	47	121
7:15 AM	0	3	1	18	4	22	0	10	12	2	3	24	0	6	18	3	6	27	0	2	55	5	8	62	135
7:30 AM	0	3	2	17	15	22	0	21	16	10	7	47	0	9	27	4	19	40	0	2	54	5	18	61	170
7:45 AM	0	2	3	9	22	14	0	12	27	17	6	56	0	17	33	7	18	57	0	1	62	8	17	71	198
Hourly Total	0	8	9	59	44	76	0	62	63	32	18	157	0	40	94	16	50	150	0	5	210	26	56	241	624
8:00 AM	0	2	4	20	8	26	0	7	20	10	8	37	0	25	49	4	23	78	0	2	68	17	20	87	228
8:15 AM	0	3	6	41	11	50	0	25	38	16	4	79	0	30	46	5	15	81	0	2	63	9	19	74	284
8:30 AM	0	2	1	31	13	34	0	14	19	9	2	42	0	18	65	5	14	88	0	0	78	8	18	86	250
8:45 AM	0	2	2	24	9	28	0	17	24	12	2	53	0	14	53	10	18	77	0	3	73	12	16	88	246
Hourly Total	0	9	13	116	41	138	0	63	101	47	16	211	0	87	213	24	70	324	0	7	282	46	73	335	1008
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	5	13	6	19	0	29	20	7	7	56	0	13	30	1	5	44	0	3	62	7	12	72	191
2:15 PM	0	2	6	17	2	25	0	10	8	3	1	21	0	12	24	4	4	40	0	1	71	9	5	81	167
2:30 PM	0	3	4	18	1	25	0	15	11	4	3	30	0	10	26	4	8	40	0	1	74	8	9	83	178
2:45 PM	0	2	3	16	0	21	0	7	11	5	1	23	0	14	24	1	2	39	0	1	37	9	9	47	130
Hourly Total	0	8	18	64	9	90	0	61	50	19	12	130	0	49	104	10	19	163	0	6	244	33	35	283	666
3:00 PM	0	1	1	18	6	20	0	17	24	5	2	46	0	17	36	5	6	58	0	1	62	13	19	76	200
3:15 PM	0	1	3	28	12	32	0	18	15	6	2	39	0	18	44	4	5	66	0	0	58	16	30	74	211
3:30 PM	0	8	2	31	5	41	0	24	14	4	3	42	0	16	35	2	14	53	0	3	75	8	9	86	222
3:45 PM	0	6	14	34	6	54	0	21	12	2	4	35	0	18	32	6	10	56	0	4	61	11	10	76	221
Hourly Total	0	16	20	111	29	147	0	80	65	17	11	162	0	69	147	17	35	233	0	8	256	48	68	312	854
4:00 PM	0	8	6	40	6	54	0	21	13	6	3	40	0	7	40	6	5	53	0	0	83	6	18	89	236
4:15 PM	0	9	9	26	36	44	0	14	13	4	0	31	0	7	37	6	7	50	1	3	65	15	36	84	209
4:30 PM	0	2	7	27	5	36	0	22	14	1	5	37	0	11	31	3	8	45	0	0	86	7	11	93	211
4:45 PM	0	6	5	32	13	43	0	24	14	5	5	43	0	9	37	1	11	47	0	0	78	14	15	92	225
Hourly Total	0	25	27	125	60	177	0	81	54	16	13	151	0	34	145	16	31	195	1	3	312	42	80	358	881
5:00 PM	0	12	0	24	18	36	0	25	12	4	4	41	0	9	45	5	6	59	0	1	74	19	21	94	230
5:15 PM	0	7	9	25	4	41	0	24	8	3	2	35	0	12	36	5	12	53	0	2	88	11	9	101	230
5:30 PM	0	8	6	27	6	41	1	14	6	2	6	23	0	9	23	3	9	35	0	1	56	6	17	63	162
5:45 PM	0	4	11	15	8	30	0	18	9	6	9	33	0	10	29	6	14	45	0	3	61	10	10	74	182
Hourly Total	0	31	26	91	36	148	1	81	35	15	21	132	0	40	133	19	41	192	0	7	279	46	57	332	804
Grand Total	0	97	113	566	219	776	1	428	368	146	91	943	0	319	836	102	246	1257	1	36	1583	241	369	1861	4837
Approach %	0.0	12.5	14.6	72.9	-	-	0.1	45.4	39.0	15.5	-	-	0.0	25.4	66.5	8.1	-	-	0.1	1.9	85.1	13.0	-	-	-
Total %	0.0	2.0	2.3	11.7	-	16.0	0.0	8.8	7.6	3.0	-	19.5	0.0	6.6	17.3	2.1	-	26.0	0.0	0.7	32.7	5.0	-	38.5	-
Lights	0	90	88	557	-	735	1	424	331	143	-	899	0	312	742	97	-	1151	1	35	1493	228	-	1757	4542

% Lights	-	92.8	77.9	98.4	-	94.7	100.0	99.1	89.9	97.9	-	95.3	-	97.8	88.8	95.1	-	91.6	100.0	97.2	94.3	94.6	-	94.4	93.9
Buses	0	1	2	4	-	7	0	3	1	1	-	5	0	5	89	0	-	94	0	0	82	2	-	84	190
% Buses	-	1.0	1.8	0.7	-	0.9	0.0	0.7	0.3	0.7	-	0.5	-	1.6	10.6	0.0	-	7.5	0.0	0.0	5.2	0.8	-	4.5	3.9
Single-Unit Trucks	0	5	4	5	-	14	0	1	8	2	-	11	0	1	2	1	-	4	0	1	7	3	-	11	40
% Single-Unit Trucks	-	5.2	3.5	0.9	-	1.8	0.0	0.2	2.2	1.4	-	1.2	-	0.3	0.2	1.0	-	0.3	0.0	2.8	0.4	1.2	-	0.6	0.8
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.9	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
Bicycles on Road	0	1	18	0	-	19	0	0	28	0	-	28	0	1	3	4	-	8	0	0	1	8	-	9	64
% Bicycles on Road	-	1.0	15.9	0.0	-	2.4	0.0	0.0	7.6	0.0	-	3.0	-	0.3	0.4	3.9	-	0.6	0.0	0.0	0.1	3.3	-	0.5	1.3
Pedestrians	-	-	-	-	219	-	-	-	-	-	91	-	-	-	-	-	246	-	-	-	-	-	369	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Hyde Park Boulevard
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	56th Street Eastbound						56th Street Westbound						Hyde Park Boulevard Northbound						Hyde Park Boulevard Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	2	3	9	22	14	0	12	27	17	6	56	0	17	33	7	18	57	0	1	62	8	17	71	198
8:00 AM	0	2	4	20	8	26	0	7	20	10	8	37	0	25	49	4	23	78	0	2	68	17	20	87	228
8:15 AM	0	3	6	41	11	50	0	25	38	16	4	79	0	30	46	5	15	81	0	2	63	9	19	74	284
8:30 AM	0	2	1	31	13	34	0	14	19	9	2	42	0	18	65	5	14	88	0	0	78	8	18	86	250
Total	0	9	14	101	54	124	0	58	104	52	20	214	0	90	193	21	70	304	0	5	271	42	74	318	960
Approach %	0.0	7.3	11.3	81.5	-	-	0.0	27.1	48.6	24.3	-	-	0.0	29.6	63.5	6.9	-	-	0.0	1.6	85.2	13.2	-	-	-
Total %	0.0	0.9	1.5	10.5	-	12.9	0.0	6.0	10.8	5.4	-	22.3	0.0	9.4	20.1	2.2	-	31.7	0.0	0.5	28.2	4.4	-	33.1	-
PHF	0.000	0.750	0.583	0.616	-	0.620	0.000	0.580	0.684	0.765	-	0.677	0.000	0.750	0.742	0.750	-	0.864	0.000	0.625	0.869	0.618	-	0.914	0.845
Lights	0	7	11	99	-	117	0	57	88	51	-	196	0	89	169	20	-	278	0	5	250	39	-	294	885
% Lights	-	77.8	78.6	98.0	-	94.4	-	98.3	84.6	98.1	-	91.6	-	98.9	87.6	95.2	-	91.4	-	100.0	92.3	92.9	-	92.5	92.2
Buses	0	0	0	0	-	0	0	1	1	0	-	2	0	1	22	0	-	23	0	0	19	0	-	19	44
% Buses	-	0.0	0.0	0.0	-	0.0	-	1.7	1.0	0.0	-	0.9	-	1.1	11.4	0.0	-	7.6	-	0.0	7.0	0.0	-	6.0	4.6
Single-Unit Trucks	0	2	1	2	-	5	0	0	0	1	-	1	0	0	1	1	-	2	0	0	2	1	-	3	11
% Single-Unit Trucks	-	22.2	7.1	2.0	-	4.0	-	0.0	0.0	1.9	-	0.5	-	0.0	0.5	4.8	-	0.7	-	0.0	0.7	2.4	-	0.9	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	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	0.0	-	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	2	0	-	2	0	0	15	0	-	15	0	0	1	0	-	1	0	0	0	2	-	2	20
% Bicycles on Road	-	0.0	14.3	0.0	-	1.6	-	0.0	14.4	0.0	-	7.0	-	0.0	0.5	0.0	-	0.3	-	0.0	0.0	4.8	-	0.6	2.1
Pedestrians	-	-	-	-	54	-	-	-	-	-	20	-	-	-	-	-	70	-	-	-	-	-	74	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

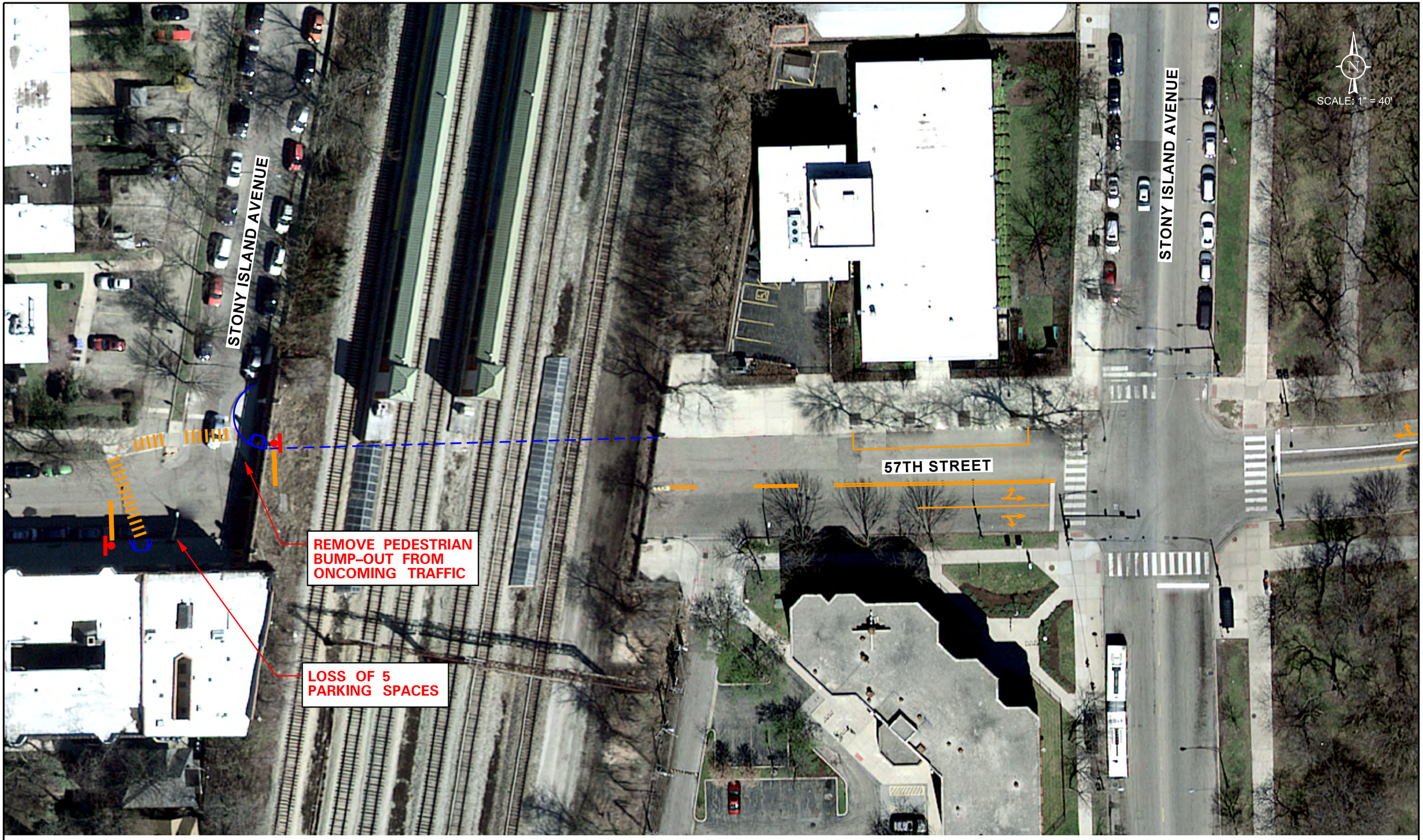
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 56th Street with Hyde Park Boulevard
Site Code:
Start Date: 11/09/2021

Turning Movement Peak Hour Data (4:30 PM)

Start Time	56th Street Eastbound						56th Street Westbound						Hyde Park Boulevard Northbound						Hyde Park Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	2	7	27	5	36	0	22	14	1	5	37	0	11	31	3	8	45	0	0	86	7	11	93	211
4:45 PM	0	6	5	32	13	43	0	24	14	5	5	43	0	9	37	1	11	47	0	0	78	14	15	92	225
5:00 PM	0	12	0	24	18	36	0	25	12	4	4	41	0	9	45	5	6	59	0	1	74	19	21	94	230
5:15 PM	0	7	9	25	4	41	0	24	8	3	2	35	0	12	36	5	12	53	0	2	88	11	9	101	230
Total	0	27	21	108	40	156	0	95	48	13	16	156	0	41	149	14	37	204	0	3	326	51	56	380	896
Approach %	0.0	17.3	13.5	69.2	-	-	0.0	60.9	30.8	8.3	-	-	0.0	20.1	73.0	6.9	-	-	0.0	0.8	85.8	13.4	-	-	-
Total %	0.0	3.0	2.3	12.1	-	17.4	0.0	10.6	5.4	1.5	-	17.4	0.0	4.6	16.6	1.6	-	22.8	0.0	0.3	36.4	5.7	-	42.4	-
PHF	0.000	0.563	0.583	0.844	-	0.907	0.000	0.950	0.857	0.650	-	0.907	0.000	0.854	0.828	0.700	-	0.864	0.000	0.375	0.926	0.671	-	0.941	0.974
Lights	0	26	14	107	-	147	0	93	44	13	-	150	0	41	137	13	-	191	0	3	307	49	-	359	847
% Lights	-	96.3	66.7	99.1	-	94.2	-	97.9	91.7	100.0	-	96.2	-	100.0	91.9	92.9	-	93.6	-	100.0	94.2	96.1	-	94.5	94.5
Buses	0	1	1	0	-	2	0	2	0	0	-	2	0	0	12	0	-	12	0	0	16	0	-	16	32
% Buses	-	3.7	4.8	0.0	-	1.3	-	2.1	0.0	0.0	-	1.3	-	0.0	8.1	0.0	-	5.9	-	0.0	4.9	0.0	-	4.2	3.6
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	1	-	3	4
% Single-Unit Trucks	-	0.0	0.0	0.9	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	2.0	-	0.8	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	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	0.0	-	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	6	0	-	6	0	0	4	0	-	4	0	0	0	1	-	1	0	0	1	1	-	2	13
% Bicycles on Road	-	0.0	28.6	0.0	-	3.8	-	0.0	8.3	0.0	-	2.6	-	0.0	0.0	7.1	-	0.5	-	0.0	0.3	2.0	-	0.5	1.5
Pedestrians	-	-	-	-	40	-	-	-	-	-	16	-	-	-	-	-	37	-	-	-	-	-	56	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Required Geometric Improvements



57TH STREET CONVERSION
CHICAGO, ILLINOIS

57TH STREET CONVERSION TO TWO-WAY TRAFFIC

DRAWN: MD
DATE: 02-02-22
PROJECT # 21-310
EXHIBIT: A

CHECKED: BM
REV:

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

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

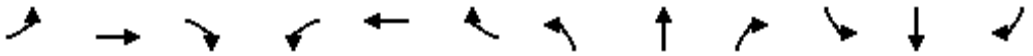
Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of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

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

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Existing Conditions



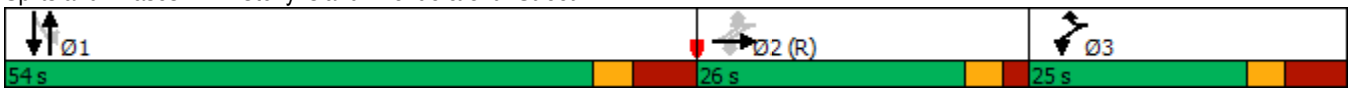
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	177	107	183	0	98	0	357	118	91	162	0
Future Volume (vph)	17	177	107	183	0	98	0	357	118	91	162	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		65	0		25
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.83		0.80	0.88		0.81			0.98	1.00		
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1685	1756	1463	1560	0	1478	0	1845	1141	1752	1547	0
Flt Permitted	0.950			0.493						0.445		
Satd. Flow (perm)	1398	1756	1176	713	0	1202	0	1845	1122	819	1547	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						104			104			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			356			431			663	
Travel Time (s)		9.8			8.1			9.8			15.1	
Confl. Peds. (#/hr)	68		70	70		68	47		6	6		47
Confl. Bikes (#/hr)			3									5
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 (%)	0%	1%	3%	8%	0%	2%	0%	3%	13%	3%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	18	0	0	0
Parking (#/hr)									8		9	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	188	114	195	0	104	0	380	126	97	172	0
Turn Type	Perm	NA	Perm	D.P+P		custom		NA	Perm	Perm	NA	
Protected Phases		2		3		3		1			1	
Permitted Phases	2		2	2		2			1	1		
Detector Phase	2	2	2	3		3		1	1	1	1	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0		31.0	31.0	31.0	31.0	
Minimum Split (s)	26.0	26.0	26.0	25.0		25.0		54.0	54.0	54.0	54.0	
Total Split (s)	26.0	26.0	26.0	25.0		25.0		54.0	54.0	54.0	54.0	
Total Split (%)	24.8%	24.8%	24.8%	23.8%		23.8%		51.4%	51.4%	51.4%	51.4%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	5.0		5.0		5.0	5.0	5.0	5.0	
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)	5.0	5.0	5.0	8.0		8.0		8.0	8.0	8.0	8.0	
Lead/Lag	Lag	Lag	Lag					Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max		Max		Max	Max	Max	Max	
Act Effct Green (s)	21.0	21.0	21.0	35.0		35.0		46.0	46.0	46.0	46.0	
Actuated g/C Ratio	0.20	0.20	0.20	0.33		0.33		0.44	0.44	0.44	0.44	

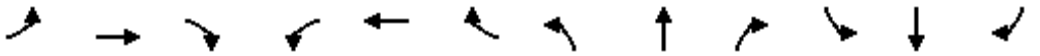
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.06	0.54	0.49	0.52		0.20		0.47	0.23	0.27	0.25	
Control Delay	34.9	44.1	45.2	25.1		4.7		23.3	6.3	21.4	19.9	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay	34.9	44.1	45.2	25.1		4.7		23.3	6.3	21.4	19.9	
LOS	C	D	D	C		A		C	A	C	B	
Approach Delay		44.0			18.0			19.1			20.5	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)	10	114	68	52		2		176	8	41	71	
Queue Length 95th (ft)	30	187	127	m102		m17		260	44	81	119	
Internal Link Dist (ft)		352			276			351			583	
Turn Bay Length (ft)									65			
Base Capacity (vph)	279	351	235	374		514		808	549	358	677	
Starvation Cap Reductn	0	0	0	0		0		0	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	0.06	0.54	0.49	0.52		0.20		0.47	0.23	0.27	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 58 (55%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 114.2%		ICU Level of Service H	
Analysis Period (min) 15			

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

Splits and Phases: 1: Stony Island Avenue & 57th Street





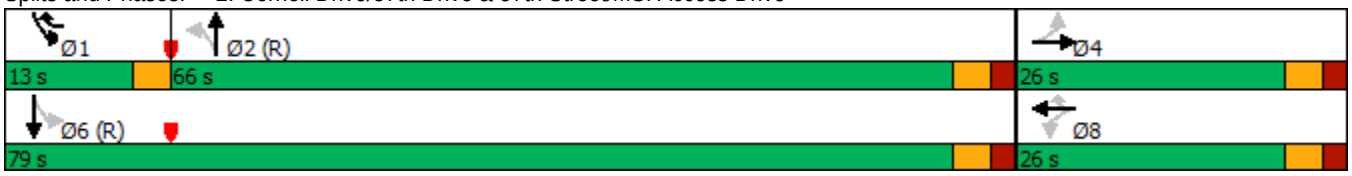
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	0	142	0	0	3	100	1261	16	32	1229	181
Future Volume (vph)	236	0	142	0	0	3	100	1261	16	32	1229	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	10	10	10	10	10	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	215		0
Storage Lanes	1		0	0		2	1		0	1		0
Taper Length (ft)	25			25			25			105		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.96					1.00	1.00			1.00	
Frt		0.883				0.850		0.998			0.981	
Flt Protected	0.950	0.989					0.950			0.950		
Satd. Flow (prot)	1496	1369	0	0	1773	2653	1574	3326	0	1745	3361	0
Flt Permitted	0.757	0.932					0.136			0.130		
Satd. Flow (perm)	1192	1290	0	0	1773	2653	225	3326	0	239	3361	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81				77		2			38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		356			334			375			601	
Travel Time (s)		8.1			7.6			8.5			13.7	
Confl. Peds. (#/hr)			26	26			19		10	10		19
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	2%	0%	0%	0%	7%	1%	6%	0%	1%	4%
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 (%)	17%											
Lane Group Flow (vph)	213	198	0	0	0	3	109	1388	0	35	1533	0
Turn Type	Perm	NA				pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	13.0	66.0	66.0		13.0	79.0	
Total Split (s)	26.0	26.0		26.0	26.0	13.0	66.0	66.0		13.0	79.0	
Total Split (%)	24.8%	24.8%		24.8%	24.8%	12.4%	62.9%	62.9%		12.4%	75.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0	3.0	5.0	5.0		3.0	5.0	
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	20.4	20.4				31.4	69.0	69.0		76.6	74.6	
Actuated g/C Ratio	0.19	0.19				0.30	0.66	0.66		0.73	0.71	

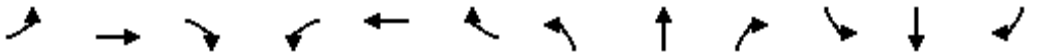
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.92	0.63				0.00	0.74	0.63		0.13	0.64	
Control Delay	83.7	32.5				0.0	48.2	13.1		3.4	4.4	
Queue Delay	0.0	0.0				0.0	0.0	0.0		0.0	0.1	
Total Delay	83.7	32.5				0.0	48.2	13.1		3.4	4.5	
LOS	F	C				A	D	B		A	A	
Approach Delay		59.0						15.7			4.5	
Approach LOS		E						B			A	
Queue Length 50th (ft)	156	75				0	50	295		4	97	
Queue Length 95th (ft)	#303	164				0	#169	378		m5	137	
Internal Link Dist (ft)		276			254			295			521	
Turn Bay Length (ft)										215		
Base Capacity (vph)	238	322				944	147	2186		317	2399	
Starvation Cap Reductn	0	0				0	0	0		0	94	
Spillback Cap Reductn	0	0				0	0	0		0	0	
Storage Cap Reductn	0	0				0	0	0		0	0	
Reduced v/c Ratio	0.89	0.61				0.00	0.74	0.63		0.11	0.67	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 52 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

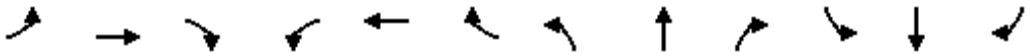
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Cornell Drive/57th Drive & 57th Street/MSI Access Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	1351	3	5	1213	107	0	0	0	257	9	162
Future Volume (vph)	206	1351	3	5	1213	107	0	0	0	257	9	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	105			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99						0.99	0.97
Frt					0.988							0.850
Flt Protected	0.950			0.950							0.954	
Satd. Flow (prot)	1560	3331	0	1685	3254	0	0	0	0	0	1726	1509
Flt Permitted	0.102			0.135							0.954	
Satd. Flow (perm)	167	3331	0	239	3254	0	0	0	0	0	1711	1466
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)					14							52
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		601			425			225			287	
Travel Time (s)		13.7			9.7			5.1			6.5	
Confl. Peds. (#/hr)	16		16	16		16	11		6	6		11
Confl. Bikes (#/hr)			2									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 (%)	8%	1%	67%	0%	1%	9%	0%	0%	0%	2%	89%	7%
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)	222	1456	0	5	1419	0	0	0	0	0	286	174
Turn Type	pm+pt	NA		pm+pt	NA					Perm	NA	pm+ov
Protected Phases	5	2		1	6						4	5
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6					4	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (%)	10.5%	63.8%		10.5%	63.8%					25.7%	25.7%	10.5%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)	0.0	5.0		0.0	5.0					2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)	3.0	8.0		3.0	8.0						5.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	None		None	None					C-Max	C-Max	None
Act Effct Green (s)	71.6	65.0		66.3	55.7						25.3	35.3
Actuated g/C Ratio	0.68	0.62		0.63	0.53						0.24	0.34

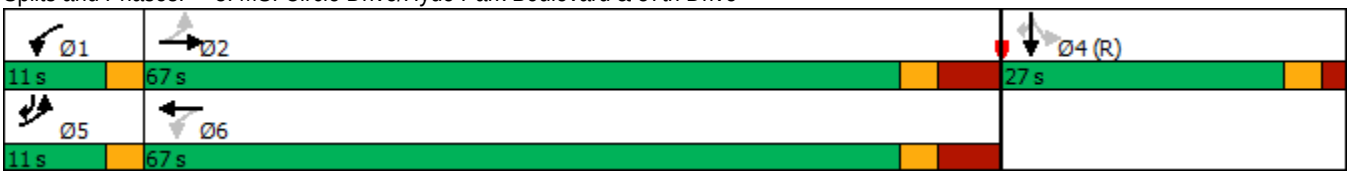


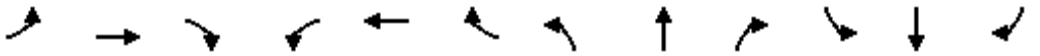
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.01	0.71		0.02	0.82						0.70	0.33
Control Delay	86.3	10.0		4.6	24.6						47.9	19.5
Queue Delay	0.0	0.1		0.0	0.0						0.0	0.0
Total Delay	86.3	10.2		4.6	24.6						47.9	19.5
LOS	F	B		A	C						D	B
Approach Delay		20.2			24.5						37.2	
Approach LOS		C			C						D	
Queue Length 50th (ft)	98	164		1	377						180	58
Queue Length 95th (ft)	m#221	m181		4	458						#315	116
Internal Link Dist (ft)		521			345			145			207	
Turn Bay Length (ft)	215			200								
Base Capacity (vph)	220	2060		266	1834						411	530
Starvation Cap Reductn	0	92		0	0						0	0
Spillback Cap Reductn	0	0		0	0						0	0
Storage Cap Reductn	0	0		0	0						0	0
Reduced v/c Ratio	1.01	0.74		0.02	0.77						0.70	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 14 (13%), Referenced to phase 4:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 84.0%		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: MSI Circle Drive/Hyde Park Boulevard & 57th Drive



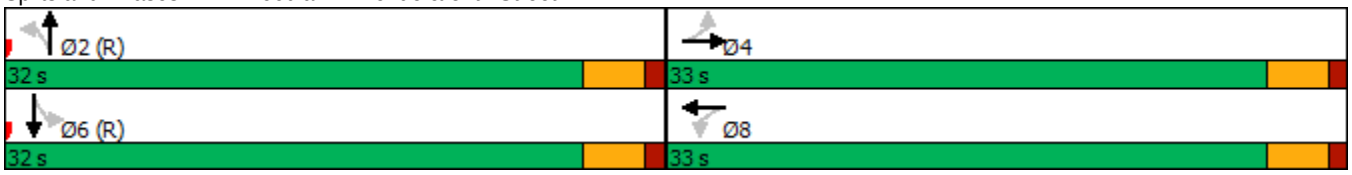


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	80	42	21	61	53	32	302	133	38	141	39
Future Volume (vph)	24	80	42	21	61	53	32	302	133	38	141	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94			0.93			0.98			0.97	
Frt		0.961			0.947			0.962			0.976	
Flt Protected		0.992			0.992			0.997			0.991	
Satd. Flow (prot)	0	1417	0	0	1403	0	0	1458	0	0	1474	0
Flt Permitted		0.950			0.955			0.970			0.888	
Satd. Flow (perm)	0	1340	0	0	1326	0	0	1411	0	0	1317	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			449			369			404	
Travel Time (s)		10.2			10.2			8.4			9.2	
Confl. Peds. (#/hr)	40		68	68		40	56		18	18		56
Confl. Bikes (#/hr)			9			27			3			26
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 (%)	4%	1%	2%	0%	3%	0%	3%	4%	1%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	143	0	0	496	0	0	231	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.0			29.0			28.0			28.0	
Actuated g/C Ratio		0.45			0.45			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.26			0.24			0.82			0.41	
Control Delay		12.8			12.6			30.0			15.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.8			12.6			30.0			15.5	
LOS		B			B			C			B	
Approach Delay		12.8			12.6			30.0			15.5	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		37			33			165			60	
Queue Length 95th (ft)		73			67			#329			113	
Internal Link Dist (ft)		367			369			289			324	
Turn Bay Length (ft)												
Base Capacity (vph)		597			591			607			567	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.24			0.82			0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 32 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Woodlawn Avenue & 57th Street



Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	194	0	0	205	6	17	13	31	2	0	16
Future Vol, veh/h	22	194	0	0	205	6	17	13	31	2	0	16
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
Heavy Vehicles, %	5	1	0	0	2	17	0	0	3	0	0	0
Mvmt Flow	26	231	0	0	244	7	20	15	37	2	0	19
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	9.6	9.4	8.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	10%	0%	11%
Vol Thru, %	21%	90%	97%	0%
Vol Right, %	51%	0%	3%	89%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	216	211	18
LT Vol	17	22	0	2
Through Vol	13	194	205	0
RT Vol	31	0	6	16
Lane Flow Rate	73	257	251	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.321	0.308	0.028
Departure Headway (Hd)	4.812	4.498	4.421	4.624
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	800	814	772
Service Time	2.846	2.523	2.446	2.664
HCM Lane V/C Ratio	0.098	0.321	0.308	0.027
HCM Control Delay	8.4	9.6	9.4	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.4	1.3	0.1

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	173	0	0	168	21	46	105	47	0	0	0
Future Vol, veh/h	45	173	0	0	168	21	46	105	47	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	52	199	0	0	193	24	53	121	54	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.2	9.7	10.1
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	23%	21%	0%
Vol Thru, %	53%	79%	89%
Vol Right, %	24%	0%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	198	218	189
LT Vol	46	45	0
Through Vol	105	173	168
RT Vol	47	0	21
Lane Flow Rate	228	251	217
Geometry Grp	1	1	1
Degree of Util (X)	0.309	0.332	0.285
Departure Headway (Hd)	4.884	4.771	4.722
Convergence, Y/N	Yes	Yes	Yes
Cap	733	749	756
Service Time	2.943	2.826	2.779
HCM Lane V/C Ratio	0.311	0.335	0.287
HCM Control Delay	10.1	10.2	9.7
HCM Lane LOS	B	B	A
HCM 95th-tile Q	1.3	1.5	1.2

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	202	45	67	145	0	0	0	0	12	127	13
Future Vol, veh/h	0	202	45	67	145	0	0	0	0	12	127	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	1	2	0	1	0	0	0	0	0	2	0
Mvmt Flow	0	246	55	82	177	0	0	0	0	15	155	16
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.5	10.4	10.1
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	32%	8%
Vol Thru, %	82%	68%	84%
Vol Right, %	18%	0%	9%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	247	212	152
LT Vol	0	67	12
Through Vol	202	145	127
RT Vol	45	0	13
Lane Flow Rate	301	259	185
Geometry Grp	1	1	1
Degree of Util (X)	0.385	0.344	0.264
Departure Headway (Hd)	4.599	4.791	5.127
Convergence, Y/N	Yes	Yes	Yes
Cap	777	747	695
Service Time	2.653	2.848	3.197
HCM Lane V/C Ratio	0.387	0.347	0.266
HCM Control Delay	10.5	10.4	10.1
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.8	1.5	1.1

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	217	0	0	150	26	50
Future Vol, veh/h	217	0	0	150	26	50
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	0	0	1	4	0
Mvmt Flow	244	0	0	169	29	56
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.1	8.5	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	34%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	66%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	76	217	150
LT Vol	26	0	0
Through Vol	0	217	150
RT Vol	50	0	0
Lane Flow Rate	85	244	169
Geometry Grp	1	1	1
Degree of Util (X)	0.108	0.292	0.205
Departure Headway (Hd)	4.544	4.31	4.369
Convergence, Y/N	Yes	Yes	Yes
Cap	789	839	822
Service Time	2.569	2.31	2.387
HCM Lane V/C Ratio	0.108	0.291	0.206
HCM Control Delay	8.1	9.1	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	1.2	0.8

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	185	57	32	126	0	0	0	0	42	48	34
Future Vol, veh/h	0	185	57	32	126	0	0	0	0	42	48	34
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
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	5
Mvmt Flow	0	199	61	34	135	0	0	0	0	45	52	37
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.2	8.8	8.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	34%
Vol Thru, %	76%	80%	39%
Vol Right, %	24%	0%	27%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	242	158	124
LT Vol	0	32	42
Through Vol	185	126	48
RT Vol	57	0	34
Lane Flow Rate	260	170	133
Geometry Grp	1	1	1
Degree of Util (X)	0.31	0.214	0.176
Departure Headway (Hd)	4.294	4.542	4.748
Convergence, Y/N	Yes	Yes	Yes
Cap	838	790	755
Service Time	2.316	2.569	2.781
HCM Lane V/C Ratio	0.31	0.215	0.176
HCM Control Delay	9.2	8.8	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.8	0.6

Intersection	
Intersection Delay, s/veh	21.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	60	22	105	11	405	0	0	0	247	174	5
Future Vol, veh/h	54	60	22	105	11	405	0	0	0	247	174	5
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, %	2	0	0	3	5	3	0	0	0	5	2	0
Mvmt Flow	61	67	25	118	12	455	0	0	0	278	196	6
Number of Lanes	0	1	0	0	1	0	0	0	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	11.5	29.2	15.9
HCM LOS	B	D	C

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	40%	20%	100%	0%
Vol Thru, %	44%	2%	0%	97%
Vol Right, %	16%	78%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	521	247	179
LT Vol	54	105	247	0
Through Vol	60	11	0	174
RT Vol	22	405	0	5
Lane Flow Rate	153	585	278	201
Geometry Grp	2	2	7	7
Degree of Util (X)	0.263	0.839	0.544	0.362
Departure Headway (Hd)	6.202	5.157	7.058	6.478
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	702	511	555
Service Time	4.266	3.204	4.807	4.226
HCM Lane V/C Ratio	0.266	0.833	0.544	0.362
HCM Control Delay	11.5	29.2	18	12.9
HCM Lane LOS	B	D	C	B
HCM 95th-tile Q	1	9.4	3.2	1.6

Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	207	51	153	389	74
Future Vol, veh/h	92	207	51	153	389	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	2	1	3	3
Mvmt Flow	100	225	55	166	423	80
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.4	12.8	24.6
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	84%	0%	0%	25%
Vol Thru, %	0%	100%	0%	75%
Vol Right, %	16%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	463	92	207	204
LT Vol	389	0	0	51
Through Vol	0	92	0	153
RT Vol	74	0	207	0
Lane Flow Rate	503	100	225	222
Geometry Grp	2	7	7	5
Degree of Util (X)	0.77	0.18	0.36	0.376
Departure Headway (Hd)	5.51	6.469	5.756	6.11
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	553	623	588
Service Time	3.553	4.227	3.514	4.17
HCM Lane V/C Ratio	0.769	0.181	0.361	0.378
HCM Control Delay	24.6	10.7	11.7	12.8
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	7.2	0.7	1.6	1.7

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	101	58	89	52	90	192	21	5	271	40
Future Vol, veh/h	9	12	101	58	89	52	90	192	21	5	271	40
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	22	7	2	2	1	2	1	12	5	0	8	3
Mvmt Flow	11	14	119	68	105	61	106	226	25	6	319	47
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	11.8	13.7	16.8	16.9
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	7%	29%	2%
Vol Thru, %	63%	10%	45%	86%
Vol Right, %	7%	83%	26%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	303	122	199	316
LT Vol	90	9	58	5
Through Vol	192	12	89	271
RT Vol	21	101	52	40
Lane Flow Rate	356	144	234	372
Geometry Grp	1	1	1	1
Degree of Util (X)	0.583	0.259	0.409	0.595
Departure Headway (Hd)	5.885	6.485	6.285	5.762
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	617	553	571	628
Service Time	3.901	4.545	4.338	3.777
HCM Lane V/C Ratio	0.577	0.26	0.41	0.592
HCM Control Delay	16.8	11.8	13.7	16.9
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	3.8	1	2	3.9

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑			↱	
Traffic Vol, veh/h	0	221	0	0	88	212
Future Vol, veh/h	0	221	0	0	88	212
Conflicting Peds, #/hr	107	0	0	107	11	12
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	2	2
Mvmt Flow	0	248	0	0	99	238

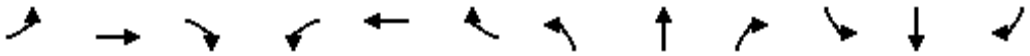
Major/Minor	Major1		Minor2	
Conflicting Flow All	-	0	259	12
Stage 1	-	-	0	-
Stage 2	-	-	259	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	730	1069
Stage 1	0	-	-	-
Stage 2	0	-	784	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	730	1057
Mov Cap-2 Maneuver	-	-	730	-
Stage 1	-	-	-	-
Stage 2	-	-	784	-

Approach	EB	SB
HCM Control Delay, s	0	11
HCM LOS		B

Minor Lane/Major Mvmt	EBT	SBLn1
Capacity (veh/h)	-	934
HCM Lane V/C Ratio	-	0.361
HCM Control Delay (s)	-	11
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	1.7

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions



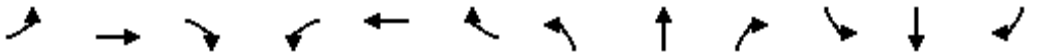
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	273	153	89	0	94	0	361	157	92	442	0
Future Volume (vph)	22	273	153	89	0	94	0	361	157	92	442	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		65	0		25
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.84		0.97	1.00		0.82			0.97	0.99		
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1685	1773	1449	1504	0	1492	0	1863	1161	1787	1593	0
Flt Permitted	0.950			0.360						0.447		
Satd. Flow (perm)	1411	1773	1404	569	0	1224	0	1863	1123	832	1593	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						101			104			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			356			431			663	
Travel Time (s)		9.8			8.1			9.8			15.1	
Confl. Peds. (#/hr)	65		1	1		65	71		28	28		71
Confl. Bikes (#/hr)			6			1			2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	12%	0%	1%	0%	2%	11%	1%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	18	0	0	0
Parking (#/hr)									8		9	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	294	165	96	0	101	0	388	169	99	475	0
Turn Type	Perm	NA	Perm	D.P+P		custom		NA	Perm	Perm	NA	
Protected Phases		2		3		3		1			1	
Permitted Phases	2		2	2		2			1	1		
Detector Phase	2	2	2	3		3		1	1	1	1	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0		31.0	31.0	31.0	31.0	
Minimum Split (s)	32.0	32.0	32.0	17.0		17.0		56.0	56.0	56.0	56.0	
Total Split (s)	32.0	32.0	32.0	17.0		17.0		56.0	56.0	56.0	56.0	
Total Split (%)	30.5%	30.5%	30.5%	16.2%		16.2%		53.3%	53.3%	53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	5.0		5.0		5.0	5.0	5.0	5.0	
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)	5.0	5.0	5.0	8.0		8.0		8.0	8.0	8.0	8.0	
Lead/Lag	Lag	Lag	Lag					Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max		Max		Max	Max	Max	Max	
Act Effct Green (s)	27.0	27.0	27.0	33.0		33.0		48.0	48.0	48.0	48.0	
Actuated g/C Ratio	0.26	0.26	0.26	0.31		0.31		0.46	0.46	0.46	0.46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.65	0.46	0.37		0.21		0.46	0.30	0.26	0.65	
Control Delay	30.3	42.4	37.7	30.0		8.4		21.7	8.8	19.9	27.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay	30.3	42.4	37.7	30.0		8.4		21.7	8.8	19.9	27.3	
LOS	C	D	D	C		A		C	A	B	C	
Approach Delay		40.2			18.9			17.8			26.0	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)	12	176	93	37		12		174	24	40	240	
Queue Length 95th (ft)	34	269	160	m44		m17		255	69	79	357	
Internal Link Dist (ft)		352			276			351			583	
Turn Bay Length (ft)									65			
Base Capacity (vph)	362	455	361	258		476		851	569	380	728	
Starvation Cap Reductn	0	0	0	0		0		0	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	0.07	0.65	0.46	0.37		0.21		0.46	0.30	0.26	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 67 (64%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 109.1%		ICU Level of Service H	
Analysis Period (min) 15			

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

Splits and Phases: 1: Stony Island Avenue & 57th Street



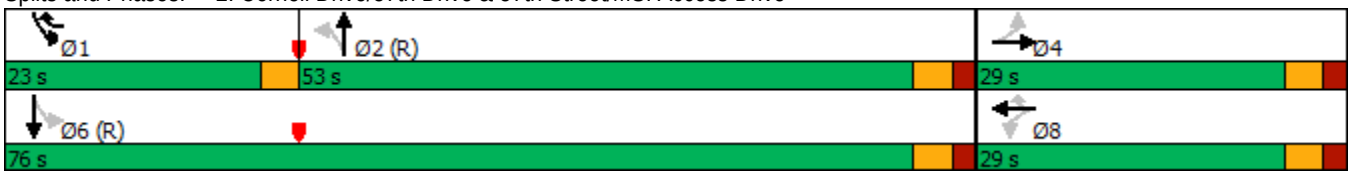
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	0	145	17	4	37	80	948	1	0	1618	90
Future Volume (vph)	374	0	145	17	4	37	80	948	1	0	1618	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	10	10	10	10	10	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	215		0
Storage Lanes	1		0	0		2	1		0	1		0
Taper Length (ft)	25			25			25			105		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.99		1.00	1.00			1.00	
Frt		0.913				0.850					0.992	
Flt Protected	0.950	0.979			0.961		0.950					
Satd. Flow (prot)	1554	1410	0	0	1704	2653	1685	3336	0	1837	3404	0
Flt Permitted	0.743	0.854			0.714		0.079					
Satd. Flow (perm)	1215	1230	0	0	1249	2653	140	3336	0	1837	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				39					12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		356			334			375			601	
Travel Time (s)		8.1			7.6			8.5			13.7	
Confl. Peds. (#/hr)			21	21			7		8	8		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 (%)	3%	0%	5%	0%	0%	0%	0%	1%	0%	0%	1%	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 (%)	28%											
Lane Group Flow (vph)	281	260	0	0	22	39	83	989	0	0	1779	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	29.0	29.0		29.0	29.0	23.0	53.0	53.0		23.0	76.0	
Total Split (s)	29.0	29.0		29.0	29.0	23.0	53.0	53.0		23.0	76.0	
Total Split (%)	27.6%	27.6%		27.6%	27.6%	21.9%	50.5%	50.5%		21.9%	72.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0	3.0	5.0	5.0		3.0	5.0	
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	24.0	24.0			24.0	34.5	65.9	65.9			71.0	
Actuated g/C Ratio	0.23	0.23			0.23	0.33	0.63	0.63			0.68	

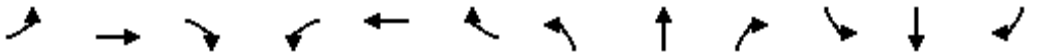
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.01	0.81			0.08	0.04	0.95	0.47			0.77	
Control Delay	102.4	55.7			32.8	7.9	111.1	11.8			7.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0			0.1	
Total Delay	102.4	55.7			32.8	7.9	111.1	11.8			7.4	
LOS	F	E			C	A	F	B			A	
Approach Delay		79.9			16.9			19.5			7.4	
Approach LOS		E			B			B			A	
Queue Length 50th (ft)	~214	157			12	0	52	187			133	
Queue Length 95th (ft)	#393	#292			33	13	#103	238			218	
Internal Link Dist (ft)		276			254			295			521	
Turn Bay Length (ft)												
Base Capacity (vph)	277	321			285	1258	87	2093			2305	
Starvation Cap Reductn	0	0			0	0	0	0			58	
Spillback Cap Reductn	0	0			0	0	0	0			0	
Storage Cap Reductn	0	0			0	0	0	0			0	
Reduced v/c Ratio	1.01	0.81			0.08	0.03	0.95	0.47			0.79	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 83 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 22.7 Intersection LOS: C
Intersection Capacity Utilization 86.6% 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.

Splits and Phases: 2: Cornell Drive/57th Drive & 57th Street/MSI Access Drive





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1188	3	3	1518	59	0	0	0	363	8	215
Future Volume (vph)	158	1188	3	3	1518	59	0	0	0	363	8	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	105			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00						0.99	0.98
Frt					0.994							0.850
Flt Protected	0.950			0.950							0.953	
Satd. Flow (prot)	1604	3335	0	1267	3293	0	0	0	0	0	1770	1524
Flt Permitted	0.068			0.205							0.953	
Satd. Flow (perm)	115	3335	0	273	3293	0	0	0	0	0	1757	1500
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)					6							52
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		601			425			225			287	
Travel Time (s)		13.7			9.7			5.1			6.5	
Confl. Peds. (#/hr)	19		19	19		19	2		5	5		2
Confl. Bikes (#/hr)												1
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 (%)	5%	1%	0%	33%	1%	11%	0%	0%	0%	1%	63%	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 (%)												
Lane Group Flow (vph)	163	1228	0	3	1626	0	0	0	0	0	382	222
Turn Type	pm+pt	NA		pm+pt	NA					Perm	NA	pm+ov
Protected Phases	5	2		1	6						4	5
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6					4	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (%)	10.5%	63.8%		10.5%	63.8%					25.7%	25.7%	10.5%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)	0.0	5.0		0.0	5.0					2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)	3.0	8.0		3.0	8.0						5.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	None		None	None					C-Max	C-Max	None
Act Effct Green (s)	74.1	67.5		68.8	58.3						22.7	32.7
Actuated g/C Ratio	0.71	0.64		0.66	0.56						0.22	0.31

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.84	0.57		0.01	0.89						1.01	0.44
Control Delay	56.7	9.3		4.7	27.8						89.8	23.5
Queue Delay	0.0	0.1		0.0	0.0						0.0	0.0
Total Delay	56.7	9.4		4.7	27.8						89.8	23.5
LOS	E	A		A	C						F	C
Approach Delay		14.9			27.8						65.5	
Approach LOS		B			C						E	
Queue Length 50th (ft)	66	176		1	468						~278	86
Queue Length 95th (ft)	m#138	m204		3	587						#462	154
Internal Link Dist (ft)		521			345			145			207	
Turn Bay Length (ft)	215			200								
Base Capacity (vph)	194	2143		260	1852						380	505
Starvation Cap Reductn	0	102		0	0						0	0
Spillback Cap Reductn	0	0		0	0						0	0
Storage Cap Reductn	0	0		0	0						0	0
Reduced v/c Ratio	0.84	0.60		0.01	0.88						1.01	0.44

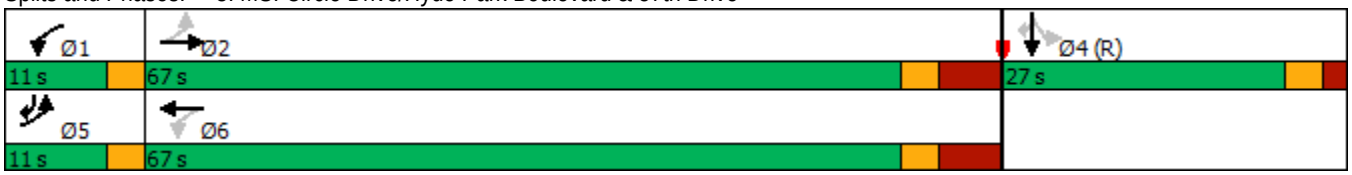
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 33 (31%), Referenced to phase 4:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			

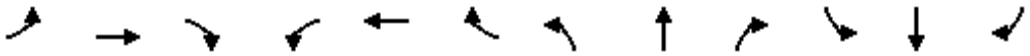
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 3: MSI Circle Drive/Hyde Park Boulevard & 57th Drive



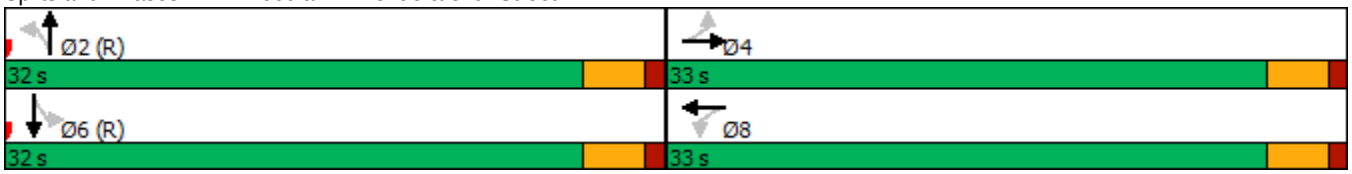


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	107	32	28	80	42	23	212	94	32	196	45
Future Volume (vph)	23	107	32	28	80	42	23	212	94	32	196	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.87			0.86			0.96			0.94	
Frt		0.974			0.962			0.961			0.978	
Flt Protected		0.993			0.991			0.996			0.994	
Satd. Flow (prot)	0	1337	0	0	1388	0	0	1466	0	0	1468	0
Flt Permitted		0.955			0.937			0.968			0.937	
Satd. Flow (perm)	0	1251	0	0	1225	0	0	1408	0	0	1380	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			449			369			404	
Travel Time (s)		10.2			10.2			8.4			9.2	
Confl. Peds. (#/hr)	110		212	212		110	134		21	21		134
Confl. Bikes (#/hr)			38			16			25			8
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 (%)	4%	3%	6%	0%	2%	0%	4%	2%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	161	0	0	354	0	0	293	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.0			29.0			28.0			28.0	
Actuated g/C Ratio		0.45			0.45			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.29			0.58			0.49	
Control Delay		13.6			13.4			18.9			16.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.6			13.4			18.9			16.9	
LOS		B			B			B			B	
Approach Delay		13.6			13.4			18.9			16.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		42			39			102			80	
Queue Length 95th (ft)		83			77			181			145	
Internal Link Dist (ft)		367			369			289			324	
Turn Bay Length (ft)												
Base Capacity (vph)		558			546			606			594	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.29			0.58			0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 32 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Woodlawn Avenue & 57th Street



Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	256	0	0	173	3	11	2	13	1	0	15
Future Vol, veh/h	10	256	0	0	173	3	11	2	13	1	0	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	269	0	0	182	3	12	2	14	1	0	16
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	9.2	8.5	7.9	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	4%	0%	6%
Vol Thru, %	8%	96%	98%	0%
Vol Right, %	50%	0%	2%	94%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	266	176	16
LT Vol	11	10	0	1
Through Vol	2	256	173	0
RT Vol	13	0	3	15
Lane Flow Rate	27	280	185	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.321	0.216	0.021
Departure Headway (Hd)	4.709	4.124	4.195	4.388
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	860	841	820
Service Time	2.711	2.204	2.293	2.39
HCM Lane V/C Ratio	0.035	0.326	0.22	0.021
HCM Control Delay	7.9	9.2	8.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1.4	0.8	0.1

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	201	0	0	180	21	24	88	21	0	0	0
Future Vol, veh/h	57	201	0	0	180	21	24	88	21	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	62	218	0	0	196	23	26	96	23	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.1	9.3	9.2
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	18%	22%	0%
Vol Thru, %	66%	78%	90%
Vol Right, %	16%	0%	10%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	133	258	201
LT Vol	24	57	0
Through Vol	88	201	180
RT Vol	21	0	21
Lane Flow Rate	145	280	218
Geometry Grp	1	1	1
Degree of Util (X)	0.199	0.355	0.276
Departure Headway (Hd)	4.959	4.556	4.552
Convergence, Y/N	Yes	Yes	Yes
Cap	721	788	789
Service Time	3.006	2.59	2.589
HCM Lane V/C Ratio	0.201	0.355	0.276
HCM Control Delay	9.2	10.1	9.3
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0.7	1.6	1.1

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	230	39	79	125	0	0	0	0	25	133	10
Future Vol, veh/h	0	230	39	79	125	0	0	0	0	25	133	10
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
Heavy Vehicles, %	0	1	3	0	2	0	0	0	0	0	1	0
Mvmt Flow	0	245	41	84	133	0	0	0	0	27	141	11
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.2	9.7	9.8
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	39%	15%
Vol Thru, %	86%	61%	79%
Vol Right, %	14%	0%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	269	204	168
LT Vol	0	79	25
Through Vol	230	125	133
RT Vol	39	0	10
Lane Flow Rate	286	217	179
Geometry Grp	1	1	1
Degree of Util (X)	0.361	0.287	0.25
Departure Headway (Hd)	4.547	4.761	5.031
Convergence, Y/N	Yes	Yes	Yes
Cap	787	751	710
Service Time	2.592	2.81	3.089
HCM Lane V/C Ratio	0.363	0.289	0.252
HCM Control Delay	10.2	9.7	9.8
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.7	1.2	1

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	252	0	0	132	11	33
Future Vol, veh/h	252	0	0	132	11	33
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	0	0	2	9	0
Mvmt Flow	290	0	0	152	13	38
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.3	8.3	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	25%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	75%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	44	252	132
LT Vol	11	0	0
Through Vol	0	252	132
RT Vol	33	0	0
Lane Flow Rate	51	290	152
Geometry Grp	1	1	1
Degree of Util (X)	0.065	0.332	0.183
Departure Headway (Hd)	4.608	4.121	4.348
Convergence, Y/N	Yes	Yes	Yes
Cap	781	860	830
Service Time	2.615	2.203	2.348
HCM Lane V/C Ratio	0.065	0.337	0.183
HCM Control Delay	7.9	9.3	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1.5	0.7

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	224	15	24	118	0	0	0	0	32	33	31
Future Vol, veh/h	0	224	15	24	118	0	0	0	0	32	33	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	3	0	0
Mvmt Flow	0	246	16	26	130	0	0	0	0	35	36	34
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.3	8.6	8.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	17%	33%
Vol Thru, %	94%	83%	34%
Vol Right, %	6%	0%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	239	142	96
LT Vol	0	24	32
Through Vol	224	118	33
RT Vol	15	0	31
Lane Flow Rate	263	156	105
Geometry Grp	1	1	1
Degree of Util (X)	0.314	0.194	0.139
Departure Headway (Hd)	4.308	4.467	4.745
Convergence, Y/N	Yes	Yes	Yes
Cap	835	805	755
Service Time	2.326	2.488	2.774
HCM Lane V/C Ratio	0.315	0.194	0.139
HCM Control Delay	9.3	8.6	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.3	0.7	0.5

Intersection	
Intersection Delay, s/veh	52.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	165	18	70	9	417	0	0	0	496	229	9
Future Vol, veh/h	58	165	18	70	9	417	0	0	0	496	229	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	0	0	2	0	0	0	2	1	0
Mvmt Flow	63	179	20	76	10	453	0	0	0	539	249	10
Number of Lanes	0	1	0	0	1	0	0	0	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	16.9	37.2	73.7
HCM LOS	C	E	F

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	14%	100%	0%
Vol Thru, %	68%	2%	0%	96%
Vol Right, %	7%	84%	0%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	241	496	496	238
LT Vol	58	70	496	0
Through Vol	165	9	0	229
RT Vol	18	417	0	9
Lane Flow Rate	262	539	539	259
Geometry Grp	2	2	7	7
Degree of Util (X)	0.498	0.872	1.112	0.494
Departure Headway (Hd)	7.106	6.123	7.425	6.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	511	598	491	528
Service Time	5.106	4.123	5.137	4.582
HCM Lane V/C Ratio	0.513	0.901	1.098	0.491
HCM Control Delay	16.9	37.2	101.3	16.1
HCM Lane LOS	C	E	F	C
HCM 95th-tile Q	2.7	9.9	18	2.7

Intersection	
Intersection Delay, s/veh	26
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	176	476	40	94	407	77
Future Vol, veh/h	176	476	40	94	407	77
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	2	0	0	1	1
Mvmt Flow	185	501	42	99	428	81
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	23.4	12.2	33.2
HCM LOS	C	B	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	84%	0%	0%	30%
Vol Thru, %	0%	100%	0%	70%
Vol Right, %	16%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	484	176	476	134
LT Vol	407	0	0	40
Through Vol	0	176	0	94
RT Vol	77	0	476	0
Lane Flow Rate	509	185	501	141
Geometry Grp	2	7	7	5
Degree of Util (X)	0.844	0.331	0.797	0.262
Departure Headway (Hd)	5.966	6.425	5.729	6.687
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	558	626	533
Service Time	4.02	4.194	3.497	4.775
HCM Lane V/C Ratio	0.84	0.332	0.8	0.265
HCM Control Delay	33.2	12.4	27.4	12.2
HCM Lane LOS	D	B	D	B
HCM 95th-tile Q	9.1	1.4	7.9	1

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	17	119	105	48	14	45	164	14	3	358	55
Future Vol, veh/h	30	17	119	105	48	14	45	164	14	3	358	55
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
Heavy Vehicles, %	4	5	1	2	0	0	0	8	0	0	6	2
Mvmt Flow	31	18	123	108	49	14	46	169	14	3	369	57
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	10.9	11.7	11.8	16.6
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	18%	63%	1%
Vol Thru, %	74%	10%	29%	86%
Vol Right, %	6%	72%	8%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	166	167	416
LT Vol	45	30	105	3
Through Vol	164	17	48	358
RT Vol	14	119	14	55
Lane Flow Rate	230	171	172	429
Geometry Grp	1	1	1	1
Degree of Util (X)	0.358	0.271	0.292	0.623
Departure Headway (Hd)	5.605	5.694	6.107	5.229
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	639	626	585	686
Service Time	3.671	3.767	4.18	3.283
HCM Lane V/C Ratio	0.36	0.273	0.294	0.625
HCM Control Delay	11.8	10.9	11.7	16.6
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.6	1.1	1.2	4.4

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑			↱	
Traffic Vol, veh/h	0	274	0	0	155	168
Future Vol, veh/h	0	274	0	0	155	168
Conflicting Peds, #/hr	107	0	0	107	11	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	1
Mvmt Flow	0	304	0	0	172	187

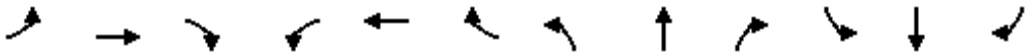
Major/Minor	Major1		Minor2	
Conflicting Flow All	-	0	315	6
Stage 1	-	-	0	-
Stage 2	-	-	315	-
Critical Hdwy	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.41	-
Follow-up Hdwy	-	-	3.509	3.309
Pot Cap-1 Maneuver	0	-	680	1080
Stage 1	0	-	-	-
Stage 2	0	-	742	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	680	1074
Mov Cap-2 Maneuver	-	-	680	-
Stage 1	-	-	-	-
Stage 2	-	-	742	-

Approach	EB	SB
HCM Control Delay, s	0	12.4
HCM LOS		B

Minor Lane/Major Mvmt	EBT	SBLn1
Capacity (veh/h)	-	840
HCM Lane V/C Ratio	-	0.427
HCM Control Delay (s)	-	12.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	2.2

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Background Conditions



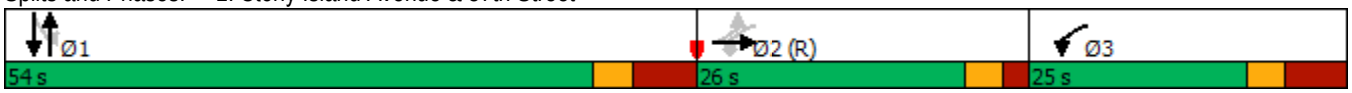
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	92	200	206	0	6	0	463	122	47	216	0
Future Volume (vph)	18	92	200	206	0	6	0	463	122	47	216	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	0		0	0		65	0		25
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.83		0.80	0.85					0.98	1.00		
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1685	1756	1463	1560	0	1478	0	1845	1141	1752	1547	0
Flt Permitted	0.950			0.694						0.334		
Satd. Flow (perm)	1398	1756	1176	965	0	1478	0	1845	1122	615	1547	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						187			104			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			356			431			663	
Travel Time (s)		9.8			8.1			9.8			15.1	
Confl. Peds. (#/hr)	68		70	70		68	47		6	6		47
Confl. Bikes (#/hr)			3									5
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 (%)	0%	1%	3%	8%	0%	2%	0%	3%	13%	3%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	18	0	0	0
Parking (#/hr)									8		9	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	98	213	219	0	6	0	493	130	50	230	0
Turn Type	Perm	NA	Perm	D.P+P		custom		NA	Perm	Perm	NA	
Protected Phases		2		3				1			1	
Permitted Phases	2		2	2					1	1		
Detector Phase	2	2	2	3				1	1	1	1	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0				31.0	31.0	31.0	31.0	
Minimum Split (s)	26.0	26.0	26.0	25.0				54.0	54.0	54.0	54.0	
Total Split (s)	26.0	26.0	26.0	25.0				54.0	54.0	54.0	54.0	
Total Split (%)	24.8%	24.8%	24.8%	23.8%				51.4%	51.4%	51.4%	51.4%	
Yellow Time (s)	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	5.0				5.0	5.0	5.0	5.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	8.0				8.0	8.0	8.0	8.0	
Lead/Lag	Lag	Lag	Lag					Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max				Max	Max	Max	Max	
Act Effct Green (s)	21.0	21.0	21.0	35.0		0.0		46.0	46.0	46.0	46.0	
Actuated g/C Ratio	0.20	0.20	0.20	0.33		0.00		0.44	0.44	0.44	0.44	

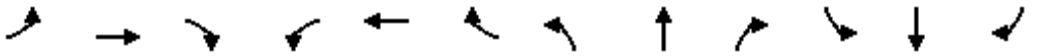
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.28	0.91	0.52		0.03		0.61	0.24	0.19	0.34	
Control Delay	35.0	38.1	81.4	21.1		0.3		26.6	6.5	20.4	21.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay	35.0	38.1	81.4	21.1		0.3		26.6	6.5	20.4	21.3	
LOS	C	D	F	C		A		C	A	C	C	
Approach Delay		65.9			20.5			22.4			21.1	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	10	56	141	59		0		248	10	20	100	
Queue Length 95th (ft)	31	105	#283	115		m0		358	46	47	159	
Internal Link Dist (ft)		352			276			351			583	
Turn Bay Length (ft)			65						65			
Base Capacity (vph)	279	351	235	418		187		808	549	269	677	
Starvation Cap Reductn	0	0	0	0		0		0	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	0.07	0.28	0.91	0.52		0.03		0.61	0.24	0.19	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 58 (55%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 31.7		Intersection LOS: C	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Stony Island Avenue & 57th Street





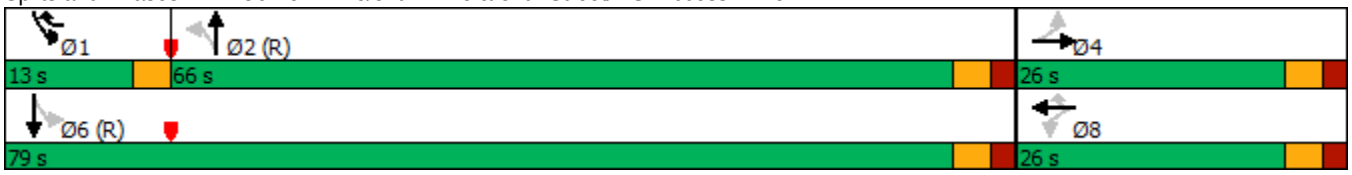
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	0	9	0	0	3	8	410	16	33	938	284
Future Volume (vph)	243	0	9	0	0	3	8	410	16	33	938	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	10	10	10	10	10	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	215		0
Storage Lanes	1		0	0		2	1		0	1		0
Taper Length (ft)	25			25			25			105		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00					1.00	1.00		0.99	0.99	
Frt		0.989				0.850		0.994			0.965	
Flt Protected	0.950	0.956					0.950			0.950		
Satd. Flow (prot)	1496	1488	0	0	1773	2653	1574	3305	0	1745	3284	0
Flt Permitted	0.757	0.741					0.192			0.465		
Satd. Flow (perm)	1192	1153	0	0	1773	2653	317	3305	0	846	3284	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				681		6			92	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		356			334			375			601	
Travel Time (s)		8.1			7.6			8.5			13.7	
Confl. Peds. (#/hr)			26	26			19		10	10		19
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	2%	0%	0%	0%	7%	1%	6%	0%	1%	4%
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 (%)	48%											
Lane Group Flow (vph)	137	137	0	0	0	3	9	463	0	36	1329	0
Turn Type	Perm	NA				pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	13.0	66.0	66.0		13.0	79.0	
Total Split (s)	26.0	26.0		26.0	26.0	13.0	66.0	66.0		13.0	79.0	
Total Split (%)	24.8%	24.8%		24.8%	24.8%	12.4%	62.9%	62.9%		12.4%	75.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0	3.0	5.0	5.0		3.0	5.0	
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	16.5	16.5				27.6	72.9	72.9		80.5	78.5	
Actuated g/C Ratio	0.16	0.16				0.26	0.69	0.69		0.77	0.75	

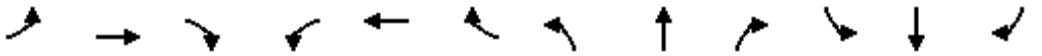
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.61				0.00	0.04	0.20		0.05	0.54	
Control Delay	62.7	36.1				0.0	8.5	7.0		2.2	2.8	
Queue Delay	0.0	0.0				0.0	0.0	0.0		0.0	0.0	
Total Delay	62.7	36.1				0.0	8.5	7.0		2.2	2.8	
LOS	E	D				A	A	A		A	A	
Approach Delay		49.4						7.1			2.8	
Approach LOS		D						A			A	
Queue Length 50th (ft)	97	51				0	2	58		2	45	
Queue Length 95th (ft)	164	124				0	9	93		m7	103	
Internal Link Dist (ft)		276			254			295			521	
Turn Bay Length (ft)										215		
Base Capacity (vph)	238	272				1272	219	2295		734	2479	
Starvation Cap Reductn	0	0				0	0	0		0	78	
Spillback Cap Reductn	0	0				0	0	0		0	0	
Storage Cap Reductn	0	0				0	0	0		0	0	
Reduced v/c Ratio	0.58	0.50				0.00	0.04	0.20		0.05	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 52 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 2: Cornell Drive/57th Drive & 57th Street/MSI Access Drive



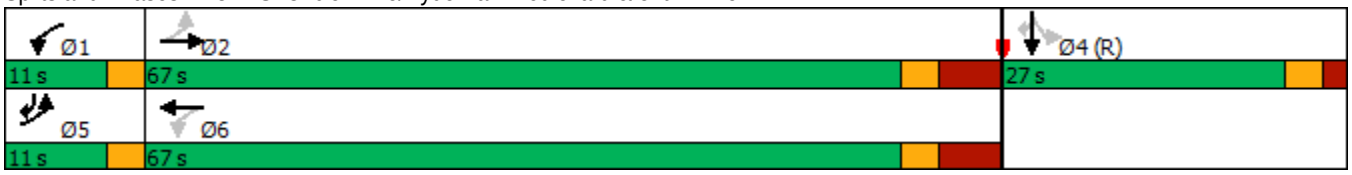


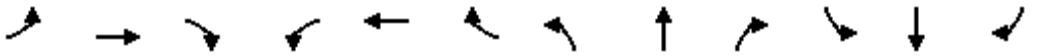
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	503	3	5	939	110	0	0	0	265	9	167
Future Volume (vph)	212	503	3	5	939	110	0	0	0	265	9	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	105			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97	0.99						0.99	0.97
Frt		0.999			0.984							0.850
Flt Protected	0.950			0.950							0.954	
Satd. Flow (prot)	1560	3319	0	1685	3229	0	0	0	0	0	1727	1509
Flt Permitted	0.149			0.449							0.954	
Satd. Flow (perm)	245	3319	0	774	3229	0	0	0	0	0	1712	1466
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			19							93
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		601			425			225			287	
Travel Time (s)		13.7			9.7			5.1			6.5	
Confl. Peds. (#/hr)	16		16	16		16	11		6	6		11
Confl. Bikes (#/hr)			2									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 (%)	8%	1%	67%	0%	1%	9%	0%	0%	0%	2%	89%	7%
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)	228	544	0	5	1128	0	0	0	0	0	295	180
Turn Type	pm+pt	NA		pm+pt	NA					Perm	NA	pm+ov
Protected Phases	5	2		1	6						4	5
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6					4	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (%)	10.5%	63.8%		10.5%	63.8%					25.7%	25.7%	10.5%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)	0.0	5.0		0.0	5.0					2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)	3.0	8.0		3.0	8.0						5.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	None		None	None					C-Max	C-Max	None
Act Effct Green (s)	63.9	57.3		58.8	48.1						32.9	42.9
Actuated g/C Ratio	0.61	0.55		0.56	0.46						0.31	0.41

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.92	0.30		0.01	0.76						0.55	0.27
Control Delay	57.6	12.0		6.0	26.3						36.9	11.9
Queue Delay	0.0	0.0		0.0	0.0						0.0	0.0
Total Delay	57.6	12.0		6.0	26.3						36.9	11.9
LOS	E	B		A	C						D	B
Approach Delay		25.5			26.2						27.4	
Approach LOS		C			C						C	
Queue Length 50th (ft)	81	102		1	313						165	34
Queue Length 95th (ft)	#153	122		4	331						#306	93
Internal Link Dist (ft)		521			345			145			207	
Turn Bay Length (ft)	215			200								
Base Capacity (vph)	249	1895		520	1822						536	657
Starvation Cap Reductn	0	0		0	0						0	0
Spillback Cap Reductn	0	0		0	0						0	0
Storage Cap Reductn	0	0		0	0						0	0
Reduced v/c Ratio	0.92	0.29		0.01	0.62						0.55	0.27

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 14 (13%), Referenced to phase 4:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		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: 3: MSI Circle Drive/Hyde Park Boulevard & 57th Drive



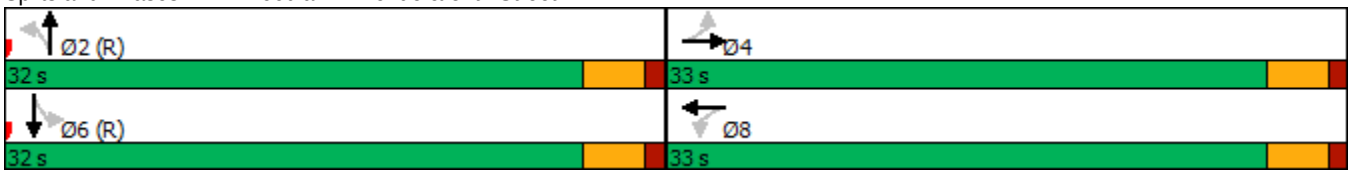


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	82	43	22	63	55	33	311	137	39	145	40
Future Volume (vph)	25	82	43	22	63	55	33	311	137	39	145	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94			0.93			0.98			0.97	
Frt		0.961			0.947			0.962			0.976	
Flt Protected		0.992			0.992			0.997			0.991	
Satd. Flow (prot)	0	1417	0	0	1402	0	0	1458	0	0	1473	0
Flt Permitted		0.948			0.953			0.969			0.889	
Satd. Flow (perm)	0	1338	0	0	1323	0	0	1410	0	0	1318	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			449			369			404	
Travel Time (s)		10.2			10.2			8.4			9.2	
Confl. Peds. (#/hr)	40		68	68		40	56		18	18		56
Confl. Bikes (#/hr)			9			27			3			26
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 (%)	4%	1%	2%	0%	3%	0%	3%	4%	1%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	149	0	0	512	0	0	238	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.0			29.0			28.0			28.0	
Actuated g/C Ratio		0.45			0.45			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.27			0.25			0.84			0.42	
Control Delay		12.9			12.7			32.3			15.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			12.7			32.3			15.7	
LOS		B			B			C			B	
Approach Delay		12.9			12.7			32.3			15.7	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		38			35			173			63	
Queue Length 95th (ft)		75			70			#345			117	
Internal Link Dist (ft)		367			369			289			324	
Turn Bay Length (ft)												
Base Capacity (vph)		596			590			607			567	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.25			0.84			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 32 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Woodlawn Avenue & 57th Street



Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	200	0	0	211	6	18	13	32	2	0	16
Future Vol, veh/h	23	200	0	0	211	6	18	13	32	2	0	16
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
Heavy Vehicles, %	5	1	0	0	2	17	0	0	3	0	0	0
Mvmt Flow	27	238	0	0	251	7	21	15	38	2	0	19
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	9.8	9.5	8.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	10%	0%	11%
Vol Thru, %	21%	90%	97%	0%
Vol Right, %	51%	0%	3%	89%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	223	217	18
LT Vol	18	23	0	2
Through Vol	13	200	211	0
RT Vol	32	0	6	16
Lane Flow Rate	75	265	258	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.333	0.319	0.028
Departure Headway (Hd)	4.849	4.515	4.44	4.665
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	737	796	811	765
Service Time	2.888	2.541	2.465	2.71
HCM Lane V/C Ratio	0.102	0.333	0.318	0.027
HCM Control Delay	8.4	9.8	9.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.5	1.4	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	178	0	0	173	22	47	108	48	0	0	0
Future Vol, veh/h	46	178	0	0	173	22	47	108	48	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	53	205	0	0	199	25	54	124	55	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.4	9.8	10.3
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	23%	21%	0%
Vol Thru, %	53%	79%	89%
Vol Right, %	24%	0%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	203	224	195
LT Vol	47	46	0
Through Vol	108	178	173
RT Vol	48	0	22
Lane Flow Rate	233	257	224
Geometry Grp	1	1	1
Degree of Util (X)	0.319	0.343	0.296
Departure Headway (Hd)	4.918	4.798	4.75
Convergence, Y/N	Yes	Yes	Yes
Cap	726	744	751
Service Time	2.982	2.857	2.81
HCM Lane V/C Ratio	0.321	0.345	0.298
HCM Control Delay	10.3	10.4	9.8
HCM Lane LOS	B	B	A
HCM 95th-tile Q	1.4	1.5	1.2

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	208	46	69	149	0	0	0	0	12	131	13
Future Vol, veh/h	0	208	46	69	149	0	0	0	0	12	131	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	1	2	0	1	0	0	0	0	0	2	0
Mvmt Flow	0	254	56	84	182	0	0	0	0	15	160	16
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.7	10.6	10.2
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	32%	8%
Vol Thru, %	82%	68%	84%
Vol Right, %	18%	0%	8%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	254	218	156
LT Vol	0	69	12
Through Vol	208	149	131
RT Vol	46	0	13
Lane Flow Rate	310	266	190
Geometry Grp	1	1	1
Degree of Util (X)	0.398	0.356	0.273
Departure Headway (Hd)	4.627	4.82	5.168
Convergence, Y/N	Yes	Yes	Yes
Cap	774	742	691
Service Time	2.684	2.88	3.241
HCM Lane V/C Ratio	0.401	0.358	0.275
HCM Control Delay	10.7	10.6	10.2
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.9	1.6	1.1

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	0	0	155	27	52
Future Vol, veh/h	224	0	0	155	27	52
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	0	0	1	4	0
Mvmt Flow	252	0	0	174	30	58
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.2	8.6	8.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	34%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	66%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	79	224	155
LT Vol	27	0	0
Through Vol	0	224	155
RT Vol	52	0	0
Lane Flow Rate	89	252	174
Geometry Grp	1	1	1
Degree of Util (X)	0.113	0.301	0.212
Departure Headway (Hd)	4.575	4.309	4.386
Convergence, Y/N	Yes	Yes	Yes
Cap	785	836	820
Service Time	2.598	2.327	2.405
HCM Lane V/C Ratio	0.113	0.301	0.212
HCM Control Delay	8.2	9.2	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	1.3	0.8

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	191	59	33	130	0	0	0	0	43	49	35
Future Vol, veh/h	0	191	59	33	130	0	0	0	0	43	49	35
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
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	5
Mvmt Flow	0	205	63	35	140	0	0	0	0	46	53	38
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.4	8.9	8.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	34%
Vol Thru, %	76%	80%	39%
Vol Right, %	24%	0%	28%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	250	163	127
LT Vol	0	33	43
Through Vol	191	130	49
RT Vol	59	0	35
Lane Flow Rate	269	175	137
Geometry Grp	1	1	1
Degree of Util (X)	0.322	0.222	0.181
Departure Headway (Hd)	4.31	4.563	4.78
Convergence, Y/N	Yes	Yes	Yes
Cap	833	787	750
Service Time	2.334	2.591	2.815
HCM Lane V/C Ratio	0.323	0.222	0.183
HCM Control Delay	9.4	8.9	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.4	0.8	0.7

Intersection	
Intersection Delay, s/veh	24.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	62	23	108	11	417	0	0	0	256	179	5
Future Vol, veh/h	56	62	23	108	11	417	0	0	0	256	179	5
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, %	2	0	0	3	5	3	0	0	0	5	2	0
Mvmt Flow	63	70	26	121	12	469	0	0	0	288	201	6
Number of Lanes	0	1	0	0	1	0	0	0	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	11.8	33.4	16.6
HCM LOS	B	D	C

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	40%	20%	100%	0%
Vol Thru, %	44%	2%	0%	97%
Vol Right, %	16%	78%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	536	256	184
LT Vol	56	108	256	0
Through Vol	62	11	0	179
RT Vol	23	417	0	5
Lane Flow Rate	158	602	288	207
Geometry Grp	2	2	7	7
Degree of Util (X)	0.277	0.873	0.57	0.376
Departure Headway (Hd)	6.289	5.216	7.136	6.556
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	569	693	506	548
Service Time	4.358	3.266	4.887	4.307
HCM Lane V/C Ratio	0.278	0.869	0.569	0.378
HCM Control Delay	11.8	33.4	19	13.2
HCM Lane LOS	B	D	C	B
HCM 95th-tile Q	1.1	10.5	3.5	1.7

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	215	53	158	401	76
Future Vol, veh/h	95	215	53	158	401	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	2	1	3	3
Mvmt Flow	103	234	58	172	436	83
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.8	13.3	27.5
HCM LOS	B	B	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	84%	0%	0%	25%
Vol Thru, %	0%	100%	0%	75%
Vol Right, %	16%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	477	95	215	211
LT Vol	401	0	0	53
Through Vol	0	95	0	158
RT Vol	76	0	215	0
Lane Flow Rate	518	103	234	229
Geometry Grp	2	7	7	5
Degree of Util (X)	0.803	0.188	0.379	0.395
Departure Headway (Hd)	5.574	6.557	5.843	6.2
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	648	545	612	578
Service Time	3.619	4.323	3.609	4.268
HCM Lane V/C Ratio	0.799	0.189	0.382	0.396
HCM Control Delay	27.5	10.9	12.2	13.3
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	8.1	0.7	1.8	1.9

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	104	60	92	54	93	198	22	5	279	41
Future Vol, veh/h	9	12	104	60	92	54	93	198	22	5	279	41
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	22	7	2	2	1	2	1	12	5	0	8	3
Mvmt Flow	11	14	122	71	108	64	109	233	26	6	328	48
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	12.1	14.2	17.9	18
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	7%	29%	2%
Vol Thru, %	63%	10%	45%	86%
Vol Right, %	7%	83%	26%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	313	125	206	325
LT Vol	93	9	60	5
Through Vol	198	12	92	279
RT Vol	22	104	54	41
Lane Flow Rate	368	147	242	382
Geometry Grp	1	1	1	1
Degree of Util (X)	0.61	0.271	0.431	0.62
Departure Headway (Hd)	5.961	6.623	6.4	5.839
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	604	541	562	619
Service Time	4.006	4.682	4.452	3.884
HCM Lane V/C Ratio	0.609	0.272	0.431	0.617
HCM Control Delay	17.9	12.1	14.2	18
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	4.1	1.1	2.2	4.3

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑			↾	
Traffic Vol, veh/h	0	228	0	0	91	218
Future Vol, veh/h	0	228	0	0	91	218
Conflicting Peds, #/hr	107	0	0	107	11	12
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	2	2
Mvmt Flow	0	256	0	0	102	245

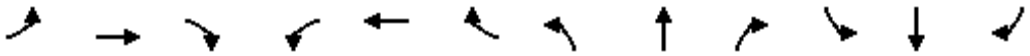
Major/Minor	Major1		Minor2	
Conflicting Flow All	-	0	267	12
Stage 1	-	-	0	-
Stage 2	-	-	267	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	722	1069
Stage 1	0	-	-	-
Stage 2	0	-	778	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	722	1057
Mov Cap-2 Maneuver	-	-	722	-
Stage 1	-	-	-	-
Stage 2	-	-	778	-

Approach	EB	SB
HCM Control Delay, s	0	11.2
HCM LOS		B

Minor Lane/Major Mvmt	EBT	SBLn1
Capacity (veh/h)	-	930
HCM Lane V/C Ratio	-	0.373
HCM Control Delay (s)	-	11.2
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	1.7

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Background Conditions

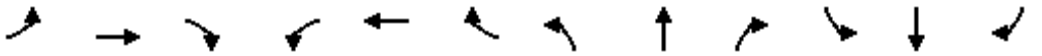


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	176	263	99	0	22	0	451	162	60	492	0
Future Volume (vph)	23	176	263	99	0	22	0	451	162	60	492	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	0		0	0		65	0		25
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.84		0.97	1.00		0.89			0.97	0.99		
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1685	1773	1449	1504	0	1492	0	1863	1161	1787	1593	0
Flt Permitted	0.950			0.540						0.355		
Satd. Flow (perm)	1411	1773	1404	854	0	1322	0	1863	1123	662	1593	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						52			104			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			356			431			663	
Travel Time (s)		9.8			8.1			9.8			15.1	
Confl. Peds. (#/hr)	65		1	1		65	71		28	28		71
Confl. Bikes (#/hr)			6			1			2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	12%	0%	1%	0%	2%	11%	1%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	18	0	0	0
Parking (#/hr)									8		9	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	189	283	106	0	24	0	485	174	65	529	0
Turn Type	Perm	NA	Perm	D.P+P		Perm		NA	Perm	Perm	NA	
Protected Phases		2		3				1			1	
Permitted Phases	2		2	2		3 2			1	1		
Detector Phase	2	2	2	3		3 2		1	1	1	1	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0				31.0	31.0	31.0	31.0	
Minimum Split (s)	32.0	32.0	32.0	17.0				56.0	56.0	56.0	56.0	
Total Split (s)	32.0	32.0	32.0	17.0				56.0	56.0	56.0	56.0	
Total Split (%)	30.5%	30.5%	30.5%	16.2%				53.3%	53.3%	53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	5.0				5.0	5.0	5.0	5.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	8.0				8.0	8.0	8.0	8.0	
Lead/Lag	Lag	Lag	Lag					Lead	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max				Max	Max	Max	Max	
Act Effct Green (s)	27.0	27.0	27.0	33.0		41.0		48.0	48.0	48.0	48.0	
Actuated g/C Ratio	0.26	0.26	0.26	0.31		0.39		0.46	0.46	0.46	0.46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.42	0.78	0.33		0.04		0.57	0.31	0.22	0.73	
Control Delay	30.3	35.8	53.1	20.5		0.2		24.2	9.1	19.6	30.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay	30.3	35.8	53.1	20.5		0.2		24.2	9.1	19.6	30.3	
LOS	C	D	D	C		A		C	A	B	C	
Approach Delay		45.4			16.8			20.2			29.1	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)	13	106	177	29		0		232	27	26	281	
Queue Length 95th (ft)	35	173	#309	47		0		335	72	57	416	
Internal Link Dist (ft)		352			276			351			583	
Turn Bay Length (ft)			65						65			
Base Capacity (vph)	362	455	361	324		547		851	569	302	728	
Starvation Cap Reductn	0	0	0	0		0		0	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	0.07	0.42	0.78	0.33		0.04		0.57	0.31	0.22	0.73	

Intersection Summary		
Area Type:	Other	
Cycle Length: 105		
Actuated Cycle Length: 105		
Offset: 67 (64%), Referenced to phase 2:EBWB, Start of Green		
Natural Cycle: 105		
Control Type: Pretimed		
Maximum v/c Ratio: 0.78		
Intersection Signal Delay: 29.4	Intersection LOS: C	
Intersection Capacity Utilization 97.5%	ICU Level of Service F	
Analysis Period (min) 15		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

Splits and Phases: 1: Stony Island Avenue & 57th Street

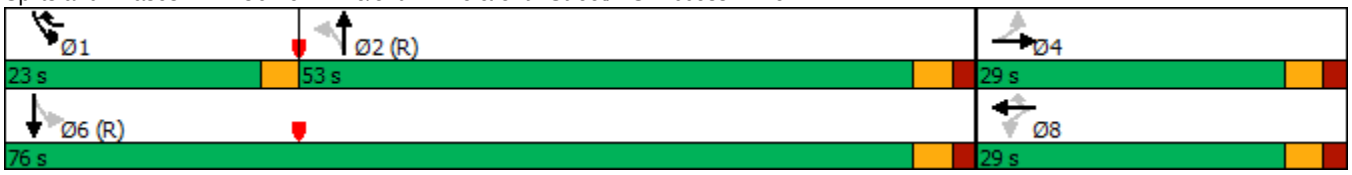


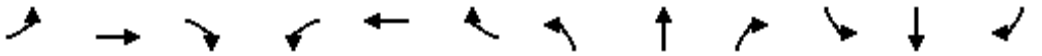
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	0	9	18	4	38	7	571	1	0	252	100
Future Volume (vph)	385	0	9	18	4	38	7	571	1	0	252	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	10	10	10	10	10	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	215		0
Storage Lanes	1		0	0		2	1		0	1		0
Taper Length (ft)	25			25			25			105		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			0.98		0.99	1.00			0.99	
Frt		0.993				0.850					0.957	
Flt Protected	0.950	0.954			0.960		0.950					
Satd. Flow (prot)	1554	1545	0	0	1702	2653	1685	3336	0	1837	3189	0
Flt Permitted	0.742	0.719			0.744		0.533					
Satd. Flow (perm)	1214	1165	0	0	1297	2653	940	3336	0	1837	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				40					104	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		356			334			375			601	
Travel Time (s)		8.1			7.6			8.5			13.7	
Confl. Peds. (#/hr)			21	21			7		8	8		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 (%)	3%	0%	5%	0%	0%	0%	0%	1%	0%	0%	1%	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 (%)	49%											
Lane Group Flow (vph)	205	205	0	0	23	40	7	596	0	0	367	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	29.0	29.0		29.0	29.0	23.0	53.0	53.0		23.0	76.0	
Total Split (s)	29.0	29.0		29.0	29.0	23.0	53.0	53.0		23.0	76.0	
Total Split (%)	27.6%	27.6%		27.6%	27.6%	21.9%	50.5%	50.5%		21.9%	72.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0	3.0	5.0	5.0		3.0	5.0	
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	21.2	21.2			21.2	31.7	68.7	68.7			73.8	
Actuated g/C Ratio	0.20	0.20			0.20	0.30	0.65	0.65			0.70	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.84	0.74			0.09	0.05	0.01	0.27			0.16	
Control Delay	71.9	49.5			33.2	7.8	8.9	9.0			3.2	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0			0.0	
Total Delay	71.9	49.5			33.2	7.8	8.9	9.0			3.2	
LOS	E	D			C	A	A	A			A	
Approach Delay		60.7			17.1			9.0			3.2	
Approach LOS		E			B			A			A	
Queue Length 50th (ft)	147	113			12	0	2	95			16	
Queue Length 95th (ft)	#257	#202			34	13	8	128			43	
Internal Link Dist (ft)		276			254			295			521	
Turn Bay Length (ft)												
Base Capacity (vph)	277	306			296	1188	615	2183			2273	
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	0.74	0.67			0.08	0.03	0.01	0.27			0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 83 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Cornell Drive/57th Drive & 57th Street/MSI Access Drive





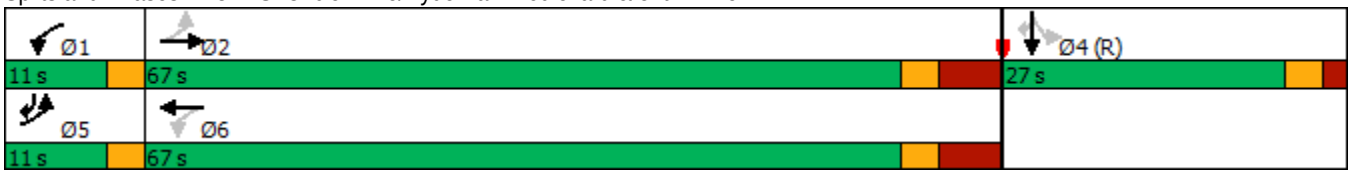
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	819	3	3	156	61	0	0	0	374	8	221
Future Volume (vph)	163	819	3	3	156	61	0	0	0	374	8	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	105			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	1.00		0.98	0.97						0.99	0.98
Frt		0.999			0.958							0.850
Flt Protected	0.950			0.950							0.953	
Satd. Flow (prot)	1604	3332	0	1267	3031	0	0	0	0	0	1771	1524
Flt Permitted	0.556			0.246							0.953	
Satd. Flow (perm)	890	3332	0	323	3031	0	0	0	0	0	1758	1500
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			63							228
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		601			425			225			287	
Travel Time (s)		13.7			9.7			5.1			6.5	
Confl. Peds. (#/hr)	19		19	19		19	2		5	5		2
Confl. Bikes (#/hr)												1
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 (%)	5%	1%	0%	33%	1%	11%	0%	0%	0%	1%	63%	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 (%)												
Lane Group Flow (vph)	168	847	0	3	224	0	0	0	0	0	394	228
Turn Type	pm+pt	NA		pm+pt	NA					Perm	NA	pm+ov
Protected Phases	5	2		1	6						4	5
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6					4	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (%)	10.5%	63.8%		10.5%	63.8%					25.7%	25.7%	10.5%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)	0.0	5.0		0.0	5.0					2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)	3.0	8.0		3.0	8.0						5.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	None		None	None					C-Max	C-Max	None
Act Effct Green (s)	43.0	36.4		38.0	27.3						53.7	63.7
Actuated g/C Ratio	0.41	0.35		0.36	0.26						0.51	0.61

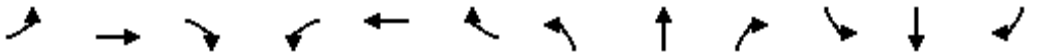
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.40	0.73		0.02	0.27						0.44	0.23
Control Delay	16.8	26.6		13.3	20.8						20.6	2.4
Queue Delay	0.0	0.0		0.0	0.0						0.0	0.0
Total Delay	16.8	26.6		13.3	20.8						20.6	2.4
LOS	B	C		B	C						C	A
Approach Delay		25.0			20.7						13.9	
Approach LOS		C			C						B	
Queue Length 50th (ft)	74	217		1	45						153	0
Queue Length 95th (ft)	m78	224		5	59						321	39
Internal Link Dist (ft)		521			345			145			207	
Turn Bay Length (ft)	215			200								
Base Capacity (vph)	419	1872		195	1730						899	1002
Starvation Cap Reductn	0	0		0	0						0	0
Spillback Cap Reductn	0	0		0	0						0	0
Storage Cap Reductn	0	0		0	0						0	0
Reduced v/c Ratio	0.40	0.45		0.02	0.13						0.44	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 33 (31%), Referenced to phase 4:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 3: MSI Circle Drive/Hyde Park Boulevard & 57th Drive



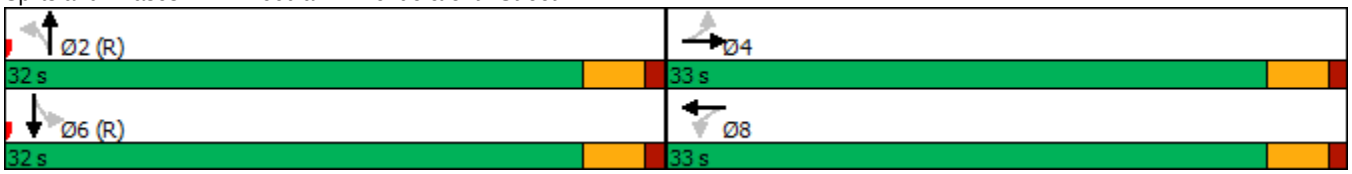


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	110	33	29	82	43	24	218	97	33	202	46
Future Volume (vph)	24	110	33	29	82	43	24	218	97	33	202	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.87			0.86			0.96			0.94	
Frt		0.974			0.962			0.961			0.978	
Flt Protected		0.993			0.991			0.996			0.994	
Satd. Flow (prot)	0	1337	0	0	1388	0	0	1466	0	0	1468	0
Flt Permitted		0.953			0.935			0.967			0.935	
Satd. Flow (perm)	0	1248	0	0	1223	0	0	1407	0	0	1378	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			449			369			404	
Travel Time (s)		10.2			10.2			8.4			9.2	
Confl. Peds. (#/hr)	110		212	212		110	134		21	21		134
Confl. Bikes (#/hr)			38			16			25			8
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 (%)	4%	3%	6%	0%	2%	0%	4%	2%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	165	0	0	364	0	0	301	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.0			29.0			28.0			28.0	
Actuated g/C Ratio		0.45			0.45			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.32			0.30			0.60			0.51	
Control Delay		13.7			13.5			19.4			17.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.7			13.5			19.4			17.2	
LOS		B			B			B			B	
Approach Delay		13.7			13.5			19.4			17.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		44			40			106			83	
Queue Length 95th (ft)		86			79			188			150	
Internal Link Dist (ft)		367			369			289			324	
Turn Bay Length (ft)												
Base Capacity (vph)		556			545			606			593	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.30			0.60			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 32 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Woodlawn Avenue & 57th Street



Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	264	0	0	178	3	11	2	13	1	0	15
Future Vol, veh/h	10	264	0	0	178	3	11	2	13	1	0	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	278	0	0	187	3	12	2	14	1	0	16
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	9.3	8.6	7.9	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	4%	0%	6%
Vol Thru, %	8%	96%	98%	0%
Vol Right, %	50%	0%	2%	94%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	274	181	16
LT Vol	11	10	0	1
Through Vol	2	264	178	0
RT Vol	13	0	3	15
Lane Flow Rate	27	288	191	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.331	0.228	0.021
Departure Headway (Hd)	4.739	4.127	4.302	4.417
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	758	859	840	813
Service Time	2.75	2.214	2.302	2.429
HCM Lane V/C Ratio	0.036	0.335	0.227	0.021
HCM Control Delay	7.9	9.3	8.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1.5	0.9	0.1

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	207	0	0	185	22	25	91	22	0	0	0
Future Vol, veh/h	59	207	0	0	185	22	25	91	22	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	64	225	0	0	201	24	27	99	24	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.3	9.5	9.4
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	18%	22%	0%
Vol Thru, %	66%	78%	89%
Vol Right, %	16%	0%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	138	266	207
LT Vol	25	59	0
Through Vol	91	207	185
RT Vol	22	0	22
Lane Flow Rate	150	289	225
Geometry Grp	1	1	1
Degree of Util (X)	0.208	0.368	0.286
Departure Headway (Hd)	4.995	4.581	4.579
Convergence, Y/N	Yes	Yes	Yes
Cap	716	784	783
Service Time	3.045	2.618	2.619
HCM Lane V/C Ratio	0.209	0.369	0.287
HCM Control Delay	9.4	10.3	9.5
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0.8	1.7	1.2

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	237	40	81	129	0	0	0	0	26	137	10
Future Vol, veh/h	0	237	40	81	129	0	0	0	0	26	137	10
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
Heavy Vehicles, %	0	1	3	0	2	0	0	0	0	0	1	0
Mvmt Flow	0	252	43	86	137	0	0	0	0	28	146	11
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.4	9.9	9.9
HCM LOS	B	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	39%	15%
Vol Thru, %	86%	61%	79%
Vol Right, %	14%	0%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	277	210	173
LT Vol	0	81	26
Through Vol	237	129	137
RT Vol	40	0	10
Lane Flow Rate	295	223	184
Geometry Grp	1	1	1
Degree of Util (X)	0.374	0.297	0.259
Departure Headway (Hd)	4.573	4.789	5.071
Convergence, Y/N	Yes	Yes	Yes
Cap	784	746	705
Service Time	2.621	2.841	3.13
HCM Lane V/C Ratio	0.376	0.299	0.261
HCM Control Delay	10.4	9.9	9.9
HCM Lane LOS	B	A	A
HCM 95th-tile Q	1.7	1.2	1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	0	0	136	11	34
Future Vol, veh/h	260	0	0	136	11	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	0	0	2	9	0
Mvmt Flow	299	0	0	156	13	39
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	8.4	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	24%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	76%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	45	260	136
LT Vol	11	0	0
Through Vol	0	260	136
RT Vol	34	0	0
Lane Flow Rate	52	299	156
Geometry Grp	1	1	1
Degree of Util (X)	0.067	0.343	0.189
Departure Headway (Hd)	4.634	4.126	4.353
Convergence, Y/N	Yes	Yes	Yes
Cap	776	858	827
Service Time	2.641	2.212	2.362
HCM Lane V/C Ratio	0.067	0.348	0.189
HCM Control Delay	8	9.4	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1.5	0.7

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	231	15	25	122	0	0	0	0	33	34	32
Future Vol, veh/h	0	231	15	25	122	0	0	0	0	33	34	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	3	0	0
Mvmt Flow	0	254	16	27	134	0	0	0	0	36	37	35
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.4	8.6	8.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	17%	33%
Vol Thru, %	94%	83%	34%
Vol Right, %	6%	0%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	246	147	99
LT Vol	0	25	33
Through Vol	231	122	34
RT Vol	15	0	32
Lane Flow Rate	270	162	109
Geometry Grp	1	1	1
Degree of Util (X)	0.325	0.201	0.144
Departure Headway (Hd)	4.324	4.485	4.777
Convergence, Y/N	Yes	Yes	Yes
Cap	833	801	751
Service Time	2.344	2.509	2.806
HCM Lane V/C Ratio	0.324	0.202	0.145
HCM Control Delay	9.4	8.6	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.4	0.7	0.5

Intersection	
Intersection Delay, s/veh	61.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	170	19	72	9	434	0	0	0	513	236	9
Future Vol, veh/h	60	170	19	72	9	434	0	0	0	513	236	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	0	0	2	0	0	0	2	1	0
Mvmt Flow	65	185	21	78	10	472	0	0	0	558	257	10
Number of Lanes	0	1	0	0	1	0	0	0	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	17.6	44.4	87.1
HCM LOS	C	E	F

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	14%	100%	0%
Vol Thru, %	68%	2%	0%	96%
Vol Right, %	8%	84%	0%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	515	513	245
LT Vol	60	72	513	0
Through Vol	170	9	0	236
RT Vol	19	434	0	9
Lane Flow Rate	271	560	558	266
Geometry Grp	2	2	7	7
Degree of Util (X)	0.513	0.917	1.166	0.516
Departure Headway (Hd)	7.22	6.193	7.531	6.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	503	588	485	519
Service Time	5.22	4.193	5.231	4.676
HCM Lane V/C Ratio	0.539	0.952	1.151	0.513
HCM Control Delay	17.6	44.4	120.7	16.9
HCM Lane LOS	C	E	F	C
HCM 95th-tile Q	2.9	11.4	20.2	2.9

Intersection	
Intersection Delay, s/veh	29.9
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	492	41	97	423	79
Future Vol, veh/h	181	492	41	97	423	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	2	0	0	1	1
Mvmt Flow	191	518	43	102	445	83
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	26.7	12.5	39
HCM LOS	D	B	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	84%	0%	0%	30%
Vol Thru, %	0%	100%	0%	70%
Vol Right, %	16%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	502	181	492	138
LT Vol	423	0	0	41
Through Vol	0	181	0	97
RT Vol	79	0	492	0
Lane Flow Rate	528	191	518	145
Geometry Grp	2	7	7	5
Degree of Util (X)	0.886	0.345	0.838	0.275
Departure Headway (Hd)	6.034	6.521	5.824	6.811
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	597	549	616	523
Service Time	4.091	4.3	3.603	4.911
HCM Lane V/C Ratio	0.884	0.348	0.841	0.277
HCM Control Delay	39	12.7	31.8	12.5
HCM Lane LOS	E	B	D	B
HCM 95th-tile Q	10.4	1.5	9	1.1

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	18	123	108	49	14	33	169	14	3	369	57
Future Vol, veh/h	31	18	123	108	49	14	33	169	14	3	369	57
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
Heavy Vehicles, %	4	5	1	2	0	0	0	8	0	0	6	2
Mvmt Flow	32	19	127	111	51	14	34	174	14	3	380	59
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	11.1	11.9	11.8	17.4
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	18%	63%	1%
Vol Thru, %	78%	10%	29%	86%
Vol Right, %	6%	72%	8%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	172	171	429
LT Vol	33	31	108	3
Through Vol	169	18	49	369
RT Vol	14	123	14	57
Lane Flow Rate	223	177	176	442
Geometry Grp	1	1	1	1
Degree of Util (X)	0.35	0.282	0.301	0.645
Departure Headway (Hd)	5.657	5.73	6.148	5.254
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	632	622	580	686
Service Time	3.729	3.809	4.226	3.314
HCM Lane V/C Ratio	0.353	0.285	0.303	0.644
HCM Control Delay	11.8	11.1	11.9	17.4
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.6	1.2	1.3	4.7

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑			↱	
Traffic Vol, veh/h	0	282	0	0	160	173
Future Vol, veh/h	0	282	0	0	160	173
Conflicting Peds, #/hr	107	0	0	107	11	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	1
Mvmt Flow	0	313	0	0	178	192

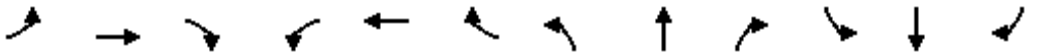
Major/Minor	Major1		Minor2	
Conflicting Flow All	-	0	324	6
Stage 1	-	-	0	-
Stage 2	-	-	324	-
Critical Hdwy	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.41	-
Follow-up Hdwy	-	-	3.509	3.309
Pot Cap-1 Maneuver	0	-	672	1080
Stage 1	0	-	-	-
Stage 2	0	-	735	-
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	672	1074
Mov Cap-2 Maneuver	-	-	672	-
Stage 1	-	-	-	-
Stage 2	-	-	735	-

Approach	EB	SB
HCM Control Delay, s	0	12.7
HCM LOS		B

Minor Lane/Major Mvmt	EBT	SBLn1
Capacity (veh/h)	-	834
HCM Lane V/C Ratio	-	0.444
HCM Control Delay (s)	-	12.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	2.3

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Projected Conditions

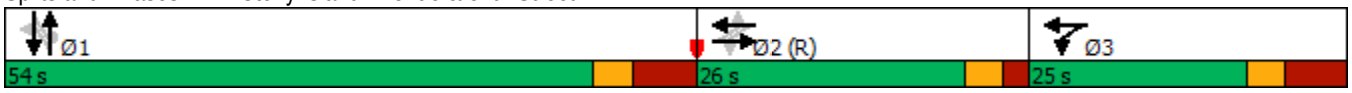


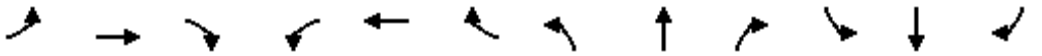
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	92	200	188	98	6	39	463	122	47	161	55
Future Volume (vph)	18	92	200	188	98	6	39	463	122	47	161	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		65	0		25
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.87		0.90	0.99		0.96	1.00		1.00	0.98	
Frt		0.903			0.992			0.969			0.962	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	2592	0	1560	1739	0	1805	1746	0	1752	1476	0
Flt Permitted		0.935		0.448			0.607			0.212		
Satd. Flow (perm)	0	2410	0	662	1739	0	1107	1746	0	391	1476	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					4			16			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			356			431			663	
Travel Time (s)		9.8			8.1			9.8			15.1	
Confl. Peds. (#/hr)	68		70	70		68	47		6	6		47
Confl. Bikes (#/hr)			3									5
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 (%)	0%	1%	3%	8%	0%	2%	0%	3%	13%	3%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	18	0	0	0
Parking (#/hr)									8		9	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	330	0	200	110	0	41	623	0	50	230	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		2		3	2 3			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		3	2 3		1	1		1	1	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0			31.0	31.0		31.0	31.0	
Minimum Split (s)	26.0	26.0		25.0			54.0	54.0		54.0	54.0	
Total Split (s)	26.0	26.0		25.0			54.0	54.0		54.0	54.0	
Total Split (%)	24.8%	24.8%		23.8%			51.4%	51.4%		51.4%	51.4%	
Yellow Time (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		5.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0		8.0			8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag					Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effct Green (s)		21.0		35.0	46.0		46.0	46.0		46.0	46.0	
Actuated g/C Ratio		0.20		0.33	0.44		0.44	0.44		0.44	0.44	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.68		0.55	0.14		0.08	0.81		0.29	0.35	
Control Delay		47.2		23.9	11.0		17.9	34.7		25.0	19.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		47.2		23.9	11.0		17.9	34.7		25.0	19.5	
LOS		D		C	B		B	C		C	B	
Approach Delay		47.2			19.3			33.6			20.5	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		108		53	22		16	346		21	90	
Queue Length 95th (ft)		160		106	54		37	#508		54	150	
Internal Link Dist (ft)		352			276			351			583	
Turn Bay Length (ft)												
Base Capacity (vph)		482		366	764		484	773		171	658	
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		0.68		0.55	0.14		0.08	0.81		0.29	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 58 (55%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 31.3		Intersection LOS: C	
Intersection Capacity Utilization 89.1%		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.			

Splits and Phases: 1: Stony Island Avenue & 57th Street





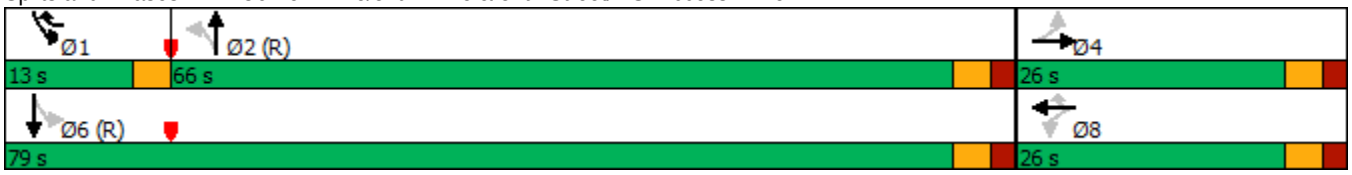
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	0	9	0	0	3	8	410	16	33	938	284
Future Volume (vph)	243	0	9	0	0	3	8	410	16	33	938	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	10	10	10	10	10	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	215		0
Storage Lanes	1		0	0		2	1		0	1		0
Taper Length (ft)	25			25			25			105		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00					1.00	1.00		0.99	0.99	
Frt		0.989				0.850		0.994			0.965	
Flt Protected	0.950	0.956					0.950			0.950		
Satd. Flow (prot)	1496	1488	0	0	1773	2653	1574	3305	0	1745	3284	0
Flt Permitted	0.757	0.741					0.192			0.465		
Satd. Flow (perm)	1192	1153	0	0	1773	2653	317	3305	0	846	3284	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				681		6			92	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		356			334			375			601	
Travel Time (s)		8.1			7.6			8.5			13.7	
Confl. Peds. (#/hr)			26	26			19		10	10		19
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	2%	0%	0%	0%	7%	1%	6%	0%	1%	4%
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 (%)	48%											
Lane Group Flow (vph)	137	137	0	0	0	3	9	463	0	36	1329	0
Turn Type	Perm	NA				pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		26.0	26.0	13.0	66.0	66.0		13.0	79.0	
Total Split (s)	26.0	26.0		26.0	26.0	13.0	66.0	66.0		13.0	79.0	
Total Split (%)	24.8%	24.8%		24.8%	24.8%	12.4%	62.9%	62.9%		12.4%	75.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0	3.0	5.0	5.0		3.0	5.0	
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	16.5	16.5				27.6	72.9	72.9		80.5	78.5	
Actuated g/C Ratio	0.16	0.16				0.26	0.69	0.69		0.77	0.75	

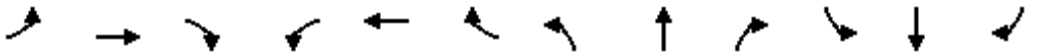
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.61				0.00	0.04	0.20		0.05	0.54	
Control Delay	59.0	34.3				0.0	8.5	7.0		2.2	2.7	
Queue Delay	0.0	0.0				0.0	0.0	0.0		0.0	0.0	
Total Delay	59.0	34.3				0.0	8.5	7.0		2.2	2.7	
LOS	E	C				A	A	A		A	A	
Approach Delay		46.6						7.1			2.7	
Approach LOS		D						A			A	
Queue Length 50th (ft)	78	42				0	2	58		2	46	
Queue Length 95th (ft)	m113	m73				0	9	93		m6	100	
Internal Link Dist (ft)		276			254			295			521	
Turn Bay Length (ft)										215		
Base Capacity (vph)	238	272				1272	219	2295		734	2479	
Starvation Cap Reductn	0	0				0	0	0		0	56	
Spillback Cap Reductn	0	0				0	0	0		0	0	
Storage Cap Reductn	0	0				0	0	0		0	0	
Reduced v/c Ratio	0.58	0.50				0.00	0.04	0.20		0.05	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 52 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 2: Cornell Drive/57th Drive & 57th Street/MSI Access Drive



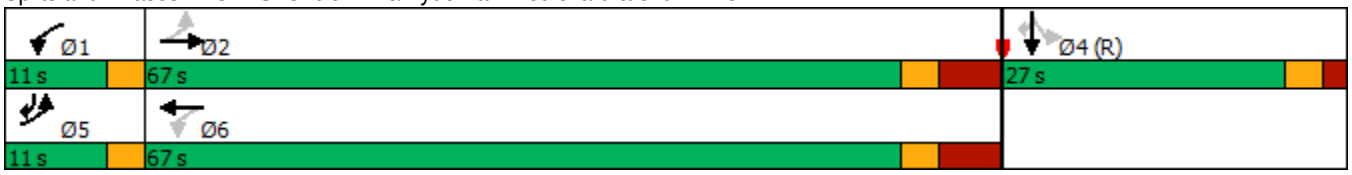


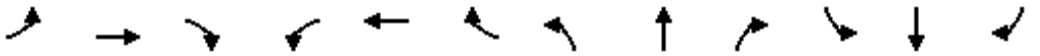
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	503	3	5	1019	70	0	0	0	265	9	167
Future Volume (vph)	212	503	3	5	1019	70	0	0	0	265	9	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	105			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97	0.99						0.99	0.97
Frt		0.999			0.990							0.850
Flt Protected	0.950			0.950							0.954	
Satd. Flow (prot)	1560	3319	0	1685	3269	0	0	0	0	0	1727	1509
Flt Permitted	0.142			0.449							0.954	
Satd. Flow (perm)	233	3319	0	774	3269	0	0	0	0	0	1712	1466
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			11							75
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		601			425			225			287	
Travel Time (s)		13.7			9.7			5.1			6.5	
Confl. Peds. (#/hr)	16		16	16		16	11		6	6		11
Confl. Bikes (#/hr)			2									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 (%)	8%	1%	67%	0%	1%	9%	0%	0%	0%	2%	89%	7%
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)	228	544	0	5	1171	0	0	0	0	0	295	180
Turn Type	pm+pt	NA		pm+pt	NA					Perm	NA	pm+ov
Protected Phases	5	2		1	6						4	5
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6					4	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (%)	10.5%	63.8%		10.5%	63.8%					25.7%	25.7%	10.5%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)	0.0	5.0		0.0	5.0					2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)	3.0	8.0		3.0	8.0						5.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	None		None	None					C-Max	C-Max	None
Act Effct Green (s)	65.3	58.7		60.1	49.5						31.5	41.5
Actuated g/C Ratio	0.62	0.56		0.57	0.47						0.30	0.40

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.93	0.29		0.01	0.76						0.57	0.29
Control Delay	60.6	11.4		5.6	25.7						38.6	14.3
Queue Delay	0.0	0.0		0.0	0.0						0.0	0.0
Total Delay	60.6	11.4		5.6	25.7						38.6	14.3
LOS	E	B		A	C						D	B
Approach Delay		25.9			25.6						29.4	
Approach LOS		C			C						C	
Queue Length 50th (ft)	82	99		1	322						169	43
Queue Length 95th (ft)	#156	121		4	343						#316	105
Internal Link Dist (ft)		521			345			145			207	
Turn Bay Length (ft)	215			200								
Base Capacity (vph)	246	1920		529	1841						514	628
Starvation Cap Reductn	0	0		0	0						0	0
Spillback Cap Reductn	0	0		0	0						0	0
Storage Cap Reductn	0	0		0	0						0	0
Reduced v/c Ratio	0.93	0.28		0.01	0.64						0.57	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 14 (13%), Referenced to phase 4:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		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: 3: MSI Circle Drive/Hyde Park Boulevard & 57th Drive



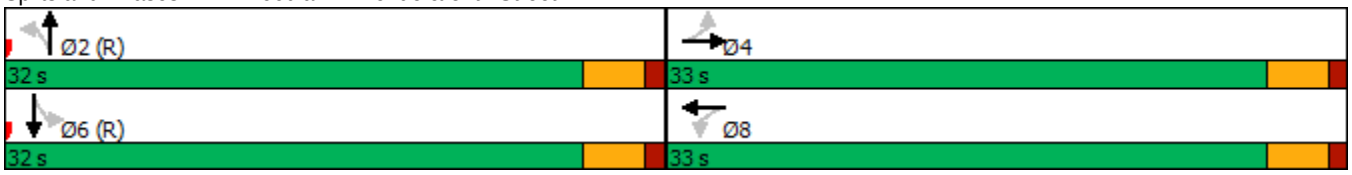


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	82	43	30	85	75	33	311	137	39	145	40
Future Volume (vph)	25	82	43	30	85	75	33	311	137	39	145	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94			0.93			0.98			0.97	
Frt		0.961			0.947			0.962			0.976	
Flt Protected		0.992			0.992			0.997			0.991	
Satd. Flow (prot)	0	1417	0	0	1403	0	0	1458	0	0	1473	0
Flt Permitted		0.941			0.946			0.969			0.889	
Satd. Flow (perm)	0	1330	0	0	1313	0	0	1410	0	0	1318	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			449			369			404	
Travel Time (s)		10.2			10.2			8.4			9.2	
Confl. Peds. (#/hr)	40		68	68		40	56		18	18		56
Confl. Bikes (#/hr)			9			27			3			26
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 (%)	4%	1%	2%	0%	3%	0%	3%	4%	1%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	202	0	0	512	0	0	238	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.0			29.0			28.0			28.0	
Actuated g/C Ratio		0.45			0.45			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.27			0.35			0.84			0.42	
Control Delay		12.9			13.9			32.3			15.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			13.9			32.3			15.7	
LOS		B			B			C			B	
Approach Delay		12.9			13.9			32.3			15.7	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		38			50			173			63	
Queue Length 95th (ft)		75			95			#345			117	
Internal Link Dist (ft)		367			369			289			324	
Turn Bay Length (ft)												
Base Capacity (vph)		593			585			607			567	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.35			0.84			0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 32 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Woodlawn Avenue & 57th Street



Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	228	193	0	91	138
Future Vol, veh/h	0	228	193	0	91	138
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	1	0	0	2	2
Mvmt Flow	0	256	217	0	102	155
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.4	9.9	10.3
HCM LOS	B	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	40%
Vol Thru, %	100%	100%	0%
Vol Right, %	0%	0%	60%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	228	193	229
LT Vol	0	0	91
Through Vol	228	193	0
RT Vol	0	0	138
Lane Flow Rate	256	217	257
Geometry Grp	1	1	1
Degree of Util (X)	0.342	0.291	0.34
Departure Headway (Hd)	4.808	4.839	4.759
Convergence, Y/N	Yes	Yes	Yes
Cap	743	737	751
Service Time	2.872	2.905	2.818
HCM Lane V/C Ratio	0.345	0.294	0.342
HCM Control Delay	10.4	9.9	10.3
HCM Lane LOS	B	A	B
HCM 95th-tile Q	1.5	1.2	1.5

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	200	0	0	318	8	18	13	32	2	0	16
Future Vol, veh/h	23	200	0	0	318	8	18	13	32	2	0	16
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
Heavy Vehicles, %	5	1	0	0	2	17	0	0	3	0	0	0
Mvmt Flow	27	238	0	0	379	10	21	15	38	2	0	19
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	10.1	11.6	8.8	8.2
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	10%	0%	11%
Vol Thru, %	21%	90%	98%	0%
Vol Right, %	51%	0%	2%	89%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	223	326	18
LT Vol	18	23	0	2
Through Vol	13	200	318	0
RT Vol	32	0	8	16
Lane Flow Rate	75	265	388	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.107	0.344	0.481	0.03
Departure Headway (Hd)	5.134	4.663	4.458	4.961
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	770	807	716
Service Time	3.192	2.703	2.494	3.028
HCM Lane V/C Ratio	0.108	0.344	0.481	0.029
HCM Control Delay	8.8	10.1	11.6	8.2
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.4	1.5	2.6	0.1

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	178	0	0	269	33	47	108	48	0	0	0
Future Vol, veh/h	46	178	0	0	269	33	47	108	48	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	53	205	0	0	309	38	54	124	55	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.8	12	11
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	23%	21%	0%
Vol Thru, %	53%	79%	89%
Vol Right, %	24%	0%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	203	224	302
LT Vol	47	46	0
Through Vol	108	178	269
RT Vol	48	0	33
Lane Flow Rate	233	257	347
Geometry Grp	1	1	1
Degree of Util (X)	0.337	0.356	0.461
Departure Headway (Hd)	5.194	4.973	4.786
Convergence, Y/N	Yes	Yes	Yes
Cap	684	716	746
Service Time	3.287	3.056	2.863
HCM Lane V/C Ratio	0.341	0.359	0.465
HCM Control Delay	11	10.8	12
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.5	1.6	2.4

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	208	46	103	211	0	0	0	0	12	131	13
Future Vol, veh/h	0	208	46	103	211	0	0	0	0	12	131	13
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	1	2	0	1	0	0	0	0	0	2	0
Mvmt Flow	0	254	56	126	257	0	0	0	0	15	160	16
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.2	13.1	10.7
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	8%
Vol Thru, %	82%	67%	84%
Vol Right, %	18%	0%	8%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	254	314	156
LT Vol	0	103	12
Through Vol	208	211	131
RT Vol	46	0	13
Lane Flow Rate	310	383	190
Geometry Grp	1	1	1
Degree of Util (X)	0.412	0.516	0.287
Departure Headway (Hd)	4.786	4.849	5.432
Convergence, Y/N	Yes	Yes	Yes
Cap	743	735	654
Service Time	2.866	2.926	3.532
HCM Lane V/C Ratio	0.417	0.521	0.291
HCM Control Delay	11.2	13.1	10.7
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2	3	1.2

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	0	0	217	27	52
Future Vol, veh/h	224	0	0	217	27	52
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	1	0	0	1	4	0
Mvmt Flow	252	0	0	244	30	58
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.4	9.3	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	34%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	66%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	79	224	217
LT Vol	27	0	0
Through Vol	0	224	217
RT Vol	52	0	0
Lane Flow Rate	89	252	244
Geometry Grp	1	1	1
Degree of Util (X)	0.117	0.307	0.298
Departure Headway (Hd)	4.727	4.388	4.396
Convergence, Y/N	Yes	Yes	Yes
Cap	758	820	819
Service Time	2.758	2.411	2.419
HCM Lane V/C Ratio	0.117	0.307	0.298
HCM Control Delay	8.4	9.4	9.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	1.3	1.3

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	191	59	45	180	0	0	0	0	43	49	35
Future Vol, veh/h	0	191	59	45	180	0	0	0	0	43	49	35
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
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	5
Mvmt Flow	0	205	63	48	194	0	0	0	0	46	53	38
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.6	9.6	9.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	20%	34%
Vol Thru, %	76%	80%	39%
Vol Right, %	24%	0%	28%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	250	225	127
LT Vol	0	45	43
Through Vol	191	180	49
RT Vol	59	0	35
Lane Flow Rate	269	242	137
Geometry Grp	1	1	1
Degree of Util (X)	0.328	0.307	0.187
Departure Headway (Hd)	4.392	4.574	4.928
Convergence, Y/N	Yes	Yes	Yes
Cap	817	784	726
Service Time	2.423	2.608	2.973
HCM Lane V/C Ratio	0.329	0.309	0.189
HCM Control Delay	9.6	9.6	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.4	1.3	0.7

Intersection	
Intersection Delay, s/veh	17
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	62	23	28	11	417	0	0	0	256	179	5
Future Vol, veh/h	56	62	23	28	11	417	0	0	0	256	179	5
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, %	2	0	0	3	5	3	0	0	0	5	2	0
Mvmt Flow	63	70	26	31	12	469	0	0	0	288	201	6
Number of Lanes	0	1	0	0	1	0	0	0	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	11.4	20.1	15.5
HCM LOS	B	C	C

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	40%	6%	100%	0%
Vol Thru, %	44%	2%	0%	97%
Vol Right, %	16%	91%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	456	256	184
LT Vol	56	28	256	0
Through Vol	62	11	0	179
RT Vol	23	417	0	5
Lane Flow Rate	158	512	288	207
Geometry Grp	2	2	7	7
Degree of Util (X)	0.267	0.72	0.548	0.361
Departure Headway (Hd)	6.077	5.059	6.861	6.282
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	589	712	526	573
Service Time	4.133	3.101	4.6	4.021
HCM Lane V/C Ratio	0.268	0.719	0.548	0.361
HCM Control Delay	11.4	20.1	17.6	12.5
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.1	6.2	3.3	1.6

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	215	53	78	401	76
Future Vol, veh/h	95	215	53	78	401	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	2	1	3	3
Mvmt Flow	103	234	58	85	436	83
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.3	11.2	23.6
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	84%	0%	0%	40%
Vol Thru, %	0%	100%	0%	60%
Vol Right, %	16%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	477	95	215	131
LT Vol	401	0	0	53
Through Vol	0	95	0	78
RT Vol	76	0	215	0
Lane Flow Rate	518	103	234	142
Geometry Grp	2	7	7	5
Degree of Util (X)	0.765	0.182	0.365	0.243
Departure Headway (Hd)	5.314	6.328	5.616	6.149
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	679	567	640	582
Service Time	3.346	4.07	3.358	4.197
HCM Lane V/C Ratio	0.763	0.182	0.366	0.244
HCM Control Delay	23.6	10.5	11.6	11.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	7.2	0.7	1.7	0.9

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

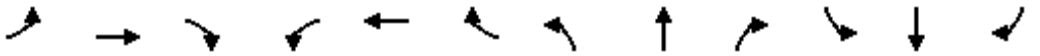
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	12	104	60	52	54	53	198	22	5	279	41
Future Vol, veh/h	9	12	104	60	52	54	53	198	22	5	279	41
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	22	7	2	2	1	2	1	12	5	0	8	3
Mvmt Flow	11	14	122	71	61	64	62	233	26	6	328	48
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	11.3	12	14.1	15.6
HCM LOS	B	B	B	C

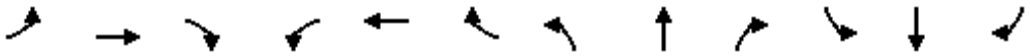
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	7%	36%	2%
Vol Thru, %	73%	10%	31%	86%
Vol Right, %	8%	83%	33%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	273	125	166	325
LT Vol	53	9	60	5
Through Vol	198	12	52	279
RT Vol	22	104	54	41
Lane Flow Rate	321	147	195	382
Geometry Grp	1	1	1	1
Degree of Util (X)	0.497	0.25	0.326	0.574
Departure Headway (Hd)	5.575	6.111	6.018	5.407
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	642	582	592	661
Service Time	3.647	4.202	4.105	3.477
HCM Lane V/C Ratio	0.5	0.253	0.329	0.578
HCM Control Delay	14.1	11.3	12	15.6
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	2.8	1	1.4	3.7

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Projected Conditions



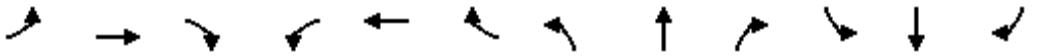
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	176	263	92	46	8	16	451	162	60	464	28
Future Volume (vph)	23	176	263	92	46	8	16	451	162	60	464	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		65	0		25
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97		1.00	0.98		0.97	0.99		0.99	0.99	
Frt		0.915			0.977			0.960			0.991	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	2952	0	1504	1699	0	1805	1732	0	1787	1571	0
Flt Permitted		0.939		0.326			0.314			0.199		
Satd. Flow (perm)	0	2759	0	516	1699	0	577	1732	0	372	1571	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					9			23			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			356			431			663	
Travel Time (s)		9.8			8.1			9.8			15.1	
Confl. Peds. (#/hr)	65		1	1		65	71		28	28		71
Confl. Bikes (#/hr)			6			1			2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	12%	0%	1%	0%	2%	11%	1%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	18	0	0	0
Parking (#/hr)									8		9	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	497	0	99	58	0	17	659	0	65	529	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		2		3	3 2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		3	3 2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0			31.0	31.0		31.0	31.0	
Minimum Split (s)	32.0	32.0		17.0			56.0	56.0		56.0	56.0	
Total Split (s)	32.0	32.0		17.0			56.0	56.0		56.0	56.0	
Total Split (%)	30.5%	30.5%		16.2%			53.3%	53.3%		53.3%	53.3%	
Yellow Time (s)	3.0	3.0		3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		5.0			5.0	5.0		5.0	5.0	
Lost Time Adjust (s)		0.0		0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0		8.0			8.0	8.0		8.0	8.0	
Lead/Lag	Lag	Lag					Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes					Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		Max			Max	Max		Max	Max	
Act Effct Green (s)		27.0		33.0	41.0		48.0	48.0		48.0	48.0	
Actuated g/C Ratio		0.26		0.31	0.39		0.46	0.46		0.46	0.46	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.70		0.40	0.09		0.06	0.82		0.38	0.73	
Control Delay		41.5		24.1	12.3		16.9	34.0		27.2	30.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		41.5		24.1	12.3		16.9	34.0		27.2	30.5	
LOS		D		C	B		B	C		C	C	
Approach Delay		41.5			19.8			33.5			30.2	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		159		26	12		6	362		28	280	
Queue Length 95th (ft)		220		45	26		20	#543		70	418	
Internal Link Dist (ft)		352			276			351			583	
Turn Bay Length (ft)												
Base Capacity (vph)		709		246	668		263	804		170	720	
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		0.70		0.40	0.09		0.06	0.82		0.38	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 67 (64%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 33.4		Intersection LOS: C	
Intersection Capacity Utilization 90.0%		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.			

Splits and Phases: 1: Stony Island Avenue & 57th Street



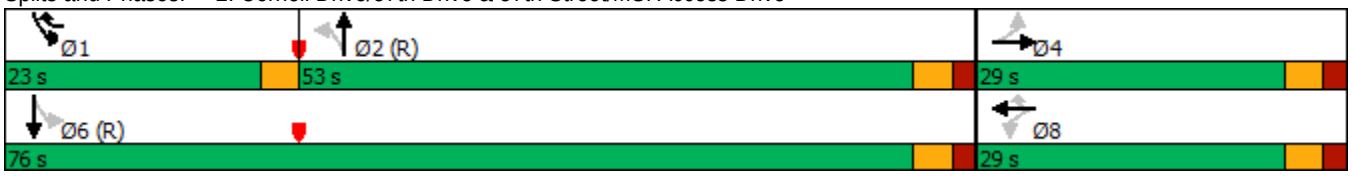
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	0	9	18	4	38	7	571	1	0	252	125
Future Volume (vph)	385	0	9	18	4	38	7	571	1	0	252	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	10	10	10	10	10	11	11	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	215		0
Storage Lanes	1		0	0		2	1		0	1		0
Taper Length (ft)	25			25			25			105		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			0.98		0.99	1.00			0.99	
Frt		0.993				0.850					0.950	
Flt Protected	0.950	0.954			0.960		0.950					
Satd. Flow (prot)	1554	1545	0	0	1702	2653	1685	3336	0	1837	3147	0
Flt Permitted	0.742	0.719			0.744		0.520					
Satd. Flow (perm)	1214	1165	0	0	1297	2653	917	3336	0	1837	3147	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				40					130	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		356			334			375			601	
Travel Time (s)		8.1			7.6			8.5			13.7	
Confl. Peds. (#/hr)			21	21			7		8	8		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 (%)	3%	0%	5%	0%	0%	0%	0%	1%	0%	0%	1%	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 (%)	49%											
Lane Group Flow (vph)	205	205	0	0	23	40	7	596	0	0	393	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA		pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	29.0	29.0		29.0	29.0	23.0	53.0	53.0		23.0	76.0	
Total Split (s)	29.0	29.0		29.0	29.0	23.0	53.0	53.0		23.0	76.0	
Total Split (%)	27.6%	27.6%		27.6%	27.6%	21.9%	50.5%	50.5%		21.9%	72.4%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0			5.0	3.0	5.0	5.0		3.0	5.0	
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)	21.2	21.2			21.2	31.7	68.7	68.7			73.8	
Actuated g/C Ratio	0.20	0.20			0.20	0.30	0.65	0.65			0.70	

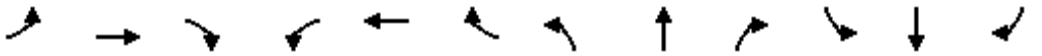
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.84	0.74			0.09	0.05	0.01	0.27			0.17	
Control Delay	59.8	39.5			33.2	7.8	8.9	9.0			2.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0			0.0	
Total Delay	59.8	39.5			33.2	7.8	8.9	9.0			2.5	
LOS	E	D			C	A	A	A			A	
Approach Delay		49.6			17.1			9.0			2.5	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)	132	94			12	0	2	95			12	
Queue Length 95th (ft)	m#197	m155			34	13	8	128			39	
Internal Link Dist (ft)		276			254			295			521	
Turn Bay Length (ft)												
Base Capacity (vph)	277	306			296	1188	600	2183			2251	
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	0.74	0.67			0.08	0.03	0.01	0.27			0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 83 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
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: 2: Cornell Drive/57th Drive & 57th Street/MSI Access Drive





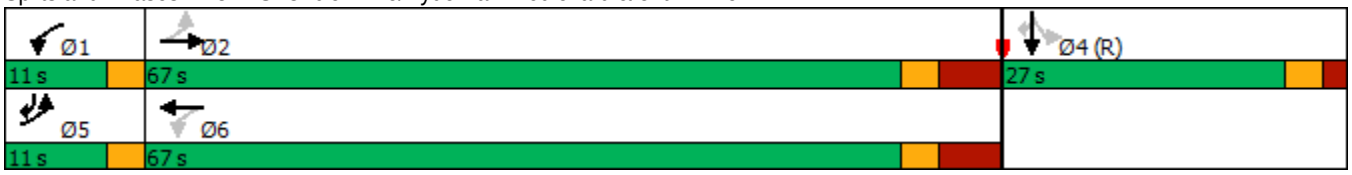
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	819	3	3	181	48	0	0	0	374	8	221
Future Volume (vph)	163	819	3	3	181	48	0	0	0	374	8	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	105			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95	1.00		0.98	0.98						0.99	0.98
Frt		0.999			0.969							0.850
Flt Protected	0.950			0.950							0.953	
Satd. Flow (prot)	1604	3332	0	1267	3108	0	0	0	0	0	1771	1524
Flt Permitted	0.549			0.246							0.953	
Satd. Flow (perm)	880	3332	0	323	3108	0	0	0	0	0	1758	1500
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		1			49							228
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		601			425			225			287	
Travel Time (s)		13.7			9.7			5.1			6.5	
Confl. Peds. (#/hr)	19		19	19		19	2		5	5		2
Confl. Bikes (#/hr)												1
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 (%)	5%	1%	0%	33%	1%	11%	0%	0%	0%	1%	63%	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 (%)												
Lane Group Flow (vph)	168	847	0	3	236	0	0	0	0	0	394	228
Turn Type	pm+pt	NA		pm+pt	NA					Perm	NA	pm+ov
Protected Phases	5	2		1	6						4	5
Permitted Phases	2			6						4		4
Detector Phase	5	2		1	6					4	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (s)	11.0	67.0		11.0	67.0					27.0	27.0	11.0
Total Split (%)	10.5%	63.8%		10.5%	63.8%					25.7%	25.7%	10.5%
Yellow Time (s)	3.0	3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)	0.0	5.0		0.0	5.0					2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)	3.0	8.0		3.0	8.0						5.0	3.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Recall Mode	None	None		None	None					C-Max	C-Max	None
Act Effct Green (s)	43.0	36.4		38.0	27.3						53.7	63.7
Actuated g/C Ratio	0.41	0.35		0.36	0.26						0.51	0.61

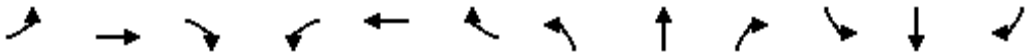
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.40	0.73		0.02	0.28						0.44	0.23
Control Delay	16.9	26.6		13.3	23.3						20.6	2.4
Queue Delay	0.0	0.0		0.0	0.0						0.0	0.0
Total Delay	16.9	26.6		13.3	23.3						20.6	2.4
LOS	B	C		B	C						C	A
Approach Delay		25.0			23.2						13.9	
Approach LOS		C			C						B	
Queue Length 50th (ft)	73	217		1	53						153	0
Queue Length 95th (ft)	m78	224		5	66						321	39
Internal Link Dist (ft)		521			345			145			207	
Turn Bay Length (ft)	215			200								
Base Capacity (vph)	415	1872		195	1767						899	1002
Starvation Cap Reductn	0	0		0	0						0	0
Spillback Cap Reductn	0	0		0	0						0	0
Storage Cap Reductn	0	0		0	0						0	0
Reduced v/c Ratio	0.40	0.45		0.02	0.13						0.44	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 33 (31%), Referenced to phase 4:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 3: MSI Circle Drive/Hyde Park Boulevard & 57th Drive



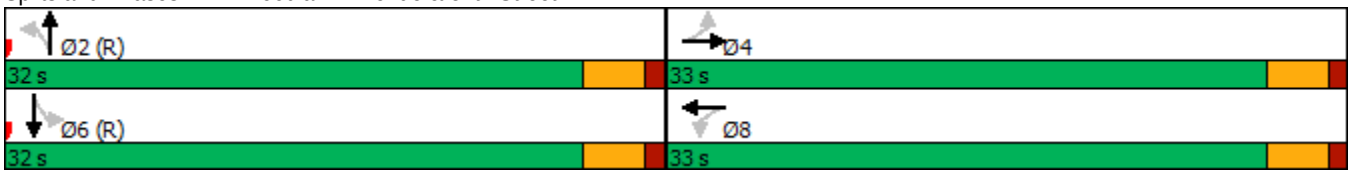


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	110	33	33	95	49	24	218	97	33	202	46
Future Volume (vph)	24	110	33	33	95	49	24	218	97	33	202	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.88			0.86			0.96			0.94	
Frt		0.974			0.962			0.961			0.978	
Flt Protected		0.993			0.991			0.996			0.994	
Satd. Flow (prot)	0	1337	0	0	1388	0	0	1466	0	0	1468	0
Flt Permitted		0.950			0.933			0.967			0.935	
Satd. Flow (perm)	0	1247	0	0	1222	0	0	1407	0	0	1378	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		447			449			369			404	
Travel Time (s)		10.2			10.2			8.4			9.2	
Confl. Peds. (#/hr)	110		212	212		110	134		21	21		134
Confl. Bikes (#/hr)			38			16			25			8
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 (%)	4%	3%	6%	0%	2%	0%	4%	2%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0			0			0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	190	0	0	364	0	0	301	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effct Green (s)		29.0			29.0			28.0			28.0	
Actuated g/C Ratio		0.45			0.45			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.32			0.35			0.60			0.51	
Control Delay		13.7			14.1			19.4			17.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.7			14.1			19.4			17.2	
LOS		B			B			B			B	
Approach Delay		13.7			14.1			19.4			17.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		44			47			106			83	
Queue Length 95th (ft)		86			92			188			150	
Internal Link Dist (ft)		367			369			289			324	
Turn Bay Length (ft)												
Base Capacity (vph)		556			545			606			593	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.35			0.60			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 32 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Woodlawn Avenue & 57th Street



Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	282	90	0	160	134
Future Vol, veh/h	0	282	90	0	160	134
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	0	0	1	1
Mvmt Flow	0	313	100	0	178	149
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	11.5	9	11.4
HCM LOS	B	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	54%
Vol Thru, %	100%	100%	0%
Vol Right, %	0%	0%	46%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	282	90	294
LT Vol	0	0	160
Through Vol	282	90	0
RT Vol	0	0	134
Lane Flow Rate	313	100	327
Geometry Grp	1	1	1
Degree of Util (X)	0.422	0.142	0.431
Departure Headway (Hd)	4.847	5.097	4.75
Convergence, Y/N	Yes	Yes	Yes
Cap	736	697	755
Service Time	2.912	3.179	2.812
HCM Lane V/C Ratio	0.425	0.143	0.433
HCM Control Delay	11.5	9	11.4
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.1	0.5	2.2

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	264	0	0	228	4	11	2	13	1	0	15
Future Vol, veh/h	10	264	0	0	228	4	11	2	13	1	0	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	278	0	0	240	4	12	2	14	1	0	16
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	9.4	9.1	8.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	42%	4%	0%	6%
Vol Thru, %	8%	96%	98%	0%
Vol Right, %	50%	0%	2%	94%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	274	232	16
LT Vol	11	10	0	1
Through Vol	2	264	228	0
RT Vol	13	0	4	15
Lane Flow Rate	27	288	244	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.334	0.292	0.021
Departure Headway (Hd)	4.854	4.271	4.307	4.533
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	848	840	792
Service Time	2.867	2.271	2.307	2.548
HCM Lane V/C Ratio	0.036	0.34	0.29	0.021
HCM Control Delay	8.1	9.4	9.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1.5	1.2	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	207	0	0	230	27	25	91	22	0	0	0
Future Vol, veh/h	59	207	0	0	230	27	25	91	22	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	64	225	0	0	250	29	27	99	24	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.5	10.2	9.6
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	18%	22%	0%
Vol Thru, %	66%	78%	89%
Vol Right, %	16%	0%	11%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	138	266	257
LT Vol	25	59	0
Through Vol	91	207	230
RT Vol	22	0	27
Lane Flow Rate	150	289	279
Geometry Grp	1	1	1
Degree of Util (X)	0.213	0.373	0.356
Departure Headway (Hd)	5.113	4.647	4.59
Convergence, Y/N	Yes	Yes	Yes
Cap	698	772	782
Service Time	3.173	2.693	2.635
HCM Lane V/C Ratio	0.215	0.374	0.357
HCM Control Delay	9.6	10.5	10.2
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	1.7	1.6

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	237	40	97	158	0	0	0	0	26	137	10
Future Vol, veh/h	0	237	40	97	158	0	0	0	0	26	137	10
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
Heavy Vehicles, %	0	1	3	0	2	0	0	0	0	0	1	0
Mvmt Flow	0	252	43	103	168	0	0	0	0	28	146	11
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	10.5	10.6	10.1
HCM LOS	B	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	15%
Vol Thru, %	86%	62%	79%
Vol Right, %	14%	0%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	277	255	173
LT Vol	0	97	26
Through Vol	237	158	137
RT Vol	40	0	10
Lane Flow Rate	295	271	184
Geometry Grp	1	1	1
Degree of Util (X)	0.38	0.362	0.265
Departure Headway (Hd)	4.638	4.8	5.179
Convergence, Y/N	Yes	Yes	Yes
Cap	772	746	688
Service Time	2.695	2.859	3.25
HCM Lane V/C Ratio	0.382	0.363	0.267
HCM Control Delay	10.5	10.6	10.1
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.8	1.7	1.1

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	260	0	0	165	11	34
Future Vol, veh/h	260	0	0	165	11	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	0	0	2	9	0
Mvmt Flow	299	0	0	190	13	39
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.5	8.7	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	24%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	76%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	45	260	165
LT Vol	11	0	0
Through Vol	0	260	165
RT Vol	34	0	0
Lane Flow Rate	52	299	190
Geometry Grp	1	1	1
Degree of Util (X)	0.068	0.345	0.23
Departure Headway (Hd)	4.705	4.152	4.357
Convergence, Y/N	Yes	Yes	Yes
Cap	764	852	827
Service Time	2.715	2.249	2.365
HCM Lane V/C Ratio	0.068	0.351	0.23
HCM Control Delay	8.1	9.5	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1.5	0.9

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	231	15	31	145	0	0	0	0	33	34	32
Future Vol, veh/h	0	231	15	31	145	0	0	0	0	33	34	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	3	0	0
Mvmt Flow	0	254	16	34	159	0	0	0	0	36	37	35
Number of Lanes	0	1	0	0	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	9.5	8.9	8.7
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	18%	33%
Vol Thru, %	94%	82%	34%
Vol Right, %	6%	0%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	246	176	99
LT Vol	0	31	33
Through Vol	231	145	34
RT Vol	15	0	32
Lane Flow Rate	270	193	109
Geometry Grp	1	1	1
Degree of Util (X)	0.328	0.241	0.146
Departure Headway (Hd)	4.362	4.492	4.847
Convergence, Y/N	Yes	Yes	Yes
Cap	825	801	740
Service Time	2.384	2.517	2.88
HCM Lane V/C Ratio	0.327	0.241	0.147
HCM Control Delay	9.5	8.9	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.4	0.9	0.5

Intersection	
Intersection Delay, s/veh	54.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	170	19	33	9	430	0	0	0	513	229	9
Future Vol, veh/h	60	170	19	33	9	430	0	0	0	513	229	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	0	0	2	0	0	0	2	1	0
Mvmt Flow	65	185	21	36	10	467	0	0	0	558	249	10
Number of Lanes	0	1	0	0	1	0	0	0	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	1
HCM Control Delay	17.1	32	81.3
HCM LOS	C	D	F

Lane	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	24%	7%	100%	0%
Vol Thru, %	68%	2%	0%	96%
Vol Right, %	8%	91%	0%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	249	472	513	238
LT Vol	60	33	513	0
Through Vol	170	9	0	229
RT Vol	19	430	0	9
Lane Flow Rate	271	513	558	259
Geometry Grp	2	2	7	7
Degree of Util (X)	0.504	0.83	1.143	0.49
Departure Headway (Hd)	7.088	6.108	7.377	6.822
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	512	595	496	530
Service Time	5.088	4.108	5.077	4.522
HCM Lane V/C Ratio	0.529	0.862	1.125	0.489
HCM Control Delay	17.1	32	111.7	15.9
HCM Lane LOS	C	D	F	C
HCM 95th-tile Q	2.8	8.7	19.5	2.7

Intersection	
Intersection Delay, s/veh	27
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	492	41	72	409	79
Future Vol, veh/h	181	492	41	72	409	79
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	2	0	0	1	1
Mvmt Flow	191	518	43	76	431	83
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	24.7	11.8	33.6
HCM LOS	C	B	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	84%	0%	0%	36%
Vol Thru, %	0%	100%	0%	64%
Vol Right, %	16%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	488	181	492	113
LT Vol	409	0	0	41
Through Vol	0	181	0	72
RT Vol	79	0	492	0
Lane Flow Rate	514	191	518	119
Geometry Grp	2	7	7	5
Degree of Util (X)	0.848	0.338	0.819	0.222
Departure Headway (Hd)	5.941	6.39	5.694	6.731
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	560	632	529
Service Time	3.991	4.156	3.46	4.817
HCM Lane V/C Ratio	0.848	0.341	0.82	0.225
HCM Control Delay	33.6	12.4	29.2	11.8
HCM Lane LOS	D	B	D	B
HCM 95th-tile Q	9.2	1.5	8.5	0.8

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	18	123	108	37	14	33	169	14	3	369	57
Future Vol, veh/h	31	18	123	108	37	14	33	169	14	3	369	57
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
Heavy Vehicles, %	4	5	1	2	0	0	0	8	0	0	6	2
Mvmt Flow	32	19	127	111	38	14	34	174	14	3	380	59
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	11	11.6	11.7	17.1
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	18%	68%	1%
Vol Thru, %	78%	10%	23%	86%
Vol Right, %	6%	72%	9%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	172	159	429
LT Vol	33	31	108	3
Through Vol	169	18	37	369
RT Vol	14	123	14	57
Lane Flow Rate	223	177	164	442
Geometry Grp	1	1	1	1
Degree of Util (X)	0.347	0.28	0.28	0.64
Departure Headway (Hd)	5.606	5.69	6.141	5.21
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	639	628	582	690
Service Time	3.672	3.763	4.214	3.264
HCM Lane V/C Ratio	0.349	0.282	0.282	0.641
HCM Control Delay	11.7	11	11.6	17.1
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.5	1.1	1.1	4.6