

MEMORANDUM TO: Chris George
Who Brew LLC

FROM: Dylan Freeman
Consultant

Brendan May, PE, PTOE
Principal

DATE: February 10, 2026

SUBJECT: Weekday Midday Supplemental Evaluation
Proposed 7 Brew
Warrenville, Illinois

This memorandum is an addendum to the traffic study dated January 14, 2026, prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed 7 Brew to be located in Warrenville, Illinois.

The purpose of this addendum is to address concern regarding the weekday midday peak hour at the intersections of Diehl Road with Davis Parkway and Davis Parkway with Dodge Drive. The traffic study analyzed the weekday morning (7:00 to 9:00 A.M.) and the weekday evening (4:00 to 6:00 P.M.) peak hours. To determine the impact of the proposed 7 Brew on the intersections during the weekday midday peak hour, supplemental traffic counts at the two intersections previously conducted on Tuesday, October 7, 2026, were processed for the time period between 9:00 A.M. and 4:00 P.M. to determine the weekday midday peak hour. The results of these traffic counts indicate that the weekday midday peak hour occurs from 12:00 P.M. to 1:00 P.M. A review of the supplemental traffic count data and the previously conducted weekday morning and weekday evening peak hour traffic count data indicates the following:

- The total traffic traversing the intersection of Diehl Road with Davis Parkway during the weekday midday peak hour of traffic is 484 vehicles (23 percent) less than the weekday morning peak hour and 607 vehicles (27 percent) less than the weekday evening peak hour.
- The total traffic traversing the intersection of Davis Parkway with Dodge Drive during the weekday midday peak hour of traffic is 237 vehicles (54 percent) more than the weekday midday peak hour and 144 (27 percent) more than the weekday evening peak hour. However, the northbound approach volume during the weekday midday peak hour is 33 vehicles (35 percent less) than the weekday evening peak hour.

Figure 1 illustrates the existing weekday midday peak hour traffic volumes. All figures are included in the Appendix. Copies of the traffic count summary sheets are also included in the Appendix.

Trip Generation

Based on the most recent surveys conducted by KLOA at the Naperville location in November 2025, 7 Brew generated approximately 91 inbound trips and 105 outbound trips during the weekday midday peak hour of 12:00 P.M. and 1:00 P.M. **Table 1** summarizes the trips projected to be generated by the proposed 7 Brew during the weekday midday peak hour as compared to the morning and weekday evening peak hours that were analyzed in the traffic impact study

Table 1

PROJECTED SITE-GENERATED TRAFFIC VOLUMES – PEAK HOURS

Methodology	Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Generation Surveys (Naperville 7 Brew)	93	89	182	91	105	196	94	98	192

Total Projected Traffic Volumes

The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system consistent with the weekday morning, weekday evening, and Saturday midday peak hours as illustrated in the traffic impact study. **Figure 2** illustrates the weekday midday traffic assignment.

The site-generated traffic (Figure 2) was added to the existing traffic volumes increased by the regional growth factor (as documented in the traffic impact study) to determine the Year 2031 total projected traffic volumes, shown in **Figure 3**.

Traffic Analyses

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

Roadway and adjacent or nearby intersection analyses were performed for the weekday midday peak hour for the existing (Year 2025) and future projected (Year 2031) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board’s *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro/SimTraffic 12 software.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2031 total projected conditions are presented in **Tables 2** and **3**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – DIEHL ROAD WITH DAVIS PARKWAY - SIGNALIZED

Weekday Midday Peak Hour		Eastbound			Westbound			Northbound		Southbound		Overall
		L	T	R	L	T	R	L	T/R	L	T/R	
		Existing Conditions	A 5.2	B 10.2	A 1.0	A 5.5	A 8.9	A 1.3	E 61.9	C 20.8	E 62.0	
	A – 7.7			A – 7.4			D – 38.0		D – 51.7			
Year 2031 Total Projected Conditions	A 5.9	B 12.1	A 1.1	A 6.6	B 10.0	A 1.5	E 59.3	B 18.9	E 62.1	D 35.1	B 17.1	
	A – 8.7			A – 8.4			D – 36.1		D - 51.9			
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through												

Table 3
 CAPACITY ANALYSIS RESULTS – UNSIGNALIZED

Intersection	Weekday Midday Peak Hour	
	LOS	Delay
Davis Parkway with Dodge Drive (Existing Conditions)		
• Intersection Capacity Utilization (ICU)	A	42.3%
Davis Parkway with Dodge Drive (Year 2031 Projected Conditions)		
• Intersection Capacity Utilization (ICU)	A	52.9%
LOS = Level of Service		1 – Three-Way Stop Control
Delay is measured in seconds.		

Discussion

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the site-generated traffic. It should be noted that the results of the capacity analyses are reflective of a worst-case evaluation given that (1) no pass-by reduction was applied to the estimated vehicle trip generation, (2) no interaction reduction was applied to the estimated vehicle trip generation, and (3) the trip generation was not reduced to account for a stabilized Chicagoland market in which more 7 Brew locations are constructed and operational.

Diehl Road with Davis Parkway

The results of the capacity analyses indicate that the intersection currently operates at LOS B during the weekday midday peak hour. Further, the eastbound and westbound approaches operate at LOS A and all eastbound and westbound movements operate at LOS B or better. The northbound and southbound approaches operate at LOS D, and the left-turn movements at these approaches operate at LOS E. However, this is due to the operation of the northbound and southbound left-turn movements under a protected phase only.

Under total projected conditions, the intersection and its approaches are projected to continue to operate at existing levels of service. Further, the 95th percentile queue for the northbound left-turn movement is projected to be 118 feet, which is less than the projected queues during the weekday evening and Saturday midday peak hours and will not extend into the intersection of Davis Parkway with Dodge Drive. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway or traffic control improvements are required.

Davis Parkway with Dodge Drive

Because of the traffic control configuration of this intersection where the southbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 42 percent of the capacity of the intersection during the weekday midday peak hour. Under future conditions, it is projected that the intersection will utilize approximately 54 percent of its capacity during the weekday midday peak hour. As a result, the intersection will continue to operate efficiently and with minimal delays.

Conclusions

As can be seen from the results of the supplemental analysis, the intersections of Diehl Road with Davis Parkway and Davis Parkway with Dodge Road have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed 7 Brew during the weekday midday peak hour and no roadway improvements or signal modifications are required. Further, both intersections are projected to operate at the same levels of service as the weekday morning and weekday evening peak hours, as analyzed in the traffic impact study.

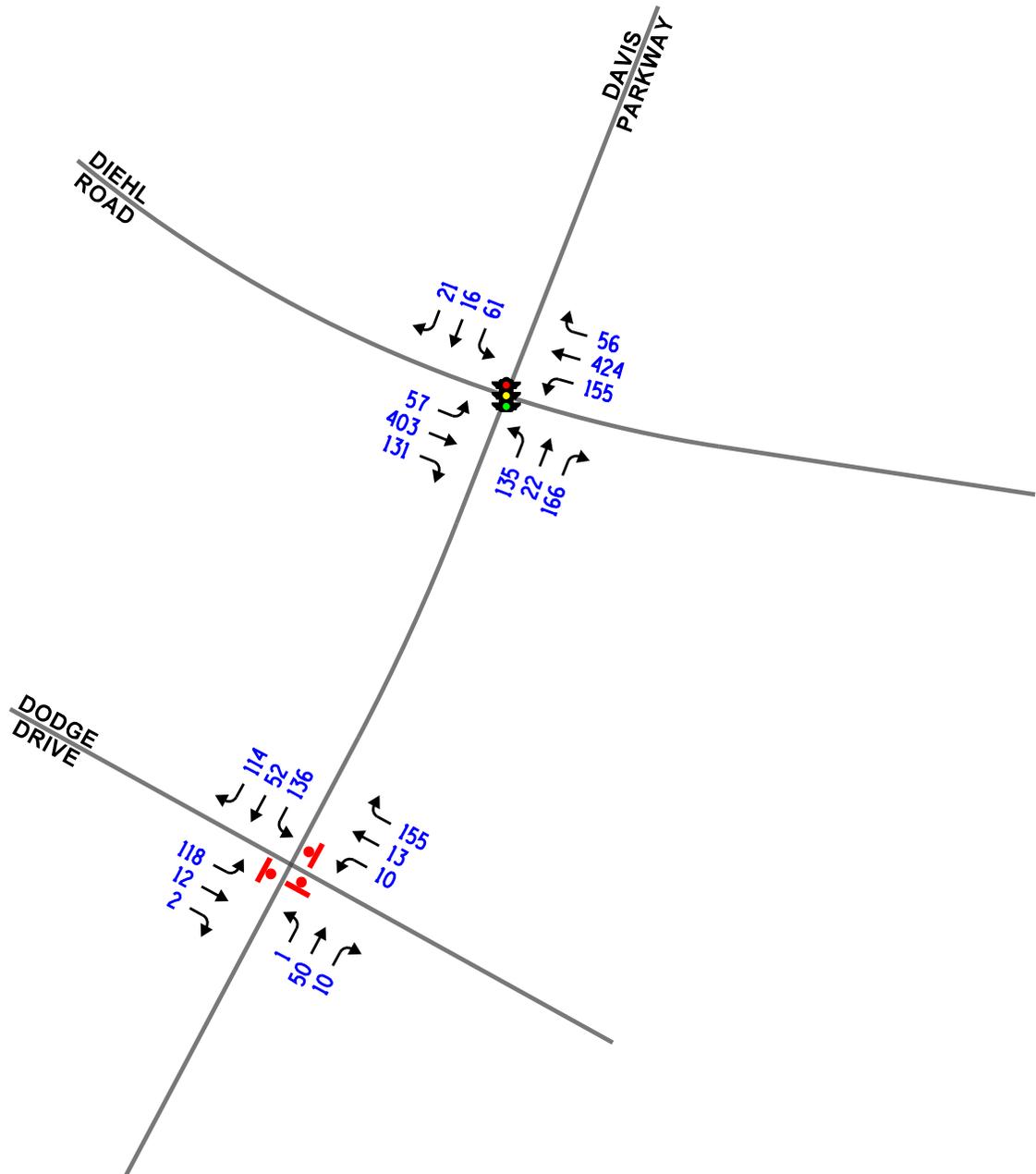
Appendix

Figures
Traffic Count Summary Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets

Figures



NOT TO SCALE

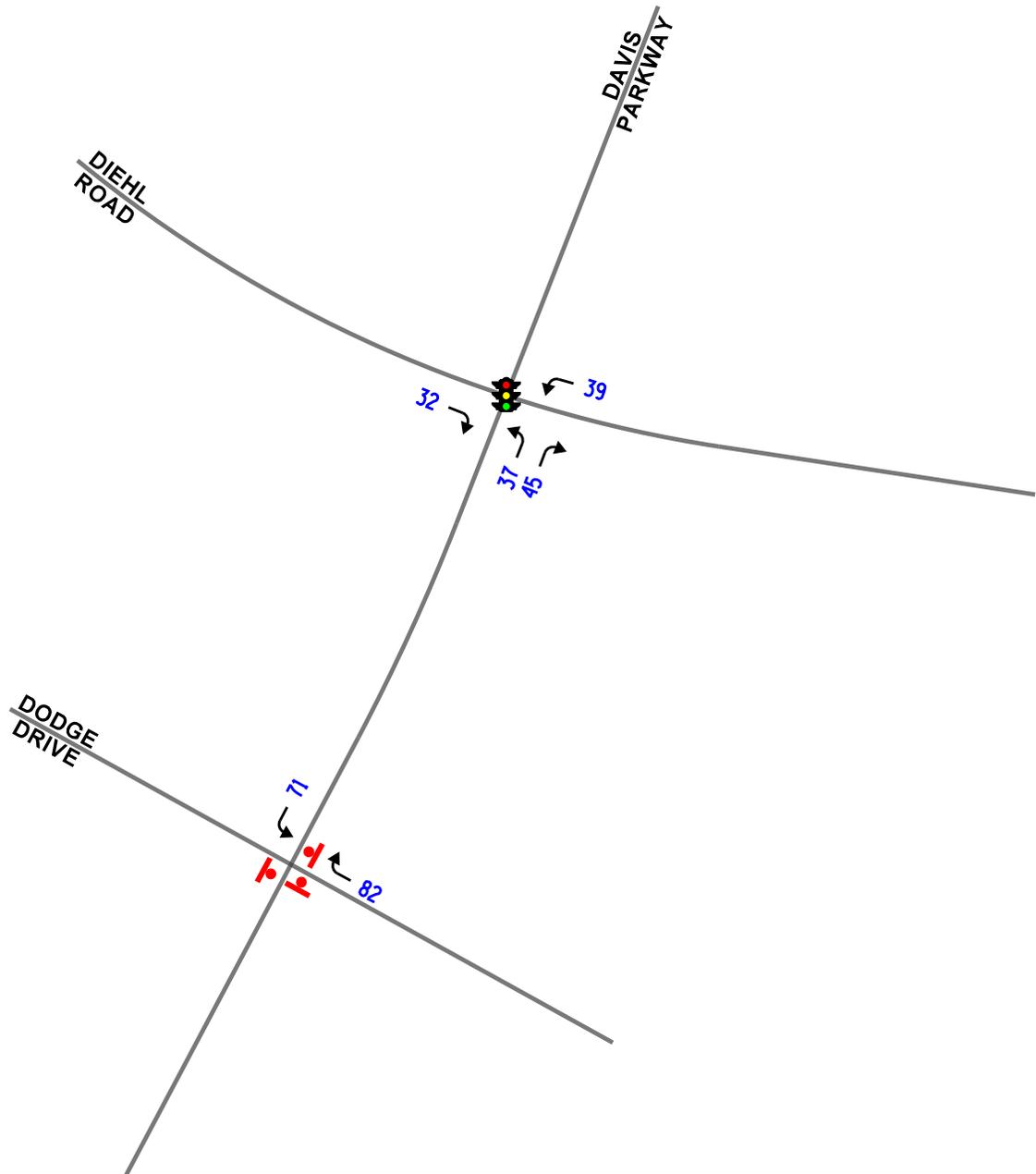


LEGEND

00 - MIDDAY PEAK HOUR (12:00-1:00 PM)



NOT TO SCALE

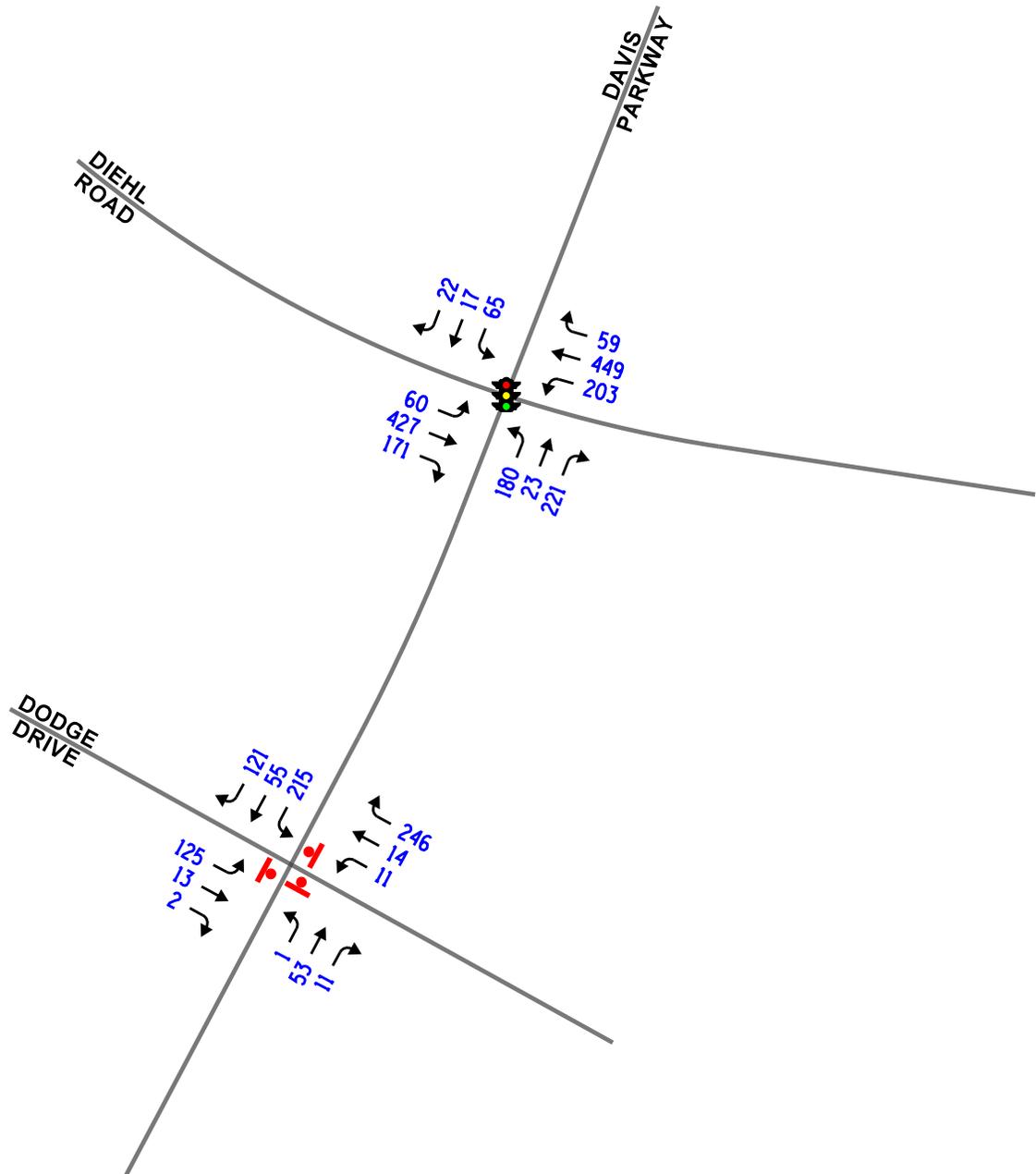


LEGEND

00 - MIDDAY PEAK HOUR (12:00-1:00 PM)



NOT TO SCALE



LEGEND

00 - MIDDAY PEAK HOUR (12:00-1:00 PM)

7-Brew
Warrenville, Illinois

Year 2031 Total Traffic Volumes



Job No: 25276

Figure: 3

Traffic Count Summary Sheets



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Count Name: Davis with Dodge - Supplement
Site Code:
Start Date: 10/07/2025
Page No: 1

Turning Movement Data

Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northbound St. Northbound						Southbound St. 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	
9:00 AM	0	25	0	1	0	26	0	0	0	11	0	11	0	0	5	3	0	8	0	5	21	21	0	47	92
9:15 AM	0	15	0	0	0	15	0	0	1	10	0	11	0	0	14	0	0	14	0	9	21	27	0	57	97
9:30 AM	0	18	1	1	0	20	0	0	3	17	0	20	0	1	8	0	0	9	0	8	24	19	0	51	100
9:45 AM	0	30	3	2	0	35	0	0	5	7	0	12	0	0	17	0	0	17	0	8	22	31	0	61	125
Hourly Total	0	88	4	4	0	96	0	0	9	45	0	54	0	1	44	3	0	48	0	30	88	98	0	216	414
10:00 AM	0	16	4	0	0	20	0	2	3	14	0	19	0	0	10	4	0	14	0	10	9	17	0	36	89
10:15 AM	0	22	1	2	0	25	0	0	2	9	0	11	0	1	5	2	0	8	0	10	11	24	0	45	89
10:30 AM	0	24	1	1	0	26	0	1	3	11	0	15	0	0	10	1	0	11	0	17	5	15	0	37	89
10:45 AM	0	21	1	2	0	24	0	0	2	22	0	24	0	0	12	3	0	15	0	17	19	18	0	54	117
Hourly Total	0	83	7	5	0	95	0	3	10	56	0	69	0	1	37	10	0	48	0	54	44	74	0	172	384
11:00 AM	0	9	2	0	0	11	0	1	0	26	0	27	0	0	17	0	0	17	0	17	7	12	0	36	91
11:15 AM	0	12	0	0	0	12	0	2	2	26	0	30	0	0	9	0	0	9	0	27	12	16	0	55	106
11:30 AM	0	16	3	1	0	20	0	0	6	33	0	39	0	0	12	2	0	14	1	29	13	26	0	69	142
11:45 AM	0	23	2	0	0	25	0	2	1	37	0	40	0	0	14	0	0	14	0	34	15	26	0	75	154
Hourly Total	0	60	7	1	0	68	0	5	9	122	0	136	0	0	52	2	0	54	1	107	47	80	0	235	493
12:00 PM	0	21	0	1	0	22	0	1	5	41	0	47	0	1	11	2	0	14	0	38	11	24	0	73	156
12:15 PM	0	29	3	1	0	33	0	4	3	43	0	50	0	0	15	3	0	18	0	29	11	29	0	69	170
12:30 PM	0	32	5	0	0	37	0	1	4	33	0	38	0	0	11	1	0	12	0	32	10	30	0	72	159
12:45 PM	0	34	4	0	0	38	0	4	1	35	0	40	0	0	13	4	0	17	0	37	20	31	0	88	183
Hourly Total	0	116	12	2	0	130	0	10	13	152	0	175	0	1	50	10	0	61	0	136	52	114	0	302	668
1:00 PM	0	19	1	0	0	20	0	1	4	48	0	53	0	0	15	6	0	21	0	23	13	21	0	57	151
1:15 PM	0	21	1	0	0	22	0	2	2	29	0	33	0	0	11	3	0	14	0	26	14	12	0	52	121
1:30 PM	0	19	1	1	0	21	0	2	4	29	0	35	0	0	12	1	0	13	0	23	10	13	0	46	115
1:45 PM	0	20	2	0	0	22	0	0	3	41	0	44	0	0	11	4	0	15	0	23	13	15	0	51	132
Hourly Total	0	79	5	1	0	85	0	5	13	147	0	165	0	0	49	14	0	63	0	95	50	61	0	206	519
2:00 PM	0	10	0	0	0	10	0	0	3	23	0	26	0	0	22	2	0	24	0	19	9	11	0	39	99
2:15 PM	0	14	4	0	0	18	0	2	5	35	0	42	0	1	6	3	0	10	0	19	11	9	0	39	109
2:30 PM	0	11	1	0	0	12	0	1	2	25	2	28	0	0	12	1	0	13	0	14	9	11	0	34	87
2:45 PM	0	11	1	0	0	12	0	2	0	29	0	31	0	0	9	2	0	11	0	18	14	13	0	45	99
Hourly Total	0	46	6	0	0	52	0	5	10	112	2	127	0	1	49	8	0	58	0	70	43	44	0	157	394
3:00 PM	0	12	1	0	0	13	0	2	2	25	0	29	0	0	16	2	0	18	0	10	5	9	0	24	84
3:15 PM	0	8	0	0	2	8	0	0	0	27	0	27	0	0	14	1	0	15	0	17	6	10	0	33	83
3:30 PM	0	13	3	0	0	16	0	1	3	23	0	27	0	0	15	1	0	16	0	28	12	14	0	54	113
3:45 PM	0	15	2	0	0	17	0	2	3	30	0	35	0	1	18	2	0	21	0	22	15	16	0	53	126
Hourly Total	0	48	6	0	2	54	0	5	8	105	0	118	0	1	63	6	0	70	0	77	38	49	0	164	406



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Count Name: Davis with Dodge - Supplement
Site Code:
Start Date: 10/07/2025
Page No: 4

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northbound St. Northbound						Southbound St. 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	
12:00 PM	0	21	0	1	0	22	0	1	5	41	0	47	0	1	11	2	0	14	0	38	11	24	0	73	156
12:15 PM	0	29	3	1	0	33	0	4	3	43	0	50	0	0	15	3	0	18	0	29	11	29	0	69	170
12:30 PM	0	32	5	0	0	37	0	1	4	33	0	38	0	0	11	1	0	12	0	32	10	30	0	72	159
12:45 PM	0	34	4	0	0	38	0	4	1	35	0	40	0	0	13	4	0	17	0	37	20	31	0	88	183
Total	0	116	12	2	0	130	0	10	13	152	0	175	0	1	50	10	0	61	0	136	52	114	0	302	668
Approach %	0.0	89.2	9.2	1.5	-	-	0.0	5.7	7.4	86.9	-	-	0.0	1.6	82.0	16.4	-	-	0.0	45.0	17.2	37.7	-	-	-
Total %	0.0	17.4	1.8	0.3	-	19.5	0.0	1.5	1.9	22.8	-	26.2	0.0	0.1	7.5	1.5	-	9.1	0.0	20.4	7.8	17.1	-	45.2	-
PHF	0.000	0.853	0.600	0.500	-	0.855	0.000	0.625	0.650	0.884	-	0.875	0.000	0.250	0.833	0.625	-	0.847	0.000	0.895	0.650	0.919	-	0.858	0.913
Lights	0	115	12	2	-	129	0	10	12	151	-	173	0	1	49	10	-	60	0	134	51	114	-	299	661
% Lights	-	99.1	100.0	100.0	-	99.2	-	100.0	92.3	99.3	-	98.9	-	100.0	98.0	100.0	-	98.4	-	98.5	98.1	100.0	-	99.0	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	-	1	0	0	1	1	-	2	0	0	1	0	-	1	0	1	1	0	-	2	6
% Single-Unit Trucks	-	0.9	0.0	0.0	-	0.8	-	0.0	7.7	0.7	-	1.1	-	0.0	2.0	0.0	-	1.6	-	0.7	1.9	0.0	-	0.7	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	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	-	0.0	-	0.7	0.0	0.0	-	0.3	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Diehl and Davis Parkway -
Supplement
Site Code:
Start Date: 10/07/2025
Page No: 1

Turning Movement Data

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway 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	
9:00 AM	0	2	176	17	0	195	0	33	104	3	0	140	0	18	2	19	0	39	0	5	1	1	0	7	381
9:15 AM	0	4	169	18	0	191	1	35	114	3	0	153	0	19	2	19	0	40	0	5	0	1	1	6	390
9:30 AM	0	4	102	26	0	132	0	24	98	2	0	124	0	21	1	25	0	47	0	6	1	0	0	7	310
9:45 AM	0	3	100	33	0	136	0	28	82	4	0	114	0	13	1	39	0	53	0	5	0	1	0	6	309
Hourly Total	0	13	547	94	0	654	1	120	398	12	0	531	0	71	6	102	0	179	0	21	2	3	1	26	1390
10:00 AM	0	6	92	15	0	113	0	20	83	4	0	107	0	20	2	18	0	40	0	8	1	0	1	9	269
10:15 AM	0	7	88	18	0	113	0	23	95	4	0	122	0	14	3	22	0	39	0	3	2	1	0	6	280
10:30 AM	0	11	117	18	0	146	0	22	73	5	0	100	0	16	2	23	0	41	0	5	2	2	0	9	296
10:45 AM	0	6	110	22	0	138	0	27	91	6	0	124	0	26	3	26	0	55	0	3	3	2	0	8	325
Hourly Total	0	30	407	73	0	510	0	92	342	19	0	453	0	76	10	89	0	175	0	19	8	5	1	32	1170
11:00 AM	0	6	111	17	0	134	0	15	84	3	0	102	0	26	2	23	0	51	0	6	2	1	0	9	296
11:15 AM	0	7	116	25	0	148	0	36	81	6	0	123	0	28	1	20	0	49	0	6	0	3	0	9	329
11:30 AM	0	14	93	24	0	131	0	37	95	9	0	141	0	26	2	34	0	62	0	17	2	2	0	21	355
11:45 AM	0	16	95	32	0	143	0	46	104	14	0	164	0	32	2	40	0	74	0	12	0	1	0	13	394
Hourly Total	0	43	415	98	0	556	0	134	364	32	0	530	0	112	7	117	0	236	0	41	4	7	0	52	1374
12:00 PM	0	19	113	34	1	166	0	39	118	13	0	170	0	32	7	37	0	76	0	9	1	2	0	12	424
12:15 PM	0	19	96	29	0	144	1	33	106	10	0	150	0	40	3	42	0	85	0	12	6	6	0	24	403
12:30 PM	0	7	89	31	1	127	0	39	102	17	0	158	0	29	10	38	0	77	0	21	7	4	0	32	394
12:45 PM	0	12	105	37	0	154	1	44	98	16	0	159	0	34	2	49	0	85	1	19	2	9	0	31	429
Hourly Total	0	57	403	131	2	591	2	155	424	56	0	637	0	135	22	166	0	323	1	61	16	21	0	99	1650
1:00 PM	0	16	91	20	0	127	0	34	117	16	0	167	0	38	6	37	0	81	0	20	5	13	0	38	413
1:15 PM	0	13	92	22	0	127	0	22	102	6	0	130	0	20	0	33	0	53	0	17	2	9	0	28	338
1:30 PM	0	7	106	26	0	139	0	17	94	6	0	117	0	30	2	31	0	63	0	10	3	8	1	21	340
1:45 PM	0	10	107	28	0	145	0	22	110	5	0	137	0	33	0	39	0	72	0	12	1	5	0	18	372
Hourly Total	0	46	396	96	0	538	0	95	423	33	0	551	0	121	8	140	0	269	0	59	11	35	1	105	1463
2:00 PM	0	9	108	17	0	134	0	18	101	7	0	126	0	28	1	31	0	60	0	16	4	6	0	26	346
2:15 PM	0	6	97	16	0	119	0	23	132	2	0	157	0	29	1	20	0	50	0	10	0	7	0	17	343
2:30 PM	0	6	116	14	0	136	0	21	152	9	0	182	0	26	2	23	0	51	0	5	1	5	0	11	380
2:45 PM	1	5	94	21	0	121	0	24	120	6	0	150	0	27	1	18	0	46	0	19	1	5	0	25	342
Hourly Total	1	26	415	68	0	510	0	86	505	24	0	615	0	110	5	92	0	207	0	50	6	23	0	79	1411
3:00 PM	1	6	102	13	1	122	0	7	140	6	0	153	0	24	2	23	0	49	0	16	1	3	1	20	344
3:15 PM	0	10	126	21	0	157	0	15	143	11	0	169	0	27	1	20	0	48	0	8	1	6	0	15	389
3:30 PM	1	8	134	33	0	176	0	16	172	6	0	194	0	24	2	22	0	48	0	9	4	6	0	19	437
3:45 PM	0	10	141	27	0	178	0	28	145	8	0	181	0	29	6	32	0	67	0	28	1	8	0	37	463
Hourly Total	2	34	503	94	1	633	0	66	600	31	0	697	0	104	11	97	0	212	0	61	7	23	1	91	1633

Grand Total	3	249	3086	654	3	3992	3	748	3056	207	0	4014	0	729	69	803	0	1601	1	312	54	117	4	484	10091
Approach %	0.1	6.2	77.3	16.4	-	-	0.1	18.6	76.1	5.2	-	-	0.0	45.5	4.3	50.2	-	-	0.2	64.5	11.2	24.2	-	-	-
Total %	0.0	2.5	30.6	6.5	-	39.6	0.0	7.4	30.3	2.1	-	39.8	0.0	7.2	0.7	8.0	-	15.9	0.0	3.1	0.5	1.2	-	4.8	-
Lights	3	245	3022	644	-	3914	3	737	2962	199	-	3901	0	720	66	786	-	1572	1	299	53	114	-	467	9854
% Lights	100.0	98.4	97.9	98.5	-	98.0	100.0	98.5	96.9	96.1	-	97.2	-	98.8	95.7	97.9	-	98.2	100.0	95.8	98.1	97.4	-	96.5	97.7
Buses	0	0	21	1	-	22	0	2	28	4	-	34	0	4	0	2	-	6	0	6	0	0	-	6	68
% Buses	0.0	0.0	0.7	0.2	-	0.6	0.0	0.3	0.9	1.9	-	0.8	-	0.5	0.0	0.2	-	0.4	0.0	1.9	0.0	0.0	-	1.2	0.7
Single-Unit Trucks	0	4	29	6	-	39	0	8	45	2	-	55	0	4	3	10	-	17	0	4	1	2	-	7	118
% Single-Unit Trucks	0.0	1.6	0.9	0.9	-	1.0	0.0	1.1	1.5	1.0	-	1.4	-	0.5	4.3	1.2	-	1.1	0.0	1.3	1.9	1.7	-	1.4	1.2
Articulated Trucks	0	0	14	3	-	17	0	1	21	2	-	24	0	1	0	5	-	6	0	3	0	1	-	4	51
% Articulated Trucks	0.0	0.0	0.5	0.5	-	0.4	0.0	0.1	0.7	1.0	-	0.6	-	0.1	0.0	0.6	-	0.4	0.0	1.0	0.0	0.9	-	0.8	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Diehl and Davis Parkway -
Supplement
Site Code:
Start Date: 10/07/2025
Page No: 3

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Diehl Road Eastbound						Diehl Road Westbound						Davis Parkway Northbound						Davis Parkway 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	
12:00 PM	0	19	113	34	1	166	0	39	118	13	0	170	0	32	7	37	0	76	0	9	1	2	0	12	424
12:15 PM	0	19	96	29	0	144	1	33	106	10	0	150	0	40	3	42	0	85	0	12	6	6	0	24	403
12:30 PM	0	7	89	31	1	127	0	39	102	17	0	158	0	29	10	38	0	77	0	21	7	4	0	32	394
12:45 PM	0	12	105	37	0	154	1	44	98	16	0	159	0	34	2	49	0	85	1	19	2	9	0	31	429
Total	0	57	403	131	2	591	2	155	424	56	0	637	0	135	22	166	0	323	1	61	16	21	0	99	1650
Approach %	0.0	9.6	68.2	22.2	-	-	0.3	24.3	66.6	8.8	-	-	0.0	41.8	6.8	51.4	-	-	1.0	61.6	16.2	21.2	-	-	-
Total %	0.0	3.5	24.4	7.9	-	35.8	0.1	9.4	25.7	3.4	-	38.6	0.0	8.2	1.3	10.1	-	19.6	0.1	3.7	1.0	1.3	-	6.0	-
PHF	0.000	0.750	0.892	0.885	-	0.890	0.500	0.881	0.898	0.824	-	0.937	0.000	0.844	0.550	0.847	-	0.950	0.250	0.726	0.571	0.583	-	0.773	0.962
Lights	0	57	394	131	-	582	2	152	417	55	-	626	0	134	21	165	-	320	1	60	16	21	-	98	1626
% Lights	-	100.0	97.8	100.0	-	98.5	100.0	98.1	98.3	98.2	-	98.3	-	99.3	95.5	99.4	-	99.1	100.0	98.4	100.0	100.0	-	99.0	98.5
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	5	0	-	5	0	2	4	0	-	6	0	1	1	1	-	3	0	1	0	0	-	1	15
% Single-Unit Trucks	-	0.0	1.2	0.0	-	0.8	0.0	1.3	0.9	0.0	-	0.9	-	0.7	4.5	0.6	-	0.9	0.0	1.6	0.0	0.0	-	1.0	0.9
Articulated Trucks	0	0	3	0	-	3	0	1	2	1	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.7	0.0	-	0.5	0.0	0.6	0.5	1.8	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Capacity Analysis Summary Sheets
Existing Weekday Midday Peak Hour

Lanes and Geometrics

3: Davis Parkway & Diehl Road

02/09/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑	↗	↙↗	↗		↙↗	↗	
Traffic Volume (vph)	57	403	131	155	424	56	135	22	166	61	16	21
Future Volume (vph)	57	403	131	155	424	56	135	22	166	61	16	21
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.868			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3725	1615	1770	3762	1583	3467	1625	0	3433	1738	0
Flt Permitted	0.496			0.486			0.950			0.950		
Satd. Flow (perm)	942	3725	1615	905	3762	1583	3467	1625	0	3433	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			58		173			22	
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		590			686			366			231	
Travel Time (s)		13.4			11.7			8.3			5.3	
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
Heavy Vehicles (%)	0%	2%	0%	2%	1%	2%	1%	5%	1%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	420	136	161	442	58	141	196	0	64	39	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	94.8	85.1	102.3	99.4	89.0	102.8	11.2	12.0		7.8	9.7	
Actuated g/C Ratio	0.73	0.65	0.79	0.76	0.68	0.79	0.09	0.09		0.06	0.07	
v/c Ratio	0.08	0.17	0.10	0.21	0.17	0.05	0.47	0.64		0.31	0.26	
Control Delay (s/veh)	5.2	10.2	1.0	5.5	8.9	1.3	61.9	20.8		62.0	34.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.2	10.2	1.0	5.5	8.9	1.3	61.9	20.8		62.0	34.8	
LOS	A	B	A	A	A	A	E	C		E	C	
Approach Delay (s/veh)		7.7			7.4			38.0			51.7	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	11	70	0	32	70	0	60	19		27	14	
Queue Length 95th (ft)	28	119	18	67	115	13	93	95		51	49	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

02/09/2026

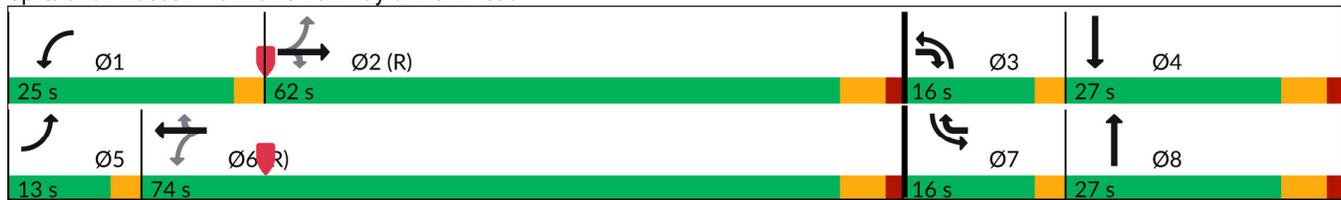


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			606			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	776	2439	1321	842	2575	1325	349	407		343	299	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.17	0.10	0.19	0.17	0.04	0.40	0.48		0.19	0.13	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay (s/veh):	16.2
Intersection LOS:	B
Intersection Capacity Utilization:	52.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection Capacity Utilization
6: Davis Parkway & Dodge Drive

02/09/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	118	12	2	10	13	155	1	50	10	136	52	114
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	132	0	0	178	0	0	61	0	136	166	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.87	0.85	0.95	0.97	0.85	0.95	0.90	0.85
Saturated Flow (vph)	0	1811	0	0	1647	0	0	1852	0	1805	1704	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	244		0	1686		0	1503		150	1704	
Reference Time A (s)	0.0	64.9		0.0	12.7		0.0	4.9		108.9	11.7	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		0	1704	
Reference Time B (s)	NA	NA		8.7	21.0		NA	NA		17.0	11.7	
Reference Time (s)		64.9			12.7			4.9			17.0	
Adj Reference Time (s)		68.9			16.7			8.9			21.0	
Split Option												
Ref Time Combined (s)	0.0	8.7		0.0	13.0		0.0	4.0		9.0	11.7	
Ref Time Seperate (s)	7.8	0.8		0.7	1.0		0.1	3.2		9.0	3.7	
Reference Time (s)	8.7	8.7		13.0	13.0		4.0	4.0		11.7	11.7	
Adj Reference Time (s)	12.7	12.7		17.0	17.0		8.0	8.0		15.7	15.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	68.9		21.0									
Split Option (s)	29.7		23.7									
Minimum (s)	29.7		21.0		50.8							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			42.3%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

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

Lanes and Geometrics

3: Davis Parkway & Diehl Road

02/10/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	427	171	203	449	59	180	23	221	65	17	22
Future Volume (vph)	60	427	171	203	449	59	180	23	221	65	17	22
Ideal Flow (vphp)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		305	400		145	70		0	0		85
Storage Lanes	1		1	1		1	1		0	2		0
Taper Length (ft)	135			145			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.864			0.916	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3725	1615	1770	3762	1583	3467	1619	0	3433	1740	0
Flt Permitted	0.483			0.467			0.950			0.950		
Satd. Flow (perm)	918	3725	1615	870	3762	1583	3467	1619	0	3433	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			178			61		230				23
Link Speed (mph)		30			40			30				30
Link Distance (ft)		590			686			366				231
Travel Time (s)		13.4			11.7			8.3				5.3
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
Heavy Vehicles (%)	0%	2%	0%	2%	1%	2%	1%	5%	1%	2%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	445	178	211	468	61	188	254	0	68	41	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	9.5	22.5	9.5	9.5	22.5	9.5	9.5	14.0		9.5	14.0	
Total Split (s)	13.0	62.0	16.0	25.0	74.0	16.0	16.0	27.0		16.0	27.0	
Total Split (%)	10.0%	47.7%	12.3%	19.2%	56.9%	12.3%	12.3%	20.8%		12.3%	20.8%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	6.0		3.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Act Effct Green (s)	90.1	80.3	100.8	96.5	85.5	99.5	14.5	13.4		8.0	9.7	
Actuated g/C Ratio	0.69	0.62	0.78	0.74	0.66	0.77	0.11	0.10		0.06	0.07	
v/c Ratio	0.09	0.19	0.14	0.29	0.19	0.05	0.49	0.68		0.32	0.27	
Control Delay (s/veh)	5.9	12.1	1.1	6.6	10.0	1.5	59.3	18.9		62.1	35.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.9	12.1	1.1	6.6	10.0	1.5	59.3	18.9		62.1	35.1	
LOS	A	B	A	A	B	A	E	B		E	D	
Approach Delay (s/veh)		8.7			8.4			36.1			51.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	12	80	0	46	78	0	80	20		29	15	
Queue Length 95th (ft)	31	137	21	91	127	14	117	106		53	50	

Lanes and Geometrics

3: Davis Parkway & Diehl Road

02/10/2026

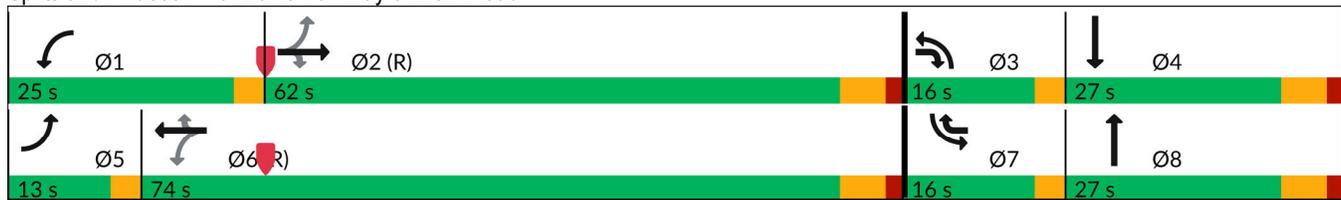


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		510			606			286			151	
Turn Bay Length (ft)	195		305	400		145	70					
Base Capacity (vph)	727	2300	1298	798	2475	1284	401	454		343	300	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.19	0.14	0.26	0.19	0.05	0.47	0.56		0.20	0.14	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay (s/veh):	17.1
Intersection LOS:	B
Intersection Capacity Utilization	58.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 3: Davis Parkway & Diehl Road



Intersection Capacity Utilization
6: Davis Parkway & Dodge Drive

02/10/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	13	2	11	14	246	1	53	11	215	55	121
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	140	0	0	271	0	0	65	0	215	176	0
Lane Utilization 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
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.86	0.85	0.95	0.97	0.85	0.95	0.90	0.85
Saturated Flow (vph)	0	1811	0	0	1638	0	0	1850	0	1805	1704	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	213		0	1667		0	1520		148	1704	
Reference Time A (s)	0.0	78.9		0.0	19.5		0.0	5.1		174.2	12.4	
Adj Saturation B (vph)	NA	NA		0	0		NA	NA		0	1704	
Reference Time B (s)	NA	NA		8.7	27.9		NA	NA		22.3	12.4	
Reference Time (s)		78.9			19.5			5.1			22.3	
Adj Reference Time (s)		82.9			23.5			9.1			26.3	
Split Option												
Ref Time Combined (s)	0.0	9.3		0.0	19.9		0.0	4.2		14.3	12.4	
Ref Time Seperate (s)	8.3	0.8		0.7	1.0		0.1	3.4		14.3	3.9	
Reference Time (s)	9.3	9.3		19.9	19.9		4.2	4.2		14.3	14.3	
Adj Reference Time (s)	13.3	13.3		23.9	23.9		8.2	8.2		18.3	18.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	82.9		26.3									
Split Option (s)	37.1		26.5									
Minimum (s)	37.1		26.3		63.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			52.9%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												