



DEPARTMENT OF LAND USE AND ECONOMIC DEVELOPMENT

AGENDA PLANNING COMMISSION May 12, 2026 7:00 P.M.

IN PERSON: CITY HALL, 10025 BUNKUM ROAD.

VIRTUAL: BY COMPUTER, TABLET OR SMARTPHONE.

[HTTPS://WWW.GOTOMEET.ME/COFH_LUD/PLANNING_COMMISSION](https://www.gotomeet.me/cofh_lud/planning_commission)

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1. CALL TO ORDER AND ROLL CALL
2. **CITIZENS COMMENTS-** *This is an opportunity for the public to address the Planning Commission on non-agenda related items. Comments made during this section of the agenda that require a response will be referred to the appropriate City staff member or official for follow-up at a later date.*
3. **MINUTES:**
 - a. Regular meeting of April 14, 2026
4. **PC CASES/PUBLIC HEARINGS**
 - a. PC 02-26, Zoning Amendment for 500 Fountains Pkwy, Fairview Heights. Also identified by St Clair County PIN(s) 03-22.0-305-016, and 03-22.0-305-007. *VOTE REQUESTED*
 - b. PC 03-26, Special Use Permit for undeveloped lot at Frank Scott Pkwy, Fairview Heights. Also identified by St Clair County PIN (s) 03-33.0-404-031. *VOTE REQUESTED*
5. **OLD BUSINESS**
 - a. PC 02-26, Zoning Amendment for 500 Fountains Pkwy, Fairview Heights. Also identified by St Clair County PIN(s) 03-22.0-305-016, and 03-22.0-305-007. *VOTE REQUESTED*



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6. NEW BUSINESS

- a. PC 03-26, Special Use Permit for undeveloped lot at Frank Scott Pkwy, Fairview Heights. Also identified by St Clair County PIN (s) 03-33.0-404-031. *VOTE REQUESTED*

7. ANNOUNCEMENTS

- a. Chair/Plan Commission Member Comments
- b. Director's Report

8. ADJOURNMENT

The next regularly scheduled meeting is June 9th, 2026: it may be canceled if there is no business to conduct.

CITY OF FAIRVIEW HEIGHTS, ILLINOIS
PLANNING COMMISSION
MEETING MINUTES
April 14, 2026

CALL TO ORDER

The meeting was called to order at approximately 7:00 p.m. by Chairman Sunyatta McDermott with (9 members) in physical attendance: Pat Herrington, Terry Fowler, Pat Wesemann, Linda Hoppe, Kelly Smith, Rich Baldwin, Ashley Hutchison, Bill Hopkins, and Sunyatta McDermott. Also in attendance were Dallas Alley (Director of Land Use & Development), Madison Martindale (Recording Secretary), and Andrew Hoerner (Attorney). Absent was Janice Petroff.

1. CITIZENS' COMMENTS

None

2. APPROVAL OF MINUTES

The minutes of December 09, 2026 were approved as written with Linda Hoppe 1st to motion, and Rich Baldwin 2nd to motion to approve last meeting's minutes.

3. NEW BUSINESS

PC 01-26, Zoning Amendment for 114 N Ruby, Fairview Heights.

Director Alley states the application was straightforward and the applicant was interested in building an indoor sports facility. Director Alley states due to current zoning regulations, in order to build the facility at the proper height the Applicant must request a rezoning from B3 to B4. Director Alley states the property meets the 500-acre requirement for rezoning. Director Alley states north of the property is owned by the city, west of the property is individually owned, and south of the property is single family residential.

The applicant, Anthony Meluso of 358 Stanton Ln, O'Fallon, IL, was sworn in. Mr. Meluso states they are hoping to bring an indoor sports facility to the city. Mr. Meluso states they are hoping to get a couple more feet to have max vertical clearance to enjoy as many sports as possible.

Commissioner Herrington asks if there are any plans to go outdoors with the facility. Commissioner Herrington states on page 5 there is a drawing of the indoor facility of approximately 27,500 sq feet, however, he also sees plans for a baseball diamond and football field. Mr. Meluso states the 27,500 sq feet is the proposed facility's parking lot. Mr. Meluso states there are no plans for outdoor use. Commissioner Herrington asks if there was consideration for a traffic study. Commissioner Herrington states he was out on Harman Ln

recently and had seen a similar complex that had been hosting an event with a heavy traffic. Commissioner Herrington states Ruby Ln is a connector road that does not typically have heavy traffic and is predominantly local traffic. Commissioner Herrington asks will the proposed sports complex impact the flow of traffic and will it become a problem. Mr. Meluso states he is familiar with the complex on Hartman Ln and frequents the area with his family. Mr. Meluso states the proposed sports complex will draw less traffic as a result of less courts and teams playing at tournaments held at the facility. Mr. Meluso states they will only have 1 to 2 teams playing at a time for each tournament. Commissioner Herrington states he is concerned about the flow of traffic exiting the parking lot onto Ruby Ln. Mr. Meluso states the length of the driveway will benefit the potential traffic issue.

Commissioner Wesemann asks what has the Applicant considered for outdoor lighting, and if there was consideration for the residents whose properties back up to the parking lot. Mr. Meluso states they will have 2 to 3 light poles throughout the parking lot as well as sconce lighting along the sides of the building to illuminate the sidewalk.

Commissioner Herrington asks how late the Applicant thinks the events will run. Mr. Meluso states the anticipated operating hours for the proposed facility will be Monday through Friday from 4 pm. to 10 pm. Mr. Meluso states there is no intended use after 10 pm. Mr. Meluso states the only activity past the proposed business hours would likely be the owners and their families playing on the fields late at night.

Commissioner Baldwin asks if the Applicant plans to serve alcohol. Mr. Meluso states the facility owners have considered beer, wine and seltzers for concessions, no hard liquor.

Commissioner Herrington states to Director Alley there is some code regarding ambient lighting on a facility previously discussed at other meetings. Director Alley agreed and states when doing any type of parking lot lightings, the photo-metrics must have a 0-cast past the property line. Director Alley states the owners of the sports complex plan to construct a berm with trees to aid with the lighting. Director Alley states if the shadows are at the bottom of the berm there will be no light transmission that will go near the adjoining properties.

Commissioner Wesemann asks Director Alley if a traffic study was needed due to property location. Director Alley states the complex is smaller in scope compared to the complex on Hartman Ln. Director Alley states there is less traffic on Ruby Ln compared to Hartman Ln. Director Alley states there is a decent amount of stacking on Ruby Ln already and any issues that arise will be largely due to how long it takes people to get out of the parking lot. Director Alley states Ruby Ln is a classified road that can handle large amounts of traffic weight wise.

Mr. Meluso states they plan to plant coniferous trees for privacy purposes on the berm. Mr. Meluso further states they intend to build the berm as large as possible for the privacy of the abutting residences.

Commissioner Hopkins states he thinks the new sports complex will be a nice addition to community.

Chairman McDermott states that the Commissioners would like to invite any community members who would like to address comments or concerns relating to the topic to come speak at the podium. She does ask that you refrain from being repetitive with your comments, and everyone will be confined to 3 minutes so that everyone gets an opportunity to speak.

Community Member Bill Haeberle approaches the podium and asks if the Applicant will bulldoze any buildings in order to build the sports complex. Director Alley states they will not be bulldozing buildings and states Marxer Ln, where the proposed building will go, is past the crematorium and connects to the parcel they are building on. Mr. Haeberle states there is a piece of farmland owned by the Marxer family on Ruby Ln that would be a good spot for the sports complex to be built. Director Alley confirms that is the location in which the sports complex is being built. Mr. Haeberle states he was confused by the location of the property based on the address. Director Alley states the address lists two separate parcel numbers. Mr. Haeberle states he grew up on Pine Trail and sold his home to someone who did not purchase the 6 acres behind the house. Mr. Haeberle states his family cannot access the property as it is landlocked and cannot be accessed by either Pine Trail or Ruby Ln. Mr. Haeberle also states they cannot request an easement for the property to access it and offers the land to the city. Director Alley states he will make a note of the offer to be addressed separately from this hearing.

Community Member Daniel Mylon, of Mason's Place Tool, approaches the podium and states he owns the property east of the sports complex. Mr. Mylon states he has some concerns regarding the project. Mr. Mylon asks if there will be a daycare center at the sports complex. Director Alley states there will not be a daycare center. Mr. Mylon asks if the applicant plans on impinging on his property with building materials, they would consider an easement of 15-20 feet for 3 months for a total of \$1500 per month. Director Alley states the Applicant will not be putting material on his property.

Community Member Erika Howard, of 5 Emmet Ct, approaches the podium and states her backyard is right next to the field. Ms. Howard asks what is being put up for the privacy of the people whose property will be affected by this project. Director Alley asks Ms. Howard if her home is to the south of the building. Ms. Howard states she is. Director Alley states the site plan shows a structural berm that will be built to block the view of the building with trees on top of the berm. Ms. Howard asks if that means no one will be able to cross over the berm and on to her private property. Ms. Howard states she grew up in her home and she wants to make sure her privacy and security will not be affected by the structure going up. Director Alley confirms her property will not be affected and states the City code has requirements for the buffers between residential and commercial properties. Director Alley states the building will be located on the northern half of the property with the berm, green space, and the parking lot between her home and the building. Ms. Howard asks if there are issues or complaints with the lighting at the facility are residents able to report it. Director Alley states they can call the office to report it and we will have the Applicants adjust it.

Chairman McDermott asks if the Applicant cares to respond to anything that was said. Mr.

Meluso states they will be as best neighbors as they can. Mr. Meluso states they are hoping to bring a lot of fun for children who want to play sports in the winter especially. Chairman McDermott states the public hearing is now closed. Chairman McDermott asks the commissioners if they have other concerns they would like to address.

Planning Commissioner Bill Hopkins introduced the following resolution and moved for its adoption:

RESOLUTION PC 01-26

A RESOLUTION ADOPTING FINDINGS OF FACT RELATING TO APPROVAL OF A ZONING AMENDMENT FOR SPORTS COMPLEX ON EMPTY LOT AT 114 N RUBY LN

WHERE AS, Anthony Meluso, hereinafter referred to as the "Applicant," applied for a Zoning Amendment for approval for Sport's Complex on empty lot at parcel number 03-28.0-106-009, commonly known as 114 N Ruby Ln; and

WHEREAS, the Fairview Heights Development Code requires that a zoning modification be considered by the Planning Commission and approved by City Council;

WHEREAS, the Applicant has properly applied for a zoning amendment.

NOW THEREFORE, BE IT RESOLVED BY THIS PLANNING COMMISSION OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, STATE OF ILLINOIS that the Findings of Fact relating to the request are as follows:

1. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 14-10-8 of the City of Fairview Heights Development Code on April 14, 2026, and that said public hearing was properly advertised, both of which are incorporated by reference.
2. That the subject property is zoned "B3" Community Business District and the applicant is requesting a modification to "B4" Retail Business District.
3. That the Applicant shall be responsible for all City costs incurred in administering and enforcing this approval.
4. That the Director of Land Use and Development, and his designee, shall have the right to inspect the premises for compliance and safety purposes.
5. That this Approval shall automatically expire if the use is not initiated within one year of City Council Approval.
6. That the Applicant shall obtain all required permits and comply with all ordinances and codes.

The motion for the adoption of the foregoing resolution was duly seconded by Commissioner Ashley Hutchison

upon vote being taken thereon, the following voted in favor thereof: Pat Herrington, Terry Fowler, Pat Weseman,

Linda Hoppe, Sunyatta McDermott, Kelly Smith, Rich Baldwin, Ashley Hutchison, Bill Hopkins

And the following voted against the same: None

And the following abstained: None

And the following were absent: Janice Petroff

Whereupon said resolution was declared duly passed and adopted by the Fairview Heights Planning Commission, this the 14th day of April 2026.

Sunyatta McDermott

Planning Commission Chairman

ATTEST:

Dallas Alley

Land Use Director

PC 02-26, Annexation and Zoning Amendment for 500 Fountains Pkwy, Fairview Heights

Director Alley states he wants to point out on the staff report says 500 Fountains Pkwy and in parenthesis says "XXX N IL St". Director Alley states according to St. Clair County there is no Fountains Pkwy address and lists the property as "No Number N IL Street". Director Alley states the property contains 2 parcels, however, the majority of one of the parcels is the road. Director Alley states no matter what happens to the property the road has to be dedicated back to the city. Director Alley notes that one of the parcels is almost all right-of-way and the majority of everything the applicant is doing is on the other parcel. Director Alley states the application is a request for annexation with a designation of zoning. Director Alley states the applicant has provided a general layout, site plan and a presentation for their project.

Director Alley asks the Commissioners to keep in mind when making a designation of zoning as part of an annexation, anything that fits into the zoning can be approved. Director Alley states if the rezoning is approved and the project falls apart any other multi-family project can be developed on the property. Director Alley refers to a previous hearing regarding a designation for the corner of Milburn and Old Collinsville Rd., where the Commissioners were bound by the decision made.

Director Alley states typically on the staff report when it comes to the comprehensive plan, he states whether a project complies with the designated plan or not, however, in this case the sentence is missing. Director Alley states this is because this property is on the border of 2 different classifications in the Future Land Use Plan. Director Alley states currently the property is listed as Regional Commercial, per the Future Land Use Map. Director Alley states, however, Future Land Use Maps are not solid lines and should not follow parcel lines. Director Alley states because the property is on the border of two designations it can go one way or another. Director Alley reiterates the Commissioners are looking at if the site meets the requirements for multi-family zoning for this project or any future projects that could occur.

The applicants, Eric McMahon and Tracy Perroti with Select Development of 2315 Locust St, St. Louis, MO 63103, were sworn in. Mr. McMahon thanks the Commissioners for the opportunity to present and discuss their project. Mr. McMahon states the proposed project is called "Fountains Parkway Senior Residences". Mr. McMahon states the project involves the construction of a 50-unit affordable senior development, built as villas. Mr. McMahon states rents will range from \$569 - \$960 a month and will be restricted at 60% of the area median income. Mr. McMahon states for perspective, the yearly limit for a one-person household is \$46,800 which equates to social security, while a two-person household is limited to \$53,500. Mr. McMahon states there will be a community building along with a fence perimeter. Mr. McMahon states there are water runoff issues that have been addressed with the assistance of civil engineers designing the project. Mr. McMahon showed a proposed site plan as well as a quick overview of what the proposed villas will look like and contain in terms of design. Mr. McMahon stated the homes will be ADA compliant and can be adapted to further accommodate senior residents. Mr. McMahon continues by listing various amenities as well as showing a proposed community building for the project. Mr. McMahon states the community building will have services out of it, as well as a meeting space, a management

office, and an on-site maintenance technician. Mr. McMahon states there will be exterior gathering spaces, a walking trail, a communal laundry room, community room with a kitchenette, a computer room, and a fitness room.

Ms. Perotti states there are plans for underground piping to redistribute water runoff from the road as well as neighboring properties. Ms. Perotti states the site is a 2-part phase; phase one involving the construction of 50 homes and phase two involving the construction of an additional 50 homes. Director Alley notes if the application for annexation is approved the proposed project does meet the density requirements and would be under administrative review only, not the Planning Commission.

Mr. McMahon states the overall financing for the project will equate to an approximately 21-million-dollar development. Mr. McMahon states that approximately 16 million dollars covers the financial cost for constructing each home at around \$300,000 per unit. Mr. McMahon reiterates the amenities the project is to include for the community and presents a summary of the project's anticipated timeline. Mr. McMahon states LMAC Holdings applied with Illinois Housing Development Agency (IHDA) for low-income housing tax credits for their project, however they will not receive approval until late June. Mr. McMahon states upon approval they will begin construction in March 2027, and ideally have construction completed by December 2028.

Mr. McMahon states their agency has multiple letters of support from organizations such as Holy Trinity Catholic Church, State representatives, Heartland Bank, Kyle Anderson of the Leadership Council of Southwestern IL, and Brett Gilliland, CEO of Visionary Wealth Advisors. Director Alley states the Commissioners have a copy of the letter from the Church, while the other letters are in his possession if they wish to look them over.

Chairman McDermott asks if the Commissioners have any questions for the applicants.

Commissioner Herrington asks if there are two ingresses and two egresses on the property. Ms. Perotti states phase one will have entry off of Fountains Pkwy that will be accessible back through the community. Ms. Perotti states this will be the only ingress and egress until phase 2 is in effect. Commissioner Herrington asks the Applicant if the application is approved and phase 2 begins 2 – 3 years down the road, have they spoken to fire and safety regarding development next door to the property. Director Alley states the project has a temporary crushed gravel road with a bollard and an aux box agreed upon with the fire department.

Commissioner Hopkins notes the rent for the individual units was low and asks if the project is subsidized. Mr. McMahon replies the project is subsidized largely by low-income housing tax credits from IHDA. Mr. McMahon states IHDA issues tax credits on behalf of the IRS, with each state receiving an allocation based on population. Mr. McMahon states this is the majority of the financing for the project. Commissioner Hopkins asks what the source of the funding for the project is, and what is the "66% Federal LIHTC equity" seen on their application. Mr. McMahon states it is the low-income federal tax credit given by the State Agency. Commissioner Hopkins asks if the project is federally subsidized. Mr. McMahon

confirms the project is subsidized by the tax credit. Mr. McMahon states the developer is subsidized with the tax credit up front so they are able to charge a lower rent fee.

Commissioner Wesemann asks what the total amount of units are between phases one and two. Mr. McMahon states there will be a total of one hundred units between the two phases, with fifty units per phase. Commissioner Wesemann asks if there has been any consideration for a traffic study. Mr. McMahon states they typically do not have issues with traffic on senior development housing due to the number of cars involved. Commissioner Wesemann states the project is very community based which could result in extra traffic for community-based activities. Director Alley states the Commissioners should assume the maximum density of the property when deciding whether to approve the annexation of the zoning. Commissioner Wesemann asks Director Alley what the maximum density is for the property. Director Alley states 132 units is the maximum density allowed. Commissioner Wesemann states there is need for a traffic study given the number provided. Commissioner Herrington agrees, stating with the singular ingress and egress a traffic study is needed. Commissioner Hopkins states there is heavy traffic during school in the morning and the afternoon.

Commissioner Herrington asks the Applicant after the units are build, assuming they are approved, who will do maintenance for lawn-care. Mr. McMahon states the property manager on site will have a third-party handle lawn-care, maintenance, and trash.

Commissioner Wesemann asks how the security for the complex works, and if the developers are connected with the police department. Mr. McMahon states the camera system they use is called Watch Tower, and it uses analysts alongside AI to monitor anomalies. Mr. McMahon states the local police department would have access to the cameras if needed. Commissioner Hopkins states if the annexation is approved the applicant should get with the police department, as they have a preference on a system they can monitor twenty-four hours a day. Mr. McMahon states they would like to be as supportive with the police as possible. Mr. McMahon notes they have properties where issues stem from the tenants, illegal visitors and trespassers, and people driving through. Mr. McMahon states the cameras do a good job of catching all problems that may arise. Commissioner Herrington states he has a question for Director Alley. Director Alley requests the question be held until after comments from the public.

Chairman McDermott states the Commissioners would like to invite any community members who would like to address comments or concerns relating to the topic. She does ask that you refrain from being repetitive with your comments, and everyone will be confined to 3 minutes so that everyone gets an opportunity to speak.

Community Member Sandra Mitchell, who is a homeowner in Geneva Village, says the Applicant's presentation looked great. Ms. Mitchell states the traffic is overwhelming from the school on Fountains Pkwy and gets worse in the winter. Ms. Mitchell states Geneva Village, which is located down the road, has one entrance in and out of the community. Ms. Mitchell states Geneva Village has water runoff and flooding issues from the 500 block of Fountains Pkwy. Ms. Mitchell states Geneva Village has been working with the City of Fairview Heights to get a survey, clean the area, and build a trench. Ms Mitchell states there

is need for a survey on traffic, and where the underground water piping will flow. Ms. Mitchell states the entrance off Fountains Pkwy is horrible, and she is not sure how the additional traffic and extra growth of the homes will be maintained. Ms. Mitchell states all water runoff flows to the school at the end of the road and states the water is up to the edge in the winter time. Ms. Mitchell suggests the developers should decrease the number of homes being built. Ms. Mitchell states she is concerned about security as well.

Community Member James Graiser approaches the podium and asks the Applicant what is the name of the firm he is associated with. Mr. McMahon states the name of his firm is Select Development. Mr. Graiser asks if Mr. McMahon is the owner of the firm. Mr. McMahon states he is the development partner. Mr. Graiser asks if the project is a Lighttech deal. Mr. McMahon states it is. Mr. Graiser asks if the city does any due diligence with contractors and developers such as litigation and Casenet searches to see type what type of groups the city is getting involved with. Director Alley reiterates the hearing is for a designation of zoning. Mr. Graiser asks the Applicant if they do not receive the leasing for the project, is there a redeployment risk with credit. Mr. McMahon states he is not worried about the leasing as there is a high demand for low-income housing. Mr. Graiser asks if the units have basements. Mr. McMahon states the units are built on slabs. Mr. Graiser asks if Brett Gilliland was interested in purchasing credits for the clients relating to the project. Mr. McMahon states he was interested in the project as a whole namely the financing. Mr. Graiser states he has no further questions and returns to his seat.

Community Member Linda Malone, of Geneva Village, approaches the podium and asks the applicant where the water runoff will drain, and states if it drains onto Fountains Pkwy it will flood her home. Ms. Malone states the homes located in Geneva Village are worth \$300,000 - \$500,000. Ms. Malone states she is concerned for her safety, property value and the caliber of people who may visit the residents in the low-income housing community. Ms. Malone asks if a berm will be built to separate the senior homes from the properties in Geneva Village. Ms. Malone asks if there are going to be events held at the clubhouse and states concerns regarding the noise that will result from the events as Geneva Village is a quiet and peaceful subdivision. Ms. Malone states of all of her concerns the biggest is where the water runoff will go.

Director Alley begins to discuss storm-water runoff, stating cornfields are not ideal when regarding storm-water runoff. At this time, a member of the audience interrupts Director Alley, who attempts to diffuse the situation and continue his explanation. Director Alley states when a cornfield does not properly control runoff, anytime development occurs the developer must abide by storm-water requirements based off the requirements with the State of Illinois. Director Alley asks Commissioner Herrington what his previously mentioned question was.

Commissioner Herrington asks Director Alley if the zoning annexation is approved, what would happen if the project falls apart. Commissioner Herrington asks if another developer would be able to then build two-story homes on the property without the permission of the Planning Commissioners. Director Alley states once the property is rezoned, if the project were to fall through, the property defaults to the zoning code, and any developer wishing to

build on the property would be able to do so, so long as they abide by the maximum density and height requirements.

- Commissioner Smith asks if the current developers would be able to build multiple story units in the second phase of the project if the annexation was approved. Director Alley confirms they would be able to do so provided they meet the requirements.

Commissioner Herrington asks what the width of Fountains Pkwy is, and if it is two or three lanes. Director Alley states Fountains Pkwy consists of three lanes, two driving lanes and one continuous turn lane extending from the church to 159. Director Alley states when driving East on Fountains Pkwy, the turn lane is removed until you are at the intersection.

Commissioner Herrington asks if there are any plans to widen the road. Director Alley states with the constraints of the property and drainage there is no way to widen the road. Director Alley displays an aerial view of Fountains Pkwy to show the Commissioners how wide the lanes are and where they are split.

Commissioner Hutchison notes the Future Land Use Map lists the property as regional commercial and asks Director Alley what that means in relation to what developments can be built on the property. Director Alley tells the Commissioners to look at the development of the area as a whole and to picture an imaginary line listing everything East of the line as residential and everything West as regional commercial. Director Alley states developments such as offices, a hotel, or restaurant could occupy the space so long as it applies to commercial use. Director Alley states the line is arbitrary and the Commissioners must decide if the lines on the Future Land Use Map have to stay where they are or can they be moved. Director Alley further states the map is a conceptual plan. Commissioner Hutchison asks in reality of what could happen, if the area is not rezoned to multi-family, would the property still be listed as agricultural. Director Alley states the current zoning would remain the same until the property is annexed.

Commissioner Hutchison notes in a previous meeting, the Commissioners were instructed to not consider rental or owned property when thinking about multi-family zoning.

Commissioner Hutchison asks what percentage of Fairview is zoned multi-family? Director Alley states the city is zoned 10% less than surrounding areas as multi-family, and 10% higher as rental areas.

Commissioner Hutchison asks if there are other spots within the city that would be good locations for the villas that are already zoned accordingly. Director Alley states there are other multi-family spots that are open within the city.

Chairman McDermott asks the Applicant if they care to respond to the concerns from the community.

Mr. McMahon states his firm is engaging with a civil engineer early on in the project to fully look through the site to avoid the flooding issues. Mr. McMahon states the current codes are extensive regarding water runoff. Mr. McMahon states there will be underground detention and piping, which is visible on the site plan for the project, and further states nothing will be

sheet or surface drained. Mr. McMahon claims the drainage will only be addressed through development of the property per code and permitting.

Mr. McMahon states in regard to the concern of reduced home values, the total cost of the project is over 21 million dollars which equates to approximately \$400,000 per unit. Mr. McMahon states the properties are built durable and will not appear as low income or affordable housing, matching anything in market rate as the developers do not want ongoing maintenance.

Mr. McMahon addresses the concerns regarding the community building and potential events held there. Mr. McMahon states the community building is small and contains a management office, meeting space, small room for parties, and a small kitchenette. Mr. McMahon states the community building will not be suited for large events and will be for smaller things such as birthday parties.

Mr. McMahon then addresses the safety concerns, stating a camera system will be in place on the property. Mr. McMahon states they typically do not deal with issues from senior residents, and any issues that do arise will be addressed as investors will not want to have issues with residents. Mr. McMahon says he has been creating affordable housing since 2008, assisting in building 4,000+ units in Illinois, Kansas, Missouri, and Georgia. Mr. McMahon states his firm is focused on building quality projects, being good neighbors, and helping the community.

Commissioner Hopkins asks if the rent rate can ever be raised? Mr. McMahon confirms this is a possibility stating they receive annual rent increases varying between 3 – 6% each year so long as the property remains affordable for 15 years.

Commissioner Hutchison states she loves low rent and affordable homes. Commissioner Hutchison states she views this proposal is important in today's society and economy, overall viewing the project as a positive.

Mr. McMahon states the villas will have energy efficient components to lower the utility costs such as better appliances, windows, and HVAC systems.

Commissioner Smith refers to the project timeline seen in the Applicant's presentation, noting the IHDA approval is set for June 2026. Commissioner Smith asks if that determines if they will get the required credits for the project. Mr. McMahon confirms this to be true. Commissioner Smith asks if the project will continue as planned if they do not obtain the credits. Mr. McMahon states if they do not get approved for their credits, they will need to reapply with IHDA for credits through a "turn-down meeting". Mr. McMahon states the affordable housing market is very competitive and there is a finite pool of resources. Mr. McMahon states you have to take a big risk as that is the nature of the credit program.

Chairman McDermott states the open hearing is now closed.

Director Alley asks if there is any additional discussion to be had.

Commissioner Hutchison asks Director Alley's thoughts on doing a traffic study. Director Alley states he is not allowed to give an opinion. Commissioner Hutchison asks how their decision will affect the flow of the project, and if the Commissioners are able to do a partial yes or no in terms of approval for the rezoning. Director Alley states they cannot, however, the Commissioners can table the application pending traffic study. Commissioners Hoppe, Herrington and Wesemann state they believe a traffic study is necessary prior to making their decision to approve or deny the application. Director Alley states if the request is tabled pending the traffic study, the application would return for the May 12th Planning Commission Meeting. Director Alley further states from there, the application would be reviewed on June 1st by the City Council which would coincide with the Applicants' proposed project timeline.

Commissioner Herrington states he is concerned if the Commissioners approve the annexation, it ties their hands in terms of what type of multi-family facility can go on the property in the future. Commissioner Herrington states they have zero control over future projects if the current proposal falls through. Commissioner Herrington also addresses the Applicant, stating there is no guarantee they will have the money and credits they will need for the project come June 2026.

Commissioner Wesemann asks if there was a similar project that held some kind of contingency that was tied to the application rather than the land itself. Director Alley states the similar project was a rezoning, however with the addition of an annexation issues arise. Director Alley states if the application is approved and the land is annexed and rezoned, there is no way to make it conditional. Mr. Hoerner, the city attorney, confirms this to be true.

Chairman McDermott states as a commission member she wants to circle back to the fact there are other areas the proposed project could go without having to rezone or complete a traffic study. Chairman McDermott states she likes multi-family and affordable housing and feels developing an undeveloped space when the city already has areas with the appropriate zoning it may not be the best idea.

Commissioner Herrington states the approval ties the Commissioners' hands in two ways. Commissioner Herrington states they do not know what will happen June 2026. Commissioner Herrington also states once the application is approved, if the proposal falls through, someone else could come in and develop any type of multi-family homes and the Planning Commissioners can do nothing about it. Commissioner Herrington states someone else could also take over the initial project development and change it. Commissioner Herrington states he is uncomfortable with the idea.

Chairman McDermott asks for a motion to approve the application or table it with the requirement of a traffic study completion.

Commissioner Wesemann motioned to table PC02-26 pending a traffic study with the maximum density of the property and was duly seconded by Commissioner Baldwin.

Upon vote being taken thereon, the following voted in favor thereof: Pat Herrington, Terry Fowler, Pat Weseman, Linda Hoppe, Sunyatta McDermott, Kelly Smith, Rich Baldwin, and Ashley Hutchison

And the following voted against the same: Bill Hopkins

And the following abstained: None

And the following were absent: Janice Petroff

NOW THEREFORE, BE IT RESOLVED BY THIS PLANNING COMMISSION OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, STATE OF ILLINOIS that the Findings of Fact relating to the request are as follows:

7. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 14-10-8 of the City of Fairview Heights Development Code on April 14, 2026, and that said public hearing was properly advertised, both of which are incorporated by reference.
8. That the subject property is zoned "MF" Multi-Family Residential District and the proposed improvements comply with the subdivision requirements outlined within the Fairview Heights Development Code.
9. That the Applicant shall be responsible for all City costs incurred in administering and enforcing this approval.
10. That the Director of Land Use and Development, and his designee, shall have the right to inspect the premises for compliance and safety purposes.
11. That this Approval shall automatically expire if the use is not initiated within one year of City Council Approval.
12. That the Applicant shall obtain all required permits and comply with all ordinances and codes.

4. OLD BUSINESS

None

5. NEW BUSINESS

None

6. ANNOUNCEMENTS

Director Alley states there will be another hearing in May regarding the construction of a church behind target. Director Alley states there is a traffic study involved and he will be directly affected by the proposed project as he is within 300 feet of its location. General discussion was had regarding several ribbon cuttings for new businesses within the city as well as upcoming changes for local restaurants and businesses located within the mall. Director Alley also announces an upcoming proof of concept regarding streetscape concepts along Lincoln Trail as well as an upcoming engineering project for saint Clair Mall. Director Alley announces City Hall will be hosting an America 250 event starting in the afternoon into the evening on June 27th, where there will be specialized ornaments for sale in recognition of the event. Director Alley introduces the new secretary, Madison Martindale, who had previously worked as a Civilian Police Aide at the Fairview Heights Police Department. Director Alley concludes the announcements by mentioning the previous year was the best retail sales year in the city in the past several years, and the city contains the number 1 rated Fresh Thyme in the nation.

Commissioner Hopkins states he would like to comment on PC 02-26. Commissioner Hopkins states the commissioners must look down the road at the rate in which the rent can increase for the individual housing units and they must think about the cost of keeping it up. Commissioner Hopkins states he is against the idea.

7. ADJOURNMENT – The meeting was adjourned at 8:30 p.m.

Respectfully,

Dallas Alley
Director of Land Use and Development
DA/MM

The next regularly scheduled meeting of the Fairview Heights Planning Commission will be on May 12, 2026, at 7:00 p.m. in the Council Chambers of the Fairview Heights Municipal Complex, 10025 Bunkum Road, Fairview Heights, Illinois



DEPARTMENT OF LAND USE AND ECONOMIC DEVELOPMENT

TRANSMITTAL TO PLANNING COMMISSION

APPLICATION NUMBER: PC 02-26

REQUEST: Annexation with an assigned zoning of “MR” – Multi-family Residential. The subject site is commonly known as 500 Fountains Parkway (XXX N Illinois Street). Also identified by St. Clair County PIN(s) 03.22.0-305-015 and 03.22.0-305-007. *VOTE REQUESTED.*

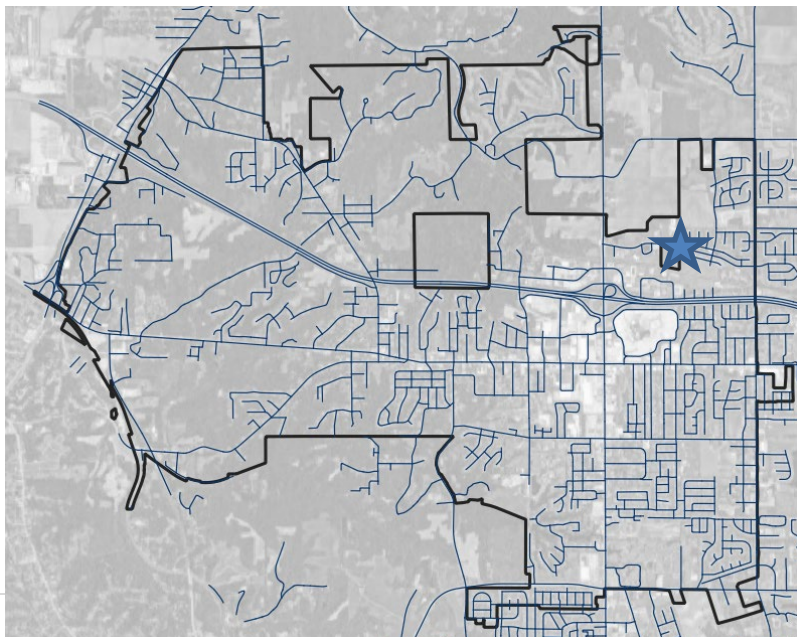
APPLICANT NAME: LMAC Holdings LLC

MEETING DATE: April 14, 2026

ZONING: Agricultural (St. Clair County)

PLANNING COMMISSION ACTION: Consideration of an Annexation and Zoning Map Designation for the property at 500 Fountains Pkwy, make recommendation to the Community Committee and City Council, which has final authority to approve or deny the request.

GENERAL LOCATION:



STAFF ADVISORY

1. BACKGROUND

The subject property is located in the east part of the City, east of North Illinois Street, and north of Interstate 64. The parcels consist of 12.78 acres and includes an agricultural field and a public road.

The property is currently zoned as Agricultural and is located in Unincorporated St. Clair County.

The applicant is seeking to annex the property with a zoning designation of “MR” Multi-family residential. The purpose of this district is to provide for medium to high population density in two-family and multi-family dwellings. Related recreational and educational facilities are also permitted. This district is generally located adjacent to the commercial districts and permits a transition to other, less intense residential districts. The maximum height allowed within the MR district is slightly higher than that of other residential districts.

The applicant submitted this petition in order to facilitate a plan for the property. Specifically, the applicant seeks to construct a multi-phase senior housing community. The MR zoning district would permit the proposed use.

2. DISCUSSION

Context

The zoning designation for these parcels is Agricultural District (Unincorporated St. Clair County) and the applicant is seeking as part of the annexation to have the property zoned “MR” Multi-family Residential. This zoning district is intended to allow two-family and multi-family dwellings. Zoning Amendments must be approved by the Planning Commission as established in Development Code Section 14-14-07, Map (Rezoning) and Text Amendment Procedure.

Zoning: Site and Surrounding Areas

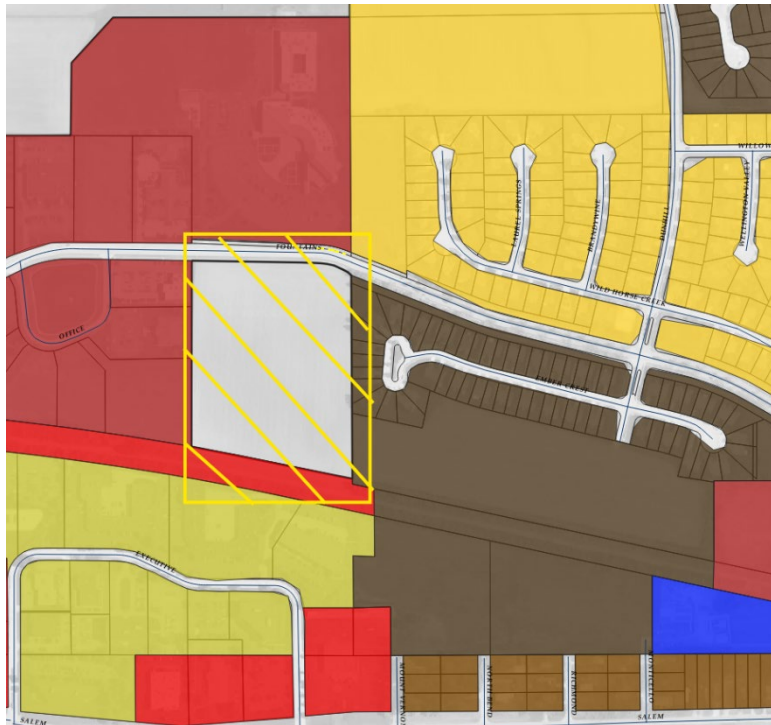
The zoning and land uses of adjoining and surrounding properties are as follows:

North: B-3 – Community Business;

South: B-2 – Office Business;

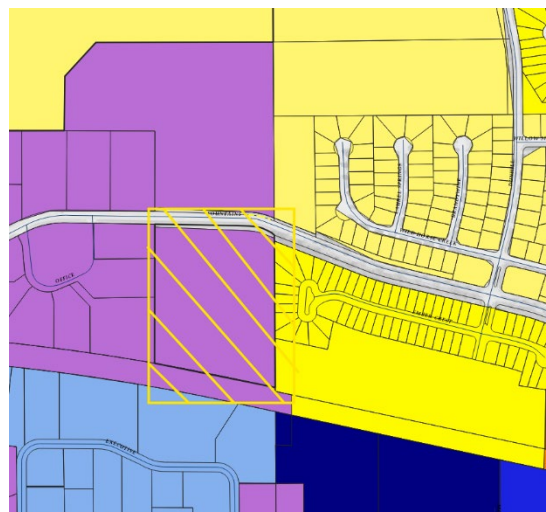
West: B-3 – Community Business;

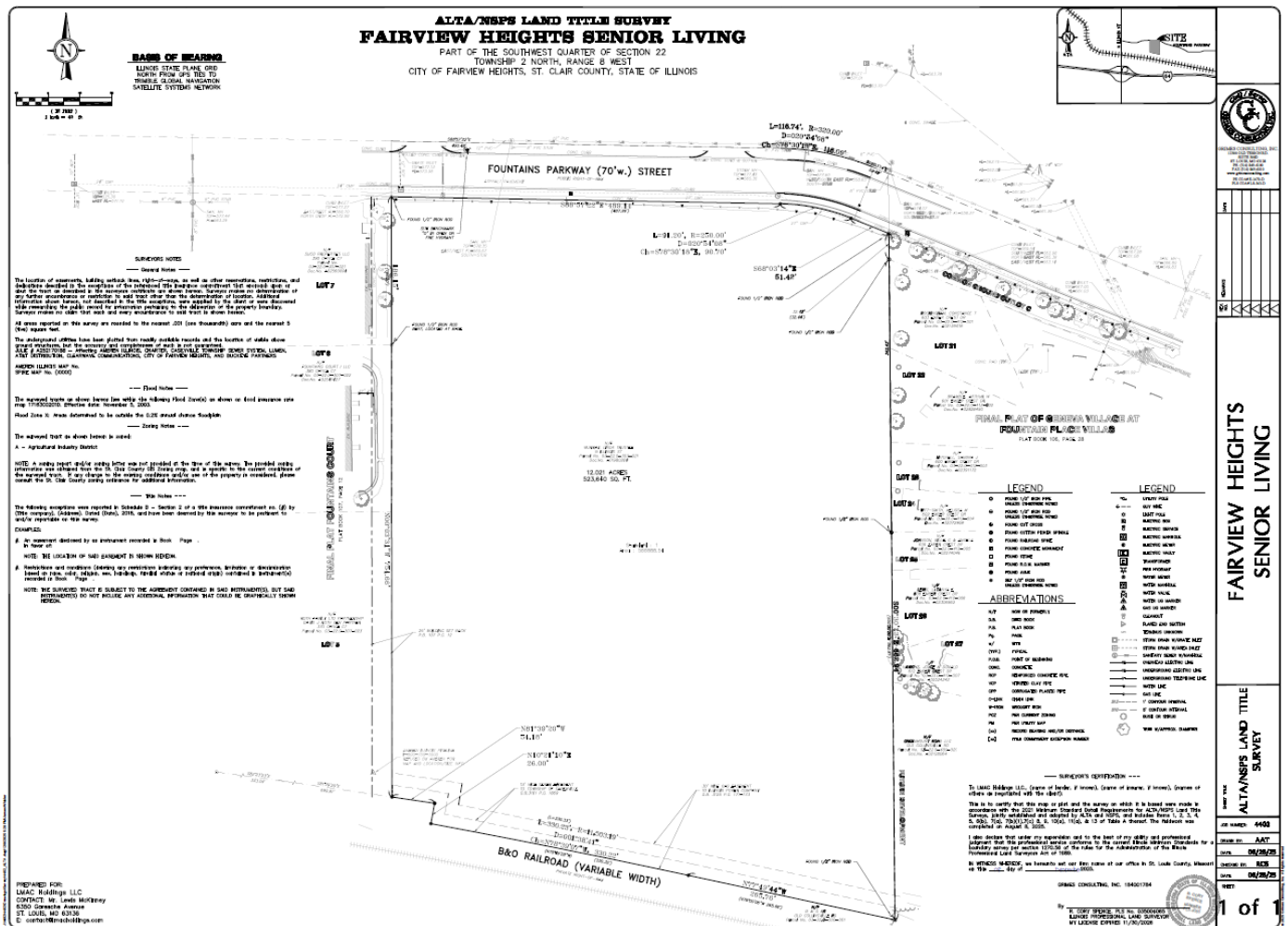
East: MR– Multi-family Residential.



Future Land Use: Site and Surrounding Areas

The Fairview Heights Comprehensive Plan Future Land Use Map identifies the subject site as Regional Commercial. This designation includes areas intended to accommodate larger commercial shopping centers and developments that serve a more regional function, drawing on a customer base that extends beyond the City limits. Regional commercial development should be located on major roadways with good visibility and easy access to those roadways.





Planning Considerations

I. Analysis: Site Development

The applicant is seeking to annex the subject site with the zoning designation of “MR” Multi-family Residential to allow a senior housing development. In deliberations the Planning Commission shall consider if the annexation with the zoning designation of “MR” Multi-family Residential is in the best interest for the community and serves as the highest and best use of the subject site.

Exhibits

1. Applicant’s Narrative and Excerpted Supporting Documents
2. Resolution and Findings of Fact
3. Public notice



DEPARTMENT OF LAND USE AND DEVELOPMENT

TRANSMITTAL TO PLANNING COMMISSION

APPLICATION NUMBER: PC 03-26

REQUEST: Special Use Permit to allow a church in the "B3" Community Business zoning district at XXX Frank Scott Parkway. Also identified by St. Clair County PIN(s) 03-33.0-404-031. *VOTE REQUESTED.*

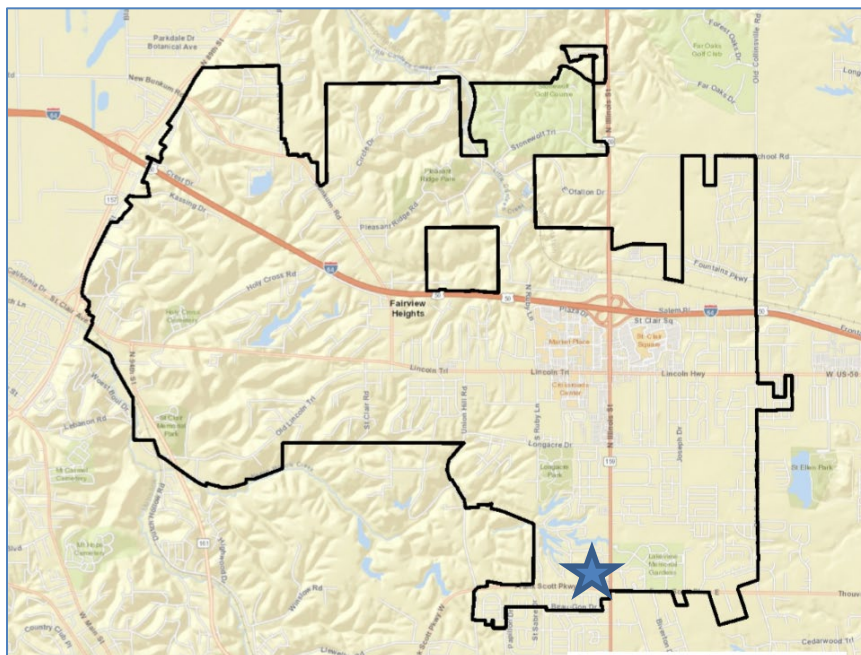
APPLICANT NAME: Monica Threlkeld

MEETING DATE: May 12, 2026

ZONING: B-3- Community Business

PLANNING COMMISSION ACTION: Consideration of the Special Use Permit, make recommendation to the Community Committee and City Council which has final authority to approve or deny the request.

GENERAL LOCATION:



STAFF ADVISORY

1. BACKGROUND

The City of Fairview Heights Development Code divides the City into districts and establishes a set of land uses that are either “permitted” or “special”. Permitted uses are compatible land uses authorized as a matter of right. Special uses are those that may cause potential conflict depending on the scope of the operation. A special use may be allowed after a review by Plan Commission and City Council, in accordance with Development Code section 14-10-8. Each special use is evaluated on its own merits.

The applicant is seeking approval for the construction of a church

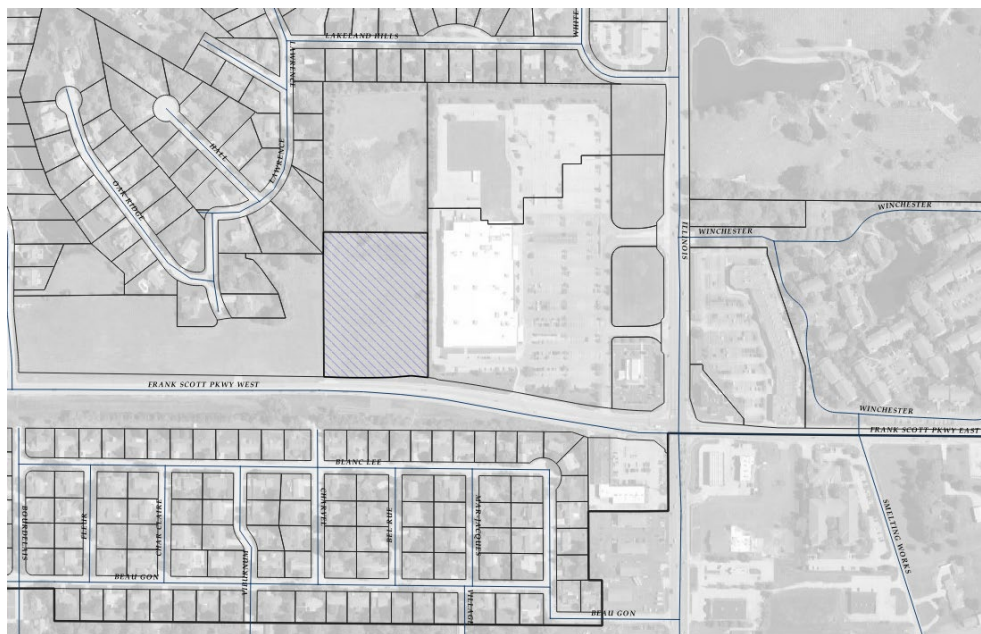
The subject property is located at an empty lot on Frank Scott Pkwy W, and is zoned B-3 – Community Business. This zoning district is intended to provide for a mix of standalone development, community-scale retail centers, and professional office space reflecting the highest standards of the community and backbone of the City’s history and development. Places of worship require a Special Use Permit to operate within this zoning district.

2. DISCUSSION

Context

The subject site is located in the Southern portion of the City, north of Frank Scott Pkwy W, and west of N Illinois St. It is comprised of one parcel.

The zoning designation for this parcel is zoned B-3 – Community Business. This zoning district is intended to provide for a mix of standalone development, community-scale retail centers, and professional office space.



Zoning: Site and Surrounding Areas

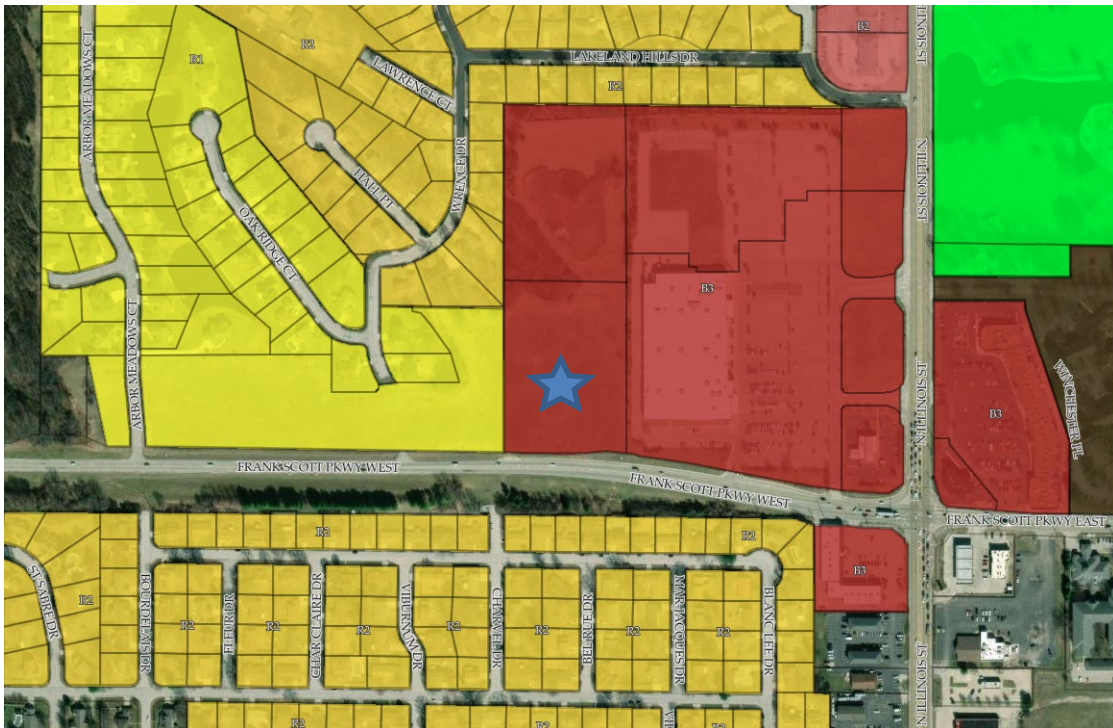
The zoning and land uses of adjoining and surrounding properties are as follows:

North: R2 – Single Family Residential;

South: R3 – Single Family Residential;

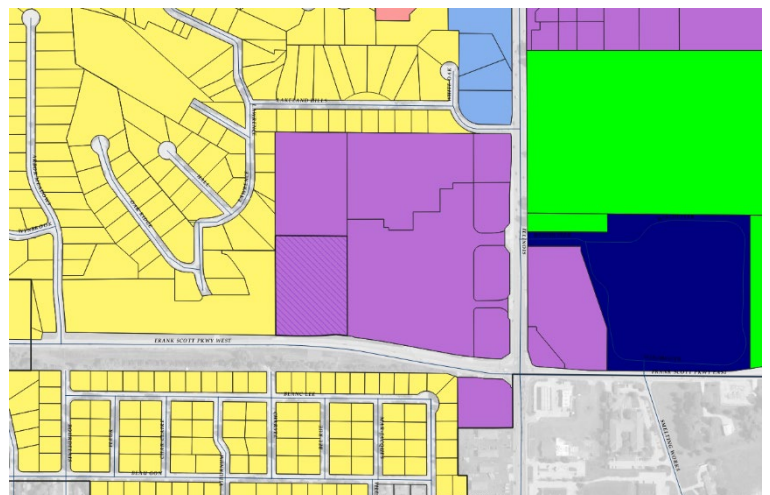
West: R1 – Single Family Residential;

East: B3 – Community Business.

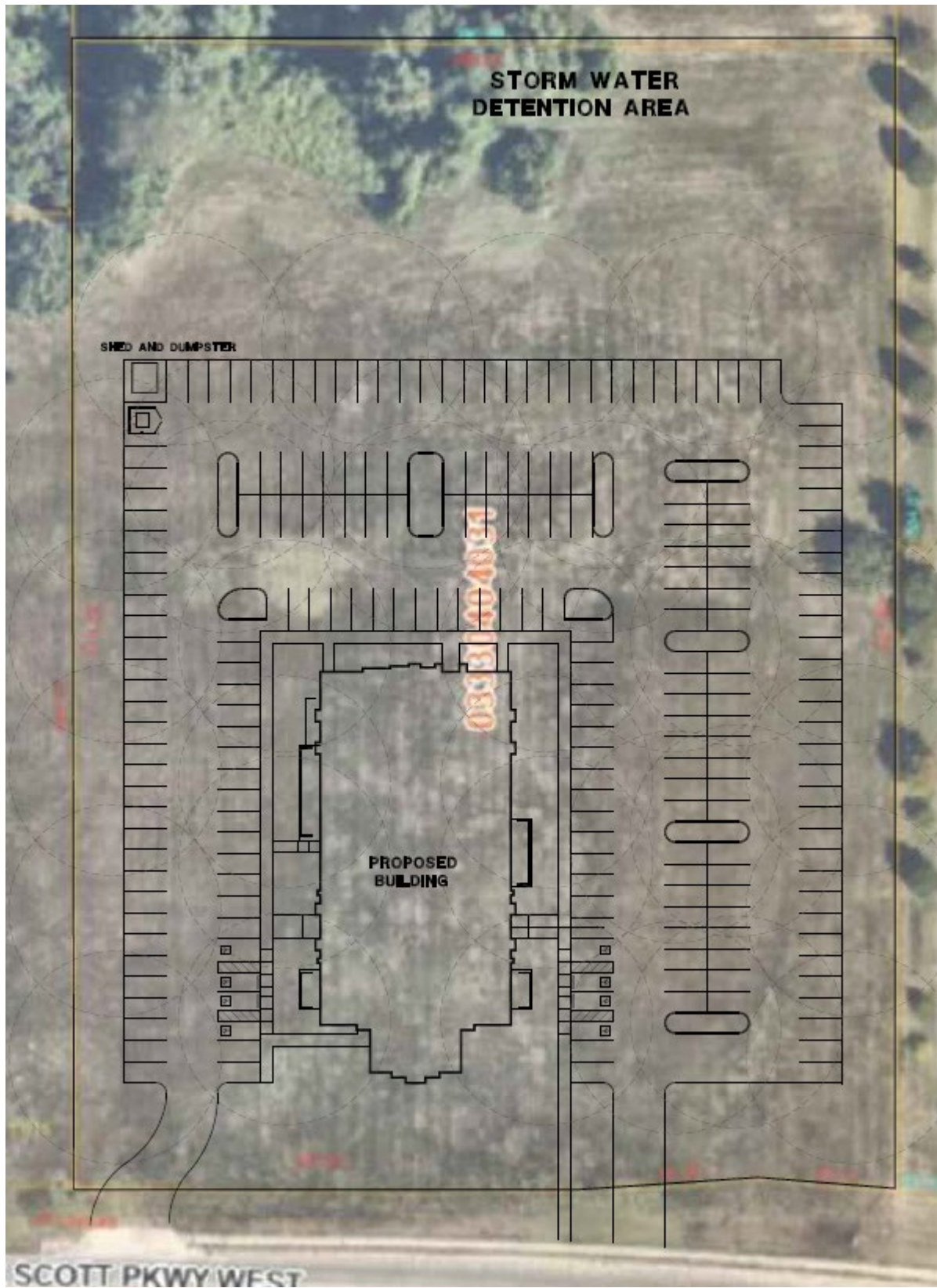


Future Land Use: Site and Surrounding Areas

The Fairview Heights Comprehensive Plan Future Land Use Map identifies the subject site as Regional Commercial. This designation includes areas of intense commercial land use consisting of larger commercial properties. The proposed use does conform with the Fairview Heights Comprehensive Plan Future Land Use Map.



Site Photograph



Exterior & Signage



Planning Considerations

I. Analysis: Site Development

The applicant is seeking approval for the construction of a church. In its deliberations, Planning Commission shall review general planning considerations and may impose conditions to the approval of this structure. Following are the criteria outlined in Chapter 14 of the Fairview Heights Code of Ordinances (Development Code) and proposed conditions, where applicable:

(a) *Permitted uses, including maximum floor area.*

The use for worship center is permitted in the B3 Community Business District as a special use.

(b) *Performance standards. (Performance standards regulate the intensity of land use to prevent adverse impact on abutting and nearby properties.)*

The premises shall be maintained in good condition, free from trash and debris.

Noise emanating from the use shall not be of such volume or frequency as to be unreasonably offensive at or beyond the property line. Unreasonably offensive noises due to intermittence, beat frequency or shrillness shall be muffled so as not to become a nuisance to adjacent uses.

No obnoxious, toxic or corrosive matter, smoke, fumes or gases shall be discharged into the air or across the boundaries of any lot in such concentrations as to be detrimental to or endanger the public health, safety, comfort or welfare or to cause injury or damage to property or business.

(c) *Height limitations.*

The building height meets the height requirements for B-3.

(d) *Minimum yard requirements.*

n/a

(e) *Off-street parking and loading requirements*

The proposed parking and loading configuration is satisfactory to the zoning administrator.

(f) *Sign regulations*

The size and number of signs are prescribed in Article VII of the Development Code and will be reviewed during the permitting process. The location will also be determined at that time.

(g) *Minimum requirements for site development plans.*

Site development plans shall depict the proposed location of buildings, parking areas, traffic circulation, landscaping, utilities, and drainage. These requirements have been met. The developer will meet the requirements set fourth by the St. Clair County Highway Department

(h) *Time limitations for commencement of construction.*

Within one (1) year of approval, construction shall commence. The applicant may apply for one (1) extension of time limitation from the City in writing explaining extenuating circumstances.

(i) Trust funds, impact fees, surcharges and connection fees.

The applicant will pay all applicable fees and meet all permitting requirements of any utility or other jurisdictional unit.

(j) Rights of way dedication and road improvements.

n/a

Exhibits

1. Applicant's Narrative and Excerpted Supporting Documents
2. Resolution and Findings of Fact
3. Public notice

APPLICATION FOR SPECIAL USE PERMIT



_____ DATE APPLICATION RECEIVED BY LUD

Department of Land Use and Economic Development
10025 Bunkum Road
Fairview Heights, IL 62208
Phone (618) 489-2060

OFFICE USE ONLY

DATE APPLICATION DEEMED COMPLETE:	CASE NUMBER ASSIGNED:
RESUBMITTALS RECEIVED/DATE:	APPLICATION FEES PAID (\$150 + \$25 per acre above one acre):
ZONING DISTRICT:	DATE PUBLIC NOTICE SIGN POSTED:
DATE SET FOR HEARING:	NEWSPAPER NAME AND PUBLICATION DATE:
APPLICATION CIRCULATION DATE _____: Comments Received: ☐ Public Works ☐ Fire District ☐ Parks and Recreation ☐ Economic Development ☐ Police Department ☐ Finance Department ☐ Administration Department ☐ Other	AUTHORITY MEETING DATE/RECOMMENDATION: ☐ Planning Commission _____ / _____ ☐ Community Committee _____ / _____ ☐ City Council _____ / _____
DATE OF MEETING:	RESOLUTION NUMBER: (Maintain copy with LUD file)

Special Use Permits are reviewed by the City's Planning Commission, Community Committee and City Council. City Council has the final decision on the application. Representation is required at these meetings.

Applicants are encouraged to schedule a pre-application conference with the Director of Land Use and Development prior to submittal. The application will be processed and scheduled for Plan Commission consideration after it is deemed complete.

Applicants **are responsible for the following:**

1. Two hard copies and one electronic version of the completed application and submittal requirements. The application deadline to the Department of Land Use and Development is at least thirty-six (36) days prior to the Plan Commission meeting.
2. Application fees.

PROJECT INFORMATION FOR SPECIAL USE PERMIT

Project Name: FRANK SCOTT PARKWAY CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
Project Address: TBD
Parcel ID: 03330404031
Current Use of Property: UNDEVELOPED / EMPTY LOT
Project Size/Acreage: 4.9 acres
Number of Lots: 1
Density: N/A

CONTACT INFORMATION FOR SPECIAL USE PERMIT

Property Owner(s): THRELKELD, MONICA M TR 1095 N
Mailing Address: GREEN MOUNT RD STE 100
Phone: BELLEVILLE, IL 62221-3304.
E-Mail: (618) 530-3802

Applicant/agent: _____
Relationship to owner: _____
Mailing Address: _____
Phone: _____
E-Mail: _____

AUTHORIZATION

I hereby certify that the above information and accompanying documents are true and accurate to the best of my knowledge and are consistent with the ordinances relating to this application. I also understand that as the applicant, it is my responsibility to obtain all additional approvals, permits or licenses required by any applicable regulatory agency for this project.

I consent that the entry upon the premises described in this application by an authorized official of Fairview Heights, Illinois for the purpose of inspecting or of posting, maintaining, and removing such notices as may be required by law.

THIS APPLICATION WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF THE OWNER OF RECORD OR AUTHORIZED APPLICANT/AGENT.

Signature of Owner: Monica Threlkeld/Revocable Trust dotloop verified
04/02/26 12:54 PM CDT
REUE-6NKP-2VGH-BX5G
Printed Name: _____

Signature of Applicant: _____ Date: _____
Printed Name: _____

SUBMITTAL REQUIREMENTS FOR SPECIAL USE PERMIT

The minimum standards for land subdivision and development are contained in Section 14-9-8 of the City's Development Code. Please consult this section, as well as the relevant zoning district regulations, when preparing the application. <http://www.cofh.org/DocumentCenter/View/298/COMPLETE-PDF-CODE>

1. *Site plan- drawn to scale and includes the following information:
 - a. Location and dimensions of lot (boundary) and *adjacent* properties and right of way; note zoning designation of surrounding properties
 - b. Location and dimensions of existing and proposed buildings and structures
 - c. Location and size of proposed off-street parking, loading areas, pedestrian facilities, curbcuts/driveways and vehicular traffic circulation, and relationship to adjacent circulation systems (all curb cuts within 150' of property and road intersections)
 - d. Distances between buildings (front, side, and rear lot lines); principal building and accessory buildings; principal building and principal buildings on adjacent lots
 - e. Location of public and/or private utilities and facilities proposed to serve the subject area; including water supply, sewage, and drainage facilities
 - f. Location of light standards
 - g. Size and design of signs
 - h. Location and type of landscaping (of a sufficient detail to ensure parking lot landscaping and buffer requirements are met). Indicate existing and to be removed landscaping
 - i. Small key map
 - j. Any additional information as may be reasonably required by the Land Use and Development Department

NOTE: ALL INFORMATION SHALL BE PROVIDED ON A SINGLE SHEET, UNLESS OTHERWISE AGREED BY THE DIRECTOR OF LAND USE AND DEVELOPMENT. RE-OCCUPANCIES MAY NOT REQUIRE ALL INFORMATION; PLEASE CONSULT WITH LUD.

2. Narrative- statement describing the proposed project, estimated development schedule, economic viability of the project, extent of grading, anticipated traffic, impact upon community, and other information considered relevant to the project.
3. Photographs- aerial and/or ground-level photographs of the site
4. Building elevations or perspectives- to show compatibility with surrounding area and of sufficient detail to ensure building material requirements are met (*for new construction and significant rehabilitation only*)
5. Floor plan drawn to approximate scale and dimensioned (*for new construction, change of use and significant rehabilitation only*)
6. Legal description of the property



GHN

**GASKIN HILL NORCROSS
OF MISSOURI, INC.**

300 South Jefferson Avenue, Suite 301, Springfield, MO 65806
417 869 0719
www.ghnae.com

PRELIMINARY SITE STUDIES
NEW GRANGER 250 MEETINGHOUSE
FAIRVIEW HEIGHTS, ILLINOIS

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS
50 EAST NORTH TEMPLE
SALT LAKE CITY, UT 84150

[illegible]

GHN Project Number:

Work Order No.:

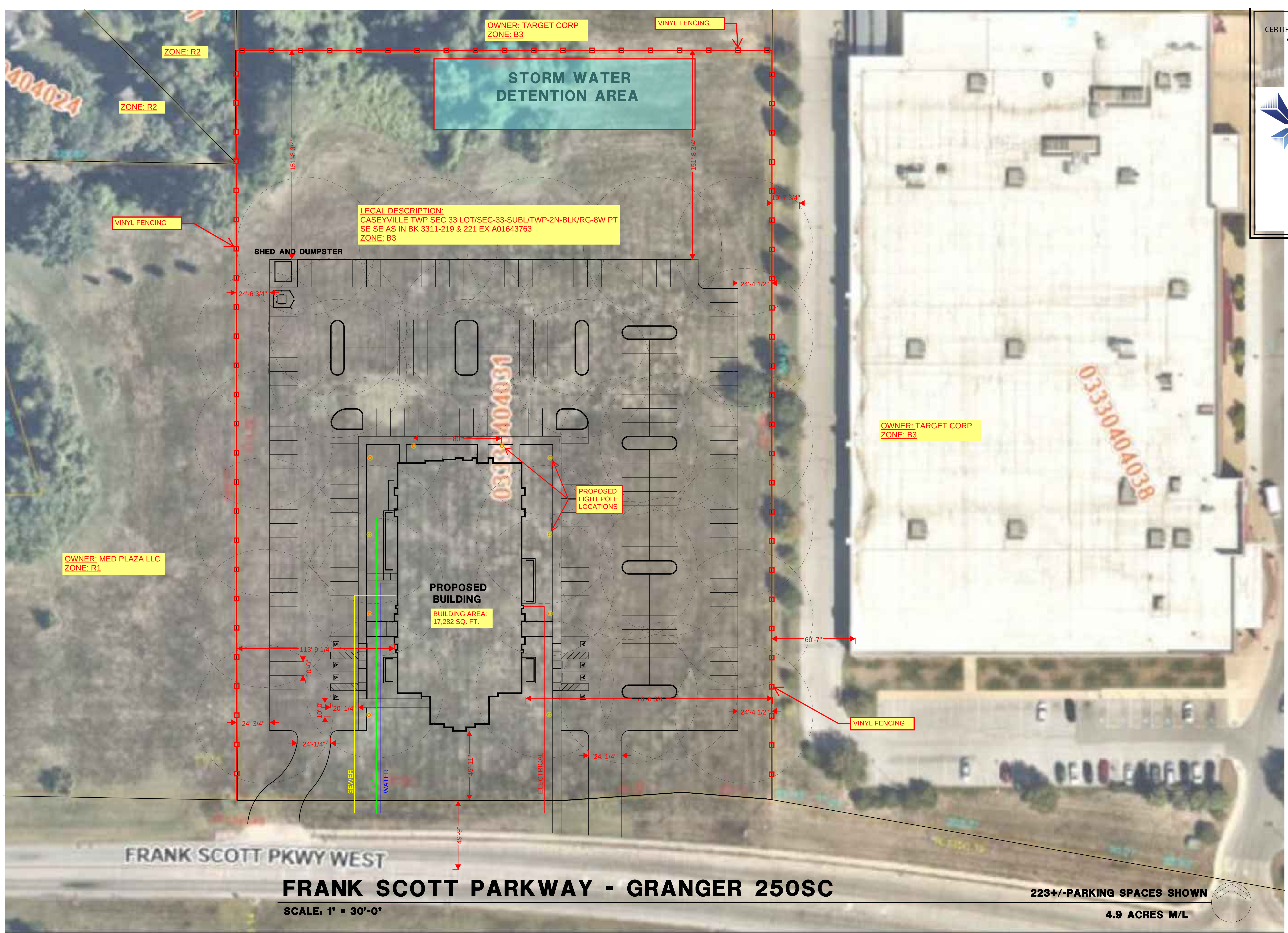
DS Prop. No.:

Sheet Title:
Site A
11/14/2025

NOVEMBER 12, 2025

Sheet:

SP-A



Fairview Heights Narrative Statement

The proposed project is for a new church building and parking lot on Frank Scott Parkway. The subject property is currently a vacant lot adjacent to a mix of residential and commercial properties which are zoned “R1”, “R2”, and “B3”.

Property’s Legal Description:

“CASEYVILLE TWP SEC 33 LOT/SEC-33-SUBL/TWP-2N-BLK/RG-8W PT SE SE AS IN BK 3311-219 & 221 EX A01643763”

Construction

The development will include clearing/grubbing and grading most of the property, construction of a new church building with its associated parking lot and utility connections, and construction of a 2nd entrance on Frank Scott Parkway (See preliminary proposed site plan). A stormwater detention area will be included at the rear of the property. Erosion control measures will be used to prevent sediment-laden runoff escaping the perimeters of the construction site.

Lighting

The parking lot is currently designed for +/- 223 parking spaces. Design of the outdoor lighting on the property will aim to avoid generating light pollution for the adjacent residential areas. See attached siteplan for current proposed locations of light standards. A full photometric plan will be submitted during permitting review with city officials to ensure that the proposed lighting standards meet the city’s requirements.

Signage

The church does not propose having a standalone monument sign, but instead a wall plaque on the face of the building (see the attached rendering of the face of the front of the building for reference).

Landscaping

Landscaping buffers will be provided per city code and will include the requisite amount of trees/shrubbery and other vegetation as required by the city. An opaque fence (likely vinyl) is proposed along the property boundary to the sides and rear.

Traffic/Operation

The typical operation schedule for the church is nearly exclusive to Sundays. It is anticipated that this church location will have 3 services, each service being 2 hours long with a 30-minute period between the end and beginning of each service. Generally, services start at 9am and are concluded by 4pm. A traffic study was performed to evaluate the impact of the church’s proposed traffic and is included for your consideration. The study concluded that the church’s proposed traffic pattern did not create a need for improvements to the existing highway or for nearby intersections.



Granger 250 Stake Center

US Standard Plans
Meetinghouse Facilities Department

Program:

Area: 17,282 SF

Assembly Seating:

Rostrum: 43

Chapel Floor: 186

Cultural Center 1: 198

Cultural Center 2: 94

Platform: 60

Conference Seating: 538

Teaching Areas: 22

Assembly Room

Capacities:

RS: 77

EQ: 72

PRI: 69

Cultural Center:

Multi-purpose

Indoor Sports: Yes

Platform: Yes

Banquet Seating: 184

Offices:

Unit Lead Offices: 3

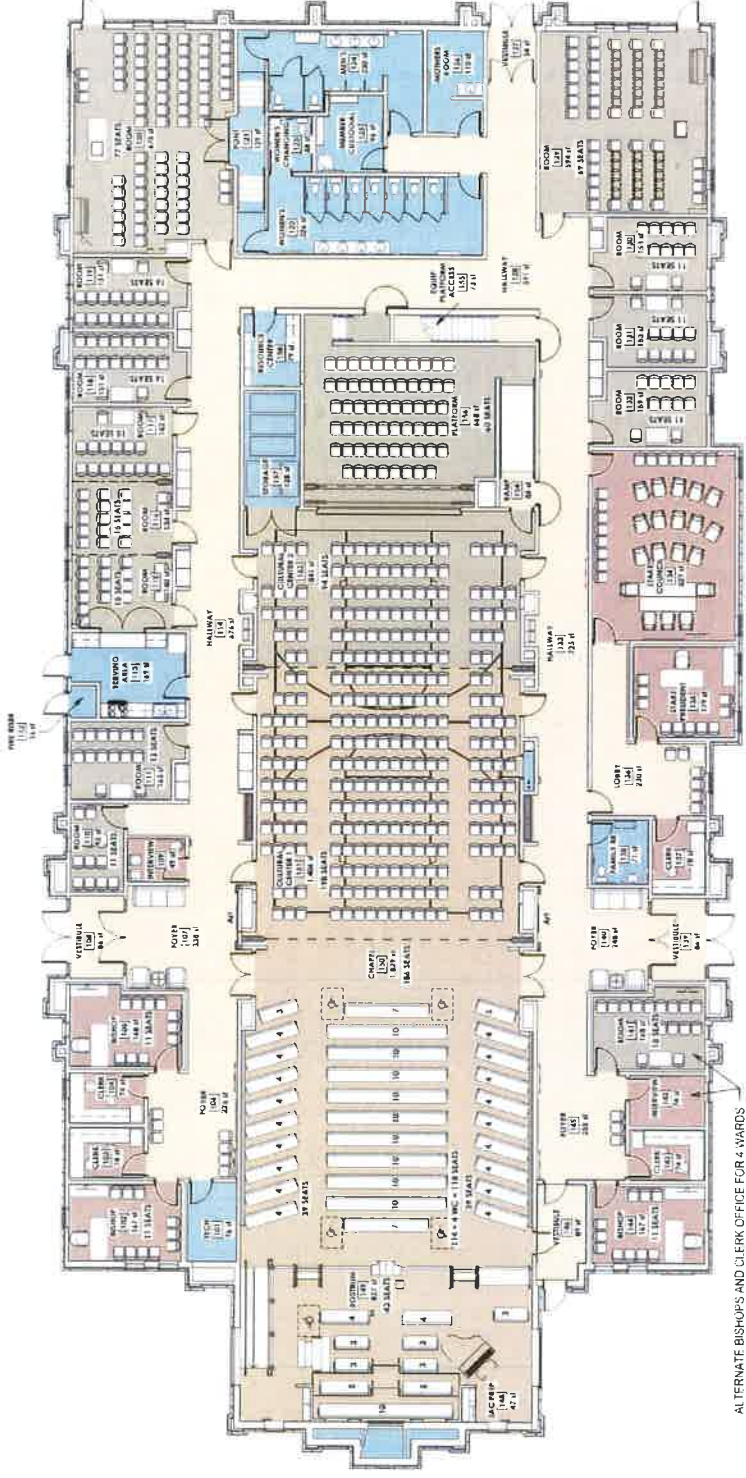
Clerks: 3

Support Spaces:

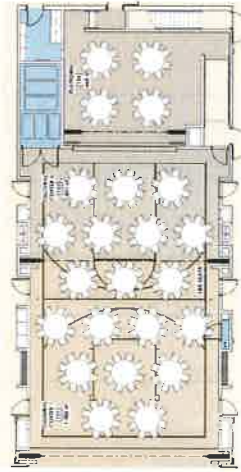
Serving Area: Yes

Resource Center: Yes

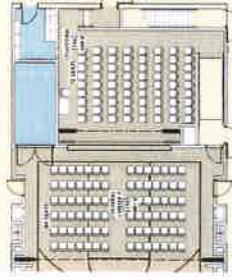
Mothers' Room: Yes



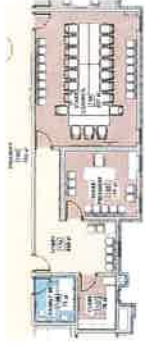
Conference/Class Seating Plan



Banquet Seating Plan



Platform Seating Plan



Alternate Stake Council Plan

Granger 250 Stake Center

US Standard Plans
Meetinghouse Facilities Department



St. Clair County Department of Roads & Bridges Traffic Impact Study Guidelines

TO INSURE ADHERENCE TO THE GUIDELINES LISTED BELOW THE CONSULTANT PERFORMING THE ANALYSIS SHALL SIGN AND INCLUDE A COPY OF THIS FORM WITH THE PROPOSED STUDY SUBMITTAL.

- ☐ Effective January 1, 2019, the following established fees must be paid before approval is granted. Payment must be paid in the form of cash or check made payable to *ST. CLAIR COUNTY TREASURER*

Traffic Impact Study Review Fee	\$250/submission - To be paid at time of submission(s)
Intersection Design Study Review Fee	\$250/submission – To be paid at time of submission(s)
Construction Plan Review Fee	\$200 – To be paid at time of submission

- ☐ All studies should include a copy of a signed letter from the Local Agency having jurisdiction over the area in which the proposed development is to be constructed, stating that zoning approval has been granted for the proposed development.
- ☐ All studies shall be signed and sealed by a Professional Engineer licensed in the State of Illinois.
- ☐ The current edition of the Highway Capacity Manual shall be used in determining the analysis of the existing and proposed traffic.
- ☐ If the proposed development lies within ½ mile of an existing signalized intersection then an analysis of the signal phasing on that intersection should be conducted to determine if any revisions are warranted. If the proposed development requires a signalized intersection and lies within ½ mile of an existing signalized intersection, the need to interconnect the signals should be addressed.
- ☐ Number all sheets in the study for cross referencing.
- ☐ An "AGREEMENT" will be presented to the developer for execution by all involved parties stating the monetary, implementation and maintenance responsibilities of each.
- ☐ Any improvements required at full build-out, which will be maintained by St. Clair County, will need to be constructed during the initial construction phase of the project.
- ☐ The developer must provide a surety, in the form of an irrevocable line of credit payable to St. Clair County, equal to 115% of the value of the proposed work that is to be done on St. Clair County right-of-way which will become the maintenance responsibility of St. Clair County upon completion and approval of the project. This amount shall be reflected in the Estimate of Cost as shown in the above referenced Agreement as Exhibit "E". This surety is a prerequisite to receiving a Notice to Proceed Authorization from St. Clair County.

- The contents of the study shall be clearly labeled and presented in the following order. When applicable, present data in tabular form.

1. LOCATION MAP
2. TABLE OF CONTENTS
3. INTRODUCTION
 - Identify the type of proposed development , the roadways affected by the development and the scope of work anticipated.
 - Indicate the tentative construction start date as well as the anticipated full-build out date.
 - Provide a site plan showing the proposed number of units at full build-out, zoning of said units and all points of ingress/egress.
4. EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE FOR ADJACENT ROADWAYS
 - Indicate the date and time that the counts were taken.
 - Manual weekday traffic counts shall be used when determining existing traffic flow/patterns.
5. CRASH DATA
 - Include data for the preceding 5 years along adjacent roadways that lie within one-half (½) mile of the proposed ingress/egress points to the development.
 - Indicate whether or not the improvements will alleviate any potential deficiencies that may have been the cause of past accidents.
6. TRAFFIC DISTRIBUTION
 - Include a schematic showing the existing and full-build out traffic distribution.
 - If available, actual traffic counts from similar developments in the vicinity of the proposed site shall be used to determine directional distribution of traffic.
7. PROPOSED TRAFFIC VOLUMES AND LEVEL OF SERVICE.
 - The current edition of the Traffic Generation Manual should be used when determining the proposed traffic created by the development. If data other than that found in the TGM is used, a chart comparing the two data sets must be included as well as a written justification on why the alternate data is being presented.
 - Provide a schematic showing the individual lane volumes. These volumes should reflect the existing, no build and full build-out conditions.
 - When traffic from existing developments is used in the analysis, the designer shall assume full build-out conditions rather than current occupancy levels when determining the amount of traffic generated.
 - If the LOS of any street, not maintained by St. Clair County, is reduced to a LOS of "E" or less, a letter from that agency accepting the failing LOS must be included with the Study.
8. PROPOSED ROADWAY/ENTRANCE GEOMETRICS
 - The final entrance geometrics shall be in accordance with the Illinois Department of Transportation *Handbook for the Policy on Permits for Access Driveways to State Highways* in effect the time of the submittal.
 - Any proposed entrances must meet IDOT policy regarding sight distance.
 - All entrances shall drain away from the adjacent roadways
 - List which, if any, signal warrants are met.
 - Provide schematic showing existing and proposed traffic signal components.

9. HCM INPUT/OUTPUT

- Indicate on the bottom of each sheet the operational characteristics of the intersection and the criteria that is being presented.

By affixing my signature below I confirm that, to the best of my knowledge, all of the above listed guidelines have been addressed in the attached Traffic Impact Study.

Name of Consulting Firm Performing the TIS

Name of Proposed Development

Professional Designer's Name

Date

SEAL

1-2025
REV 08-23-22

FAIRVIEW HEIGHTS CHURCH

Traffic Impact Study

Fairview Heights, Illinois

April 2026

Prepared for:

Civil Engineering Services, PC

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Civil Engineering Services (Client) to prepare a traffic impact study for the proposed church to be located in the northwest quadrant of the Frank Scott Parkway/IL Route 159 intersection in Fairview Heights, Illinois. Access to the site is proposed via two full access driveways along Frank Scott Parkway. The church is anticipated to be constructed and open in 2027.

This traffic impact study evaluates existing and future conditions for area intersections and the proposed site access driveways following the development of the subject site. Based on a review of future conditions, traffic generated by the church is not expected to materially impact the study intersections. The estimated new trips associated with the project range between two and three percent of the total intersection volume at the Frank Scott Parkway/IL Route 159 intersection. The study intersections and approaches are expected to continue to operate with acceptable levels of service under future conditions with the church development as compared to existing conditions. Therefore, no off-site improvements are recommended to accommodate church traffic. The site access driveways should operate under minor-leg stop control with stop signs and stop bars. Additionally, the proposed 219 parking spaces are expected to accommodate the anticipated parking demand generated by the church.

These study results and key findings are discussed in more detail in the *Recommendations & Conclusions* section of this report.

INTRODUCTION

Kimley-Horn was retained to conduct a traffic impact study (TIS) for the proposed church development located in the northwest quadrant of the Frank Scott Parkway/IL Route 159 intersection in Fairview Heights, Illinois. The site is currently vacant property. The proposed development would include construction of a 17,266 square-foot church served by a 219-space parking lot.

Access to the site is proposed via two full-access driveways along the north side of Frank Scott Parkway. The access driveways are planned to be located approximately 1,300 feet west (West Access) and 1,080 feet west (East Access) of the Frank Scott Parkway/IL Route 159 intersection. An aerial view of the study location and surrounding roadway network is presented in **Exhibit 1**.

As part of this study, the existing roadway network was analyzed to determine current operations at the study intersections. Projected traffic associated with the proposed church was added to background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.



EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information of the existing conditions, while **Exhibit 2** graphically displays the existing roadway characteristics of the site area.

Area Land Uses & Connectivity

Located west of the existing Target in the northwest quadrant of the Frank Scott Parkway/IL Route 159 intersection, the subject site is currently vacant property. Surrounding properties generally include a mix of restaurant, retail, and residential uses. The site is immediately bound by a Target to the east, Frank Scott Parkway to the south, and residential properties to the north and west.

Local east-west connectivity is provided via Frank Scott Parkway, located along the southern site frontage, while regional east-west connectivity is provided via Interstate 64 (I-64) through its full interchange with IL Route 159, approximately two miles north of the site. North-south regional connectivity is provided via IL Route 159, located approximately 1,200 feet east of the site.

Existing Roadway Characteristics

A field investigation was conducted within the study area. As a result of this visit, the following information was obtained about the existing roadway network.

IL Route 159 is a north-south roadway located approximately 1,200 feet east of the site. Through the study area, IL Route 159 generally provides two travel lanes in each direction with a posted speed limit of 45 miles per hour (MPH). IL Route 159 is classified as a principal arterial and is under the jurisdiction of Illinois Department of Transportation (IDOT).

Frank Scott Parkway is an east-west roadway along the southern frontage of the site. West of the existing target, Frank Scott Parkway generally provides one travel lane in each direction with a posted speed limit of 45 MPH. East of the Target, Frank Scott Parkway generally provides a five-lane section with two travel lanes in each direction, separated by a two-way left-turn lane, and a posted speed limit of 30 MPH. Frank Scott Parkway is classified as a minor arterial and is under the jurisdiction of St. Clair County.

Arbor Meadows Court is a north-south roadway located west of the site. that generally provides a singular travel lane in each direction. Arbor Meadows Court provides no posted speed limit, therefore, the Fairview Heights statutory speed limit of 25 MPH was assumed for analysis. Arbor Meadows Court is classified as a local roadway and is under the jurisdiction of City of Fairview Heights.

Sullivan Drive is a north-south roadway located approximately 3/4-mile west of the site. Through the study area, Sullivan Drive provides one travel lane in each direction and a posted speed limit of 45 MPH. Sullivan Drive is classified as a major collector and is under the jurisdiction of St. Clair County.



LEGEND

-  Existing Lane Configuration
-  Existing Traffic Signal
-  Existing Stop Sign

Traffic Count Data

Turning movement count data was collected at the following intersections on Sunday, March 8, 2026, from 8:00 AM – 4:00 PM and on Saturday, March 7, 2026, during the midday peak period (11:00 AM – 1:00 PM). These count periods were selected in order to capture peak travel periods in the area that coincide with typical church operation hours.

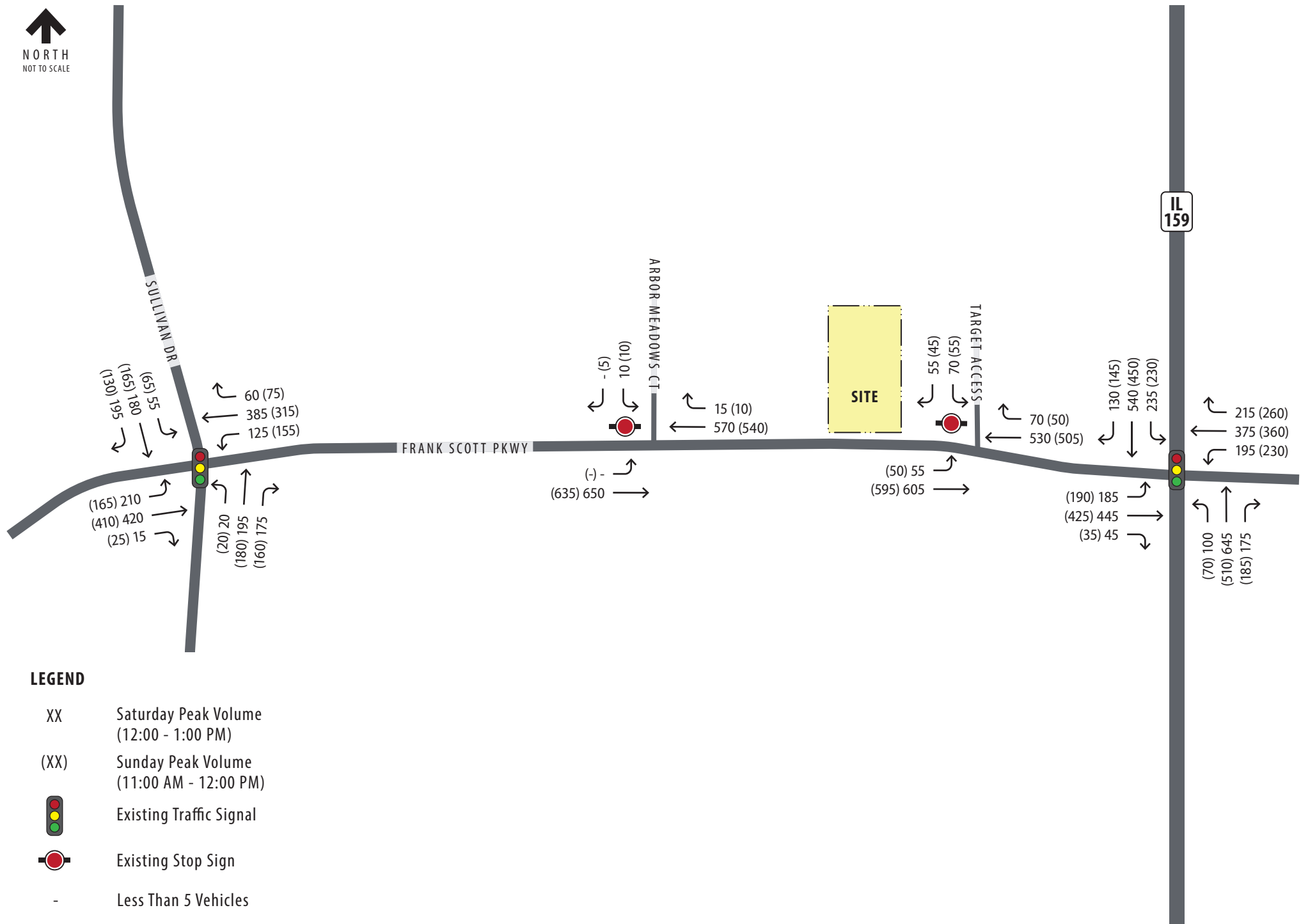
- Frank Scott Parkway / IL Route 159
- Frank Scott Parkway / Target Full Access
- Frank Scott Parkway / Arbor Meadows Court
- Frank Scott Parkway / Sullivan Drive

Kimley-Horn coordinated with the Client to identify peak periods of church activity. The church is typically busiest on Sundays as members arrive and depart scheduled services. As outlined below, up to three services are held on Sundays, with each lasting a maximum of two hours. In addition to Sunday services, other events, such as funerals, weddings, and baptisms may be held on Saturdays during the midday peak hours.

- Service 1 9:00 – 11:00 AM
- Service 2 11:30 AM – 1:30 PM
- Service 3 2:00 – 4:00 PM

The traffic count data indicates that peak traffic volumes occur within the study area from 12:00 – 1:00 PM on Saturday and 11:00 AM – 12:00 PM on Sunday. These existing peak traffic periods are expected to coincide with peak church traffic on Saturday during events such as baptisms and on Sundays as members are leaving the 9:00 AM service while others are arriving at the 11:30 AM service.

The existing peak hour volumes were rounded to the nearest multiple of five and are presented in **Exhibit 3**. A summary of the count data is provided in the Appendix.



Existing Capacity Analysis

Capacity analyses were conducted to assess existing and future operating conditions at the study intersections during the Sunday and Saturday midday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1 Level of Service Grading Descriptions¹

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings

Table 2.2 Level of Service Grading Criteria¹

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F ²	> 50	> 80

¹Highway Capacity Manual, 7th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, the results of the capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service based on HCM 7th Edition methodology. Copies of the Synchro reports are provided in the Appendix.

Table 2.3 Existing (2026) Levels of Service

Intersection	Saturday Midday Peak		Sunday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Frank Scott Parkway / IL Route 159 ★				
Eastbound	32	C	31	C
Westbound	34	C	31	C
Northbound	29	C	30	C
Southbound	23	C	23	C
<i>Intersection</i>	29	C	29	C
Frank Scott Parkway / Sullivan Drive ★				
Eastbound	22	C	22	C
Westbound	22	C	21	C
Northbound	30	C	30	C
Southbound	27	C	25	C
<i>Intersection</i>	24	C	24	C
Frank Scott Parkway / Arbor Meadows Court △				
Eastbound (Left)	9	A	9	A
Southbound	24	C	24	C
Frank Scott Parkway / Target Access △				
Eastbound (Left)	9	A	9	A
Southbound	15-	B	14	B

★ -Signalized Intersection △ -Minor-Leg Stop-Controlled Intersection

Frank Scott Parkway / IL Route 159

The signalized Frank Scott Parkway/IL Route 159 intersection currently operates acceptably with all approaches operating at LOS C during both peak hours. All 95th percentile queues are contained within the provided storage lengths during both peak hours, with the exception of two movements. The westbound left-turn movement exceeds the provided storage by 38 and 60 feet during the Saturday and Sunday peak hours, respectively. The northbound right-turn movement exceeds the provided storage by 53 and 75 feet during the Saturday and Sunday peak hours, respectively. Across all peak hours, all 95th percentile queues remain contained within the provided taper lengths.

Frank Scott Parkway / Sullivan Drive

The signalized Frank Scott Parkway/Sullivan Drive intersection currently operates acceptably with all approaches operating at LOS C during both peak hours. All 95th percentiles queues are contained within the provided storage lengths during both peak hours, with the exception of one movement. The northbound right-turn movement exceeds the provided storage by 13 and 8 feet during the Saturday and Sunday peak hours, respectively, but remains contained within the provided taper length during both peak hours.

Frank Scott Parkway / Arbor Meadows Court

The unsignalized Frank Scott Parkway/Arbor Meadows Court intersection currently operates acceptably with all approaches at LOS C or better across both peak hours. Additionally, all 95th percentile queues are less than one vehicle.

Frank Scott Parkway / Target Access

The unsignalized Frank Scott Parkway/Target Access intersection currently operates acceptably with all approaches at LOS B or better across both peak hours. Additionally, all 95th percentile queues are less than one vehicle.

DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The proposed development would include a 17,266 square-foot church building. Proposed access to the site would be provided via two full access driveways along Frank Scott Parkway, located approximately 1,300 feet (West Access) and 1,080 feet (East Access) west of IL Route 159. A total of 219 parking spaces will be provided on site, including eight accessible parking spaces. A copy of the site plan is provided in the Appendix.

Trip Generation

In order to calculate trips generated by the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The ITE Land Use Code (LUC) 560, Church, provides trip generation rates based on both the gross floor area and the number of seats, as shown in **Table 3.1**. A copy of the ITE data is provided in the Appendix.

Table 3.1 ITE Trip Generation Data

ITE Land Use	Unit	Sunday	Saturday ¹
		Peak Hour	Midday Peak Hour
Church (LUC 560)	Per 1,000 SF	11.20X 47% in/53% out	11.20X 47% in/53% out
	Per Seat	0.53X + 10.94 49% in/51% out	0.53X + 10.94 49% in/51% out

X = 1,000 square feet (SF) of development

¹ITE data is not provided for Saturday peak hour trips; therefore, the Sunday trip generation data was applied.

Table 3.2 shows the site-generated traffic projections for the proposed church based on gross floor area and number of seats. As shown in Table 3.2, the gross floor area rates yield higher site-related traffic projections, and therefore this estimate was used to provide a more conservative approach.

Table 3.2 Site-Generated Traffic Projections

Land Use	Size	Daily	Saturday Peak Hour			Sunday Peak Hour ²		
			In	Out	Total	In	Out	Total
Church	17,266 SF	-	95	100	195	95	100	195
	265 seats	590	75	75	150	75	75	150

¹In/Out volumes are rounded to the nearest multiple of five.

²ITE data is not provided for Saturday peak hour trips; therefore, the Sunday trip generation data was applied.

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions estimated for site-generated trips are outlined in **Table 3.3**.

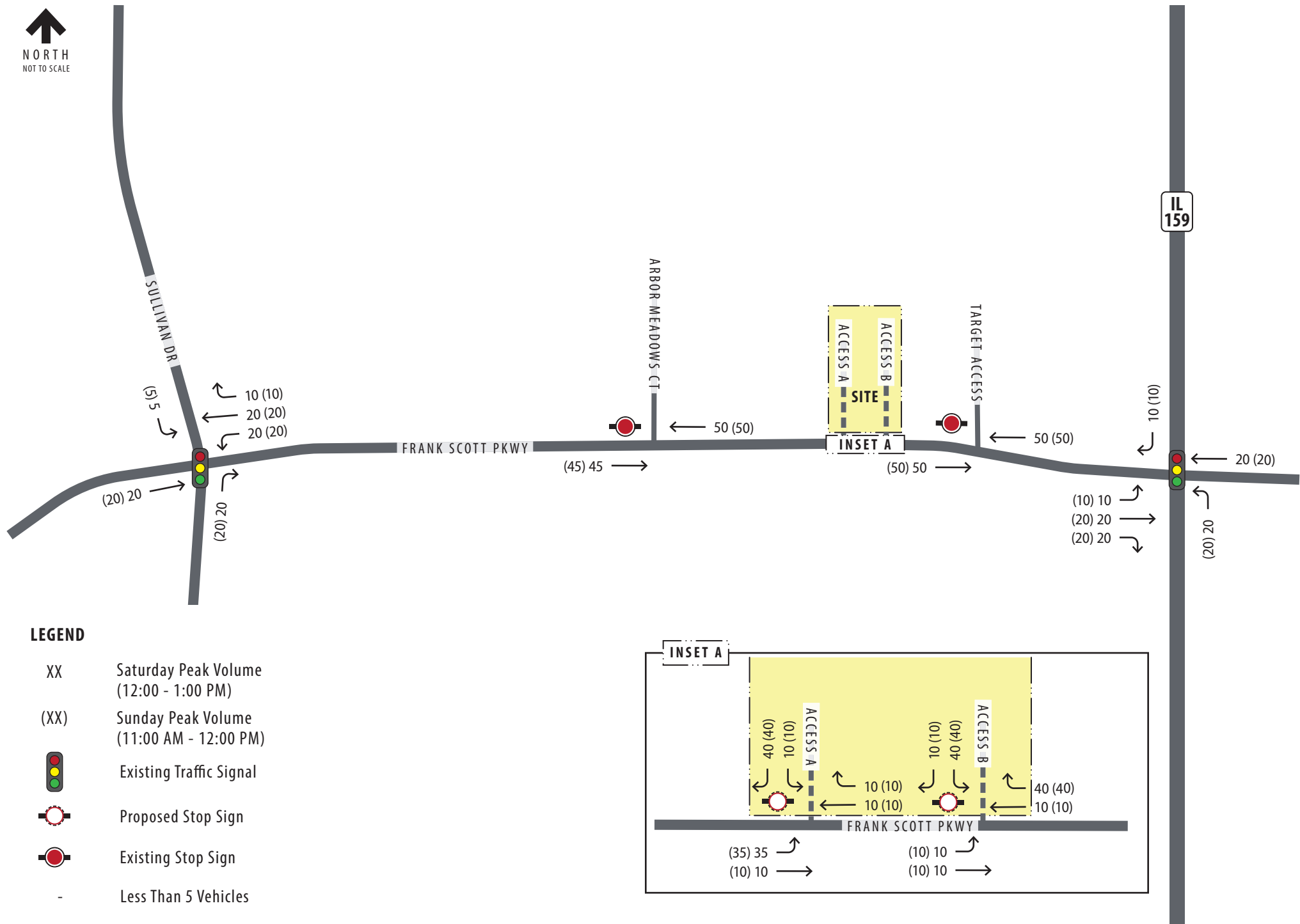
Table 3.3 Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution
North on IL Route 159	10%
South on IL 159	20%
East on Frank Scott Parkway	20%
West on Frank Scott Parkway	20%
North on Sullivan Drive	10%
South on Sullivan Drive	20%
Total	100%

Based on these assumptions, the site trip assignment for church is illustrated on **Exhibit 4**.

Historical Five-Year Crash Data

Kimley-Horn reviewed crash data provided by the Illinois Department of Transportation (IDOT) within a half-mile of the proposed access locations. In the most recent five years (2020-2024), zero fatal crashes were reported within one-half mile of the site driveways, and one crash was reported within approximately 500 feet of the proposed East Access. This crash occurred in 2024 and was attributed to a failure to yield right-of-way and improper turning. **Exhibit 5** provides a heat map of the crash locations in the half-mile radius.





LEGEND

-  Crash involving Pedestrian
-  Sparse (0 Crashes)
Dense (~200 Crashes)

FUTURE CONDITIONS

This section of the report summarizes site-specific traffic characteristics and develops future traffic projections for analysis. The project is anticipated to be completed in 2027. Therefore, Future 2027 and 2047 traffic projections were developed, which reflect the construction year and 20-year horizon analysis per typical IDOT District 8 requirements.

Future Background Traffic Projections without Church

Background traffic growth estimates were reviewed using the historical AADT provided by the Illinois Department of Transportation (IDOT). The 10-year historical AADT data of study roadways resulted in a weighted average annual growth of -0.35%. To provide a more conservative analysis, a growth rate of 1.0% was assumed. This growth rate was applied for a period of one and 20 years to reflect traffic growth between Year 2026 (existing traffic counts), Year 2027 (construction year), and horizon Year 2047. The Future (2027) without Church and Future (2047) without Church traffic projections are presented in **Exhibit 6** and **7**, respectively.

Future Traffic Projections with Church

Traffic projections for Future (2027) with Church were calculated by adding the total site-generated trips (Exhibit 4) to the Future (2027) without Church (Exhibit 6). Similarly, traffic projections for Future (2047) with Church were calculated by adding site-generated trips (Exhibit 4) to the Future (2047) without Church traffic projections (Exhibit 7). The resulting traffic projections for Future (2027) and Future (2047) with Church scenarios are illustrated in **Exhibit 8** and **9**, respectively.

Future Geometry

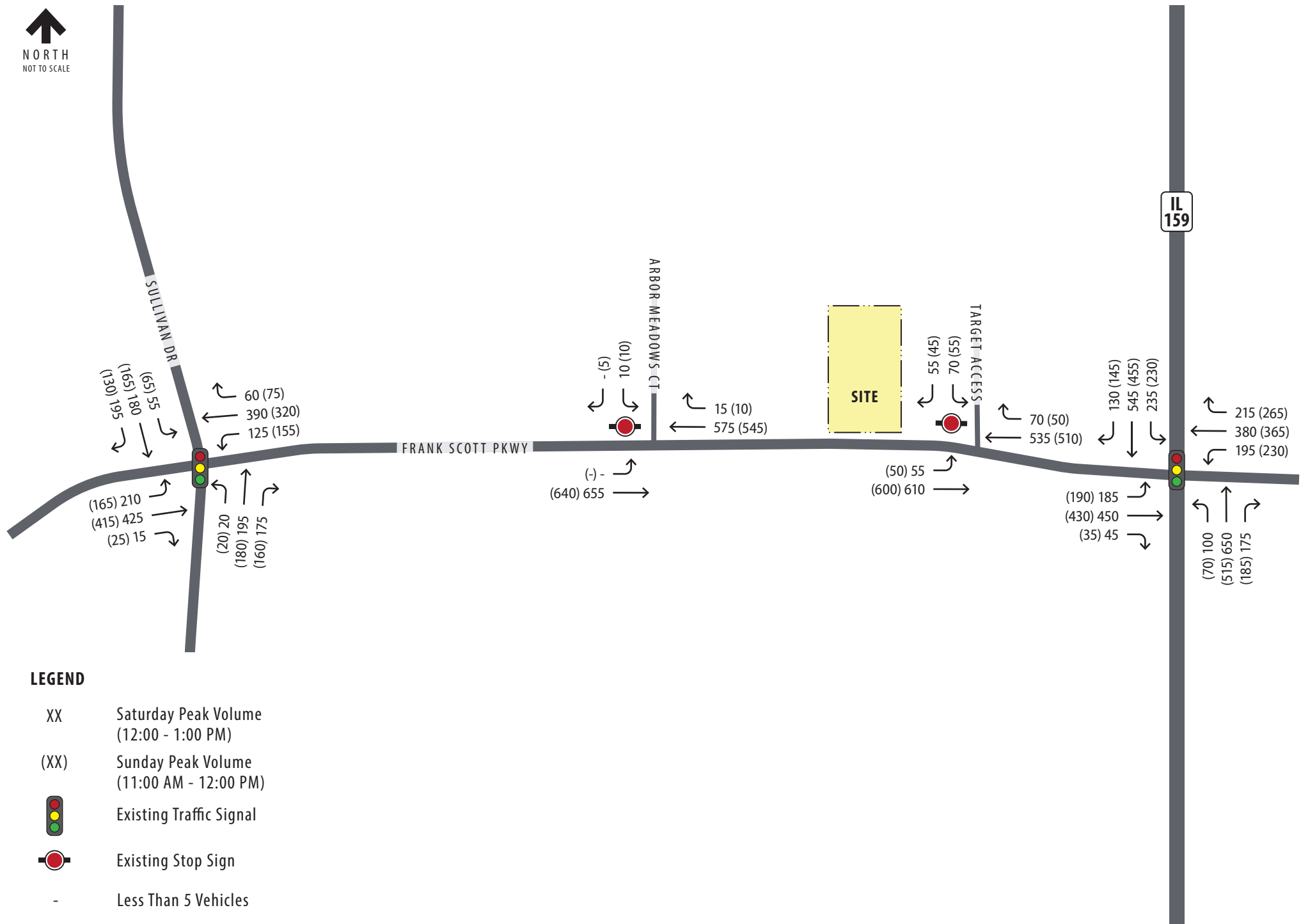
Turn Lane Warrants

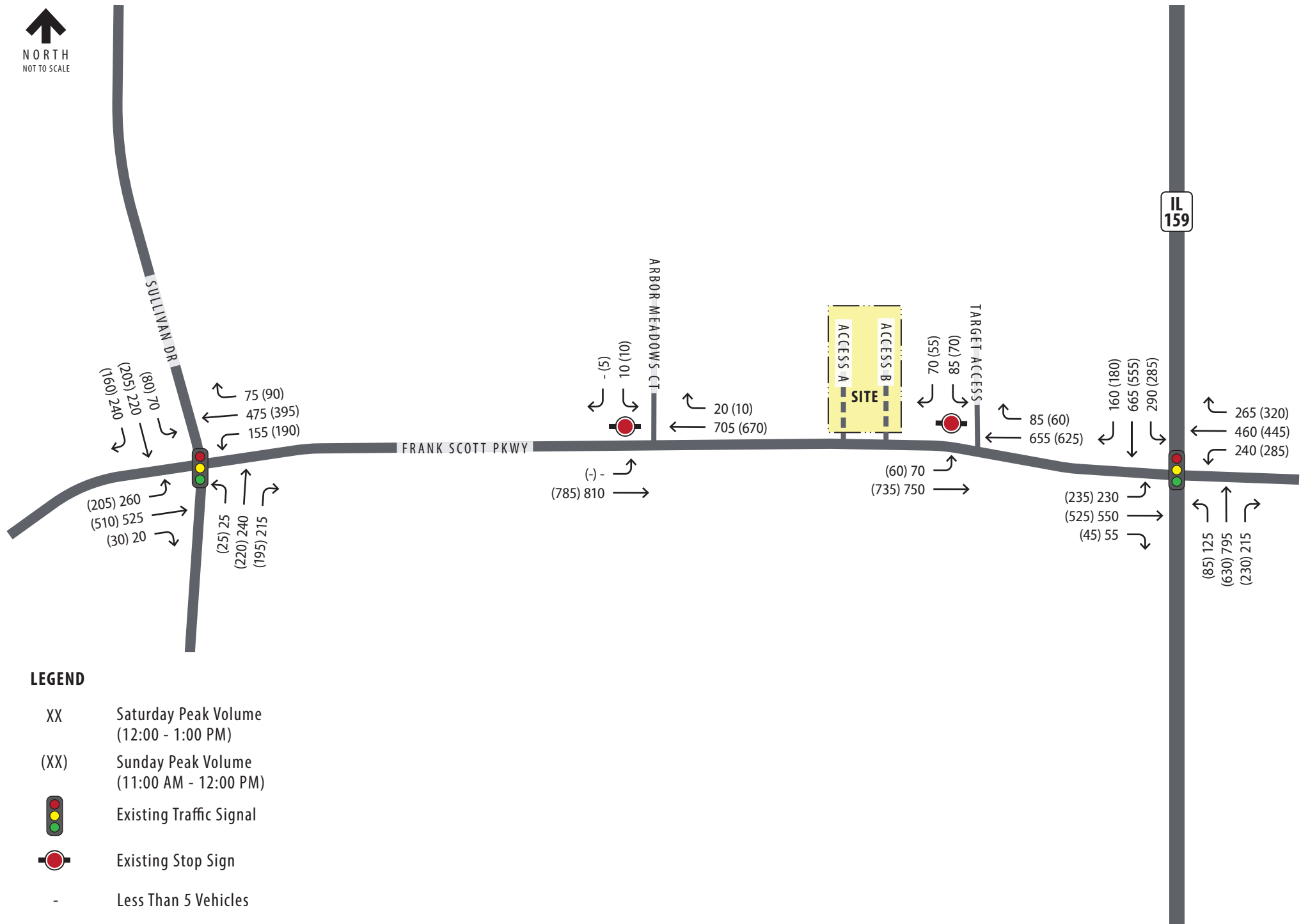
For the analysis of future traffic conditions, turn lane warrants were evaluated at the proposed site access driveways using guidelines published in the IDOT *Bureau of Design and Environment (BDE) Manual*. Traffic projections for the proposed West Access fall into a category where “left-turn lane treatment should be considered.” Given the presence of the existing two-way left-turn lane (TWLTL) along Frank Scott Parkway near the West Access, as well as the limited development schedule of services, adequate space should be provided for vehicles to turn into the site. The existing TWLTL is anticipated to accommodate the projected 95th percentile queue, which includes one vehicle for eastbound left-turn movements.

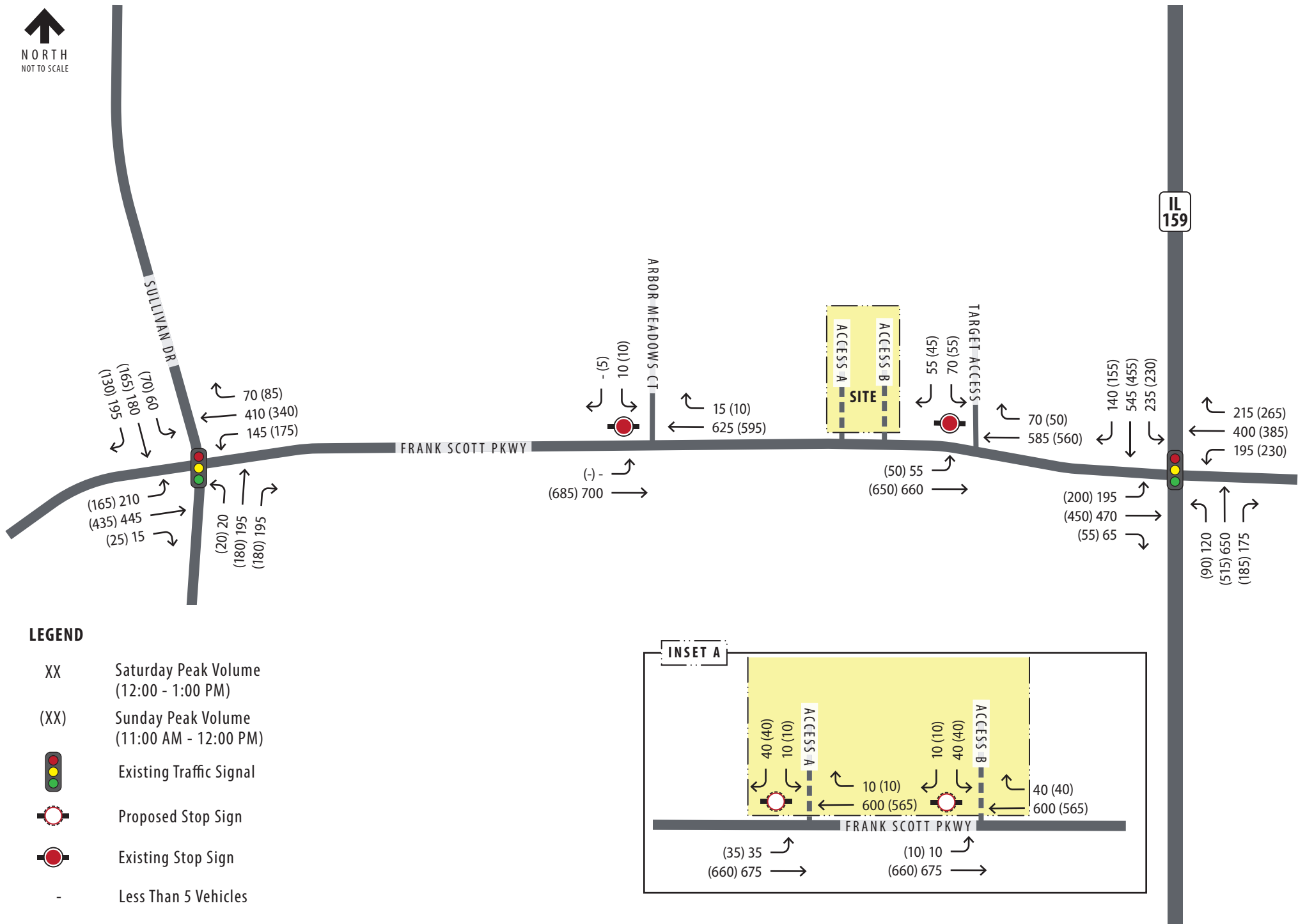
Traffic projections at the proposed West Access do not warrant a right-turn lane, however, traffic projections at East Access are near the threshold of warranting a right-turn lane. Capacity analysis results indicate minimal delays projected for the westbound traffic at East Access, therefore, a right-turn lane was not assumed in future scenarios with the church. Additionally, the majority of site traffic is expected to occur on weekends, with minimal traffic anticipated during weekdays.

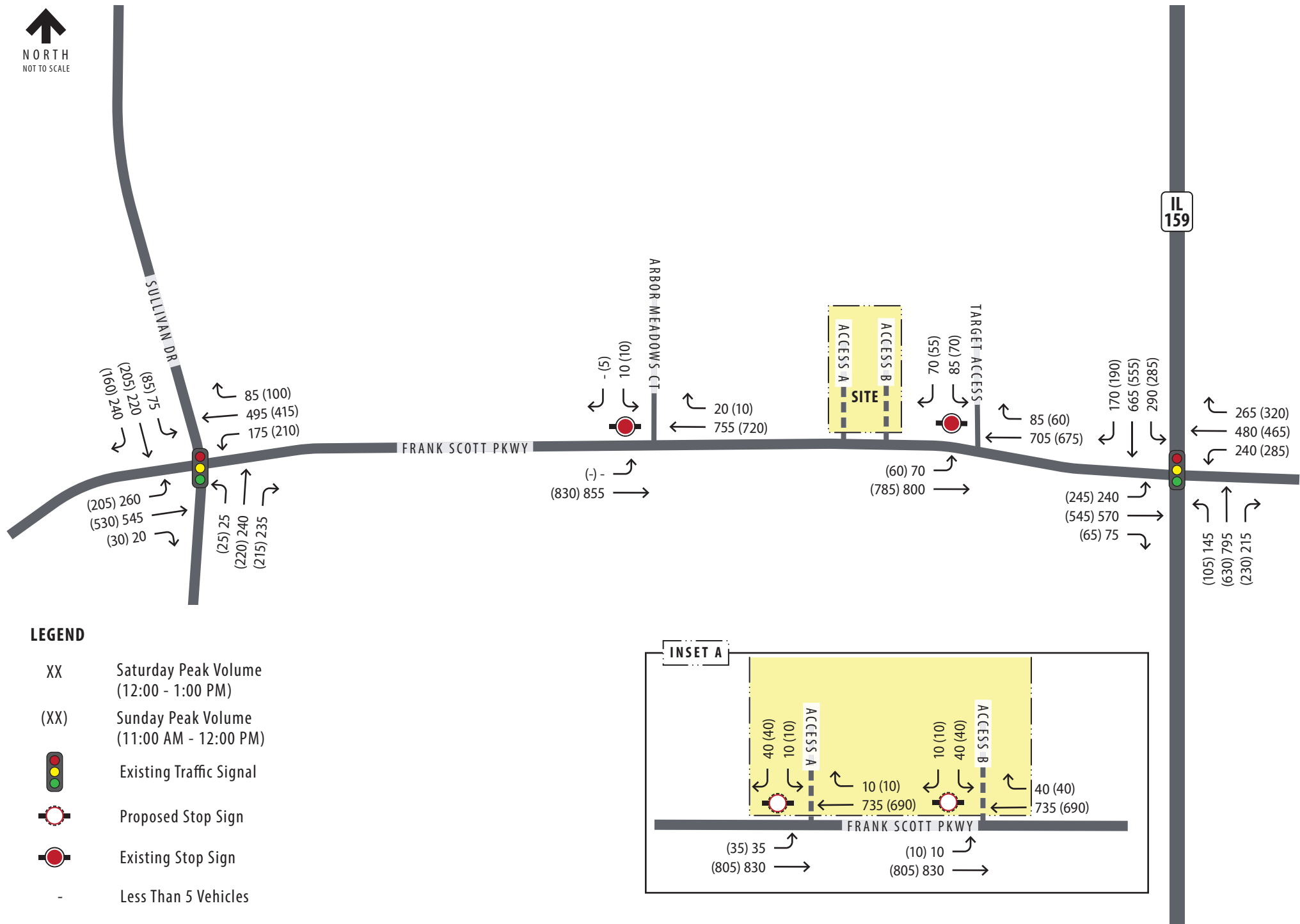
Access Spacing

For driveway spacing guidance, St. Clair County defers to IDOT guidelines published in the *Policy on Permits for Access Driveways to State Highways* and *BDE Manual*. East Access, located along Frank Scott Parkway, approximately 440 feet west of the existing Target access, as well as West Access, located approximately 210 feet west of East Access, appear to meet these guidelines.









Future (2027) Capacity Analysis

Based on the traffic projections presented in Exhibit 6 and Exhibit 8, capacity results were identified for the study intersections under Future (2027) without Church and Future (2027) with Church conditions. The results of the capacity analysis are summarized in **Table 4.1**. Copies of the Synchro reports are provided in the Appendix.

Table 4.1 Future (2027) Levels of Service

Intersection	Future (2027) without Church				Future (2027) with Church			
	Saturday Midday Peak		Sunday Midday Peak		Saturday Midday Peak		Sunday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Frank Scott Parkway / IL Route 159 ★								
Eastbound	32	C	30	C	33	C	31	C
Westbound	34	C	31	C	35-	C	32	C
Northbound	29	C	31	C	29	C	31	C
Southbound	23	C	23	C	24	C	25	C
Intersection	29	C	29	C	30	C	29	C
Frank Scott Parkway / Sullivan Drive ★								
Eastbound	22	C	22	C	22	C	23	C
Westbound	22	C	21	C	23	C	22	C
Northbound	30	C	31	C	30	C	31	C
Southbound	27	C	25	C	27	C	25	C
Intersection	24	C	24	C	25	C	24	C
Frank Scott Parkway / Arbor Meadows Court △								
Eastbound (Left)	9	A	9	A	9	A	9	A
Southbound	24	C	24	C	27	D	27	D
Frank Scott Parkway / Target Access △								
Eastbound (Left)	9	A	9	A	9	A	9	A
Southbound	15-	B	14	B	16	C	15-	B
Frank Scott Parkway / Access A △								
Eastbound (Left)	-	-	-	-	9	A	9	A
Southbound	-	-	-	-	20	C	19	C
Frank Scott Parkway / Access B △								
Eastbound (Left)	-	-	-	-	9	A	9	A
Southbound	-	-	-	-	30	D	28	D

★ -Signalized Intersection △-Minor-Leg Stop-Controlled Intersection

All study intersections are anticipated to continue to operate acceptably through 2027 under future conditions with and without the proposed church. All approaches are projected to maintain similar levels of service, delay, and queueing for both future 2027 scenarios compared to existing conditions. Given that the addition of church traffic results in an increase in delay of less than three seconds on all approaches, and an increase in 95th percentile queue projections of less than one vehicle, the development is not expected to materially impact the operations of the study intersections.

Future (2047) Capacity Analysis

Based on the traffic projections presented in Exhibit 7 and Exhibit 9, capacity results were identified for the study intersections under Future (2047) without Church and Future (2047) with Church conditions. The results of the capacity analysis are summarized in **Table 4.2**. Copies of the Synchro reports are provided in the Appendix.

Table 4.2 Future (2047) Levels of Service

Intersection	Future (2047) without Church				Future (2047) with Church			
	Saturday Midday Peak		Sunday Midday Peak		Saturday Midday Peak		Sunday Midday Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Frank Scott Parkway / IL Route 159 ★								
Eastbound	43	D	39	D	43	D	40	D
Westbound	49	D	44	D	49	D	46	D
Northbound	39	D	42	D	40	D	43	D
Southbound	32	C	32	C	34	C	33	C
<i>Intersection</i>	40	D	39	D	41	D	40	D
Frank Scott Parkway / Sullivan Drive ★								
Eastbound	24	C	24	C	25	C	25	C
Westbound	24	C	23	C	24	C	23	C
Northbound	33	C	33	C	33	C	33	C
Southbound	30	C	27	C	29	C	27	C
<i>Intersection</i>	27	C	26	C	27	C	26	C
Frank Scott Parkway / Arbor Meadows Court △								
Eastbound (Left)	9	A	9	A	9	A	9	A
Southbound	34	D	34	D	39	E	40	E
Frank Scott Parkway / Target Access △								
Eastbound (Left)	10-	A	10-	A	10-	A	10-	A
Southbound	18	C	17	C	19	C	19	C
Frank Scott Parkway / Access A △								
Eastbound (Left)	-	-	-	-	10+	B	10-	A
Southbound	-	-	-	-	27	D	24	C
Frank Scott Parkway / Access B △								
Eastbound (Left)	-	-	-	-	10-	A	10-	A
Southbound	-	-	-	-	44	E	40	E

★ -Signalized Intersection △ -Minor-Leg Stop-Controlled Intersection

¹Left-Turn movement operates at LOS F

²Through movement operates at LOS F

³Right-Turn movement operates at LOS F

All study intersections are anticipated to continue to operate acceptably through 2047 under future conditions with and without the proposed church. All approaches are projected to maintain similar levels of service, delay, and queueing for both future 2047 scenarios compared to 2027 conditions. Given that the addition of church traffic results in an increase in delay of less than five seconds on all

approaches, and an increase in 95th percentile queue projections of less than one vehicle, the development is not expected to materially impact the operations of the study intersections.

Frank Scott Parkway / IL Route 159

The signalized Frank Scott Parkway/IL Route 159 intersection is projected to continue to operate acceptably under Future (2047) with and without Church conditions, with all approaches operating at LOS D or better during both peak hours. The 95th percentile queues for the northbound right- and left-turns, southbound left-turn, and westbound left-turn are projected to exceed their provided storage with and without the proposed church.

Frank Scott Parkway / Sullivan Drive

The signalized Frank Scott Parkway/Sullivan Drive intersection continues to operate acceptably through future (2047) with and without the proposed church as all approaches are projected to operate at LOS C during both peak hours. Similar to future (2027) conditions, all 95th percentiles queues are contained within the provided storage lengths during both peak hours, with the exception of the northbound right-turn movement, which is projected to remain contained within the provided taper length across all scenarios.

Frank Scott Parkway / Arbor Meadows Court

The southbound approach of the Frank Scott Parkway/Arbor Meadows Court intersection is projected to operate with capacity constraints at LOS E under Future (2047) conditions with the proposed church. However, it is not uncommon for minor-leg stop controlled approaches to experience high delays due to heavy mainline traffic (eastbound and westbound) on Frank Scott Parkway. It should be noted, however, that the capacity analysis results do not account for gaps in traffic created by changing traffic phases at the IL Route 159/Frank Scott Parkway intersection. Generally, motorists completing such left-turn movements wait for gaps in the traffic flow along the major street that are created upstream by changing phases of nearby traffic signals, such as the signal at IL Route 159/Frank Scott Parkway. Also, the 95th percentile queues across all scenarios are projected to be less than one vehicle.

Frank Scott Parkway / Target Access

The unsignalized Frank Scott Parkway/Target Access intersection is projected to continue operating acceptably with all approaches at LOS C or better across both peak hours. Additionally, all 95th percentile queues are projected to be less than two vehicles across both peak hours for each scenario.

Frank Scott Parkway / West Access

All approaches of the Frank Scott Parkway/West Access intersection are expected to operate acceptably at LOS D or better and projected 95th percentile queues of less than three vehicles during both peak hours.

Frank Scott Parkway / East Access

The southbound approach of the Frank Scott Parkway/East access intersection is project to operate with capacity constraints at LOS E under future (2047) with church conditions. However, it is not uncommon for minor-leg stop controlled approaches to experience high delays due to heavy mainline

traffic (eastbound and westbound) on Frank Scott Parkway. It should be noted, however, that the capacity analysis results do not account for gaps in traffic created by changing traffic phases at the IL Route 159/Frank Scott Parkway intersection. Generally, motorists completing such left-turn movements wait for gaps in the traffic flow along the major street that are created upstream by changing phases of nearby traffic signals, such as the signal at IL Route 159/Frank Scott Parkway. Additionally, all 95th percentile queues are projected to be less than four vehicles during both peak hours.

1. RECOMMENDATIONS & CONCLUSIONS

Kimley-Horn evaluated the traffic characteristics and projected operations of the proposed church to be located in the northwest quadrant of the Frank Scott Parkway/IL Route 159 intersection, west of the existing Target, in Fairview Heights, Illinois. While the church is expected to generate some additional traffic, uses such as this typically generate traffic on Sundays with limited additional traffic during the weekdays. This characteristic limits the traffic impact of the site. The estimated new trips associated with this project range between two and three percent of the total intersection volume at Frank Scott Parkway/IL Route 159. Compared to future conditions without the proposed church, all study intersections are anticipated to continue to operate with similar levels of service under future conditions with the addition of traffic generated by the church. The proposed site access driveways along Frank Scott Parkway should operate under minor-leg stop control with stop signs and stop bars.

The proposed church has plans to provide a total of 219 parking spaces, including 8 accessible spaces. Based on the site plan, the proposed parking supply meets the Fairview Heights Code of Ordinances and is expected to adequately accommodate the parking demand.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site plans for the subject development. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is maintained. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing Year (2026) Capacity Reports

Data from ITE Trip Generation Manual, 12th Edition

Future Year (2027) without Church Capacity Reports

Future Year (2047) without Church Capacity Reports

Future Year (2047) with Church Capacity Reports

Future Year (2047) with Church Capacity Reports

CONCEPTUAL SITE PLAN

CERTIFICATE OF AUTHORITY
ARCHITECTURE:



PRELIMINARY

PRELIMINARY SITE STUDIES NEW GRANGER 250 MEETINGHOUSE FAIRVIEW HEIGHTS, ILLINOIS

Project 101:

**THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS**

50 EAST NORTH TEMPLE
SALT LAKE CITY, UT 84150

[illegible]

GHN Project Number:

Work Order No.:

LDS Prop. No.:

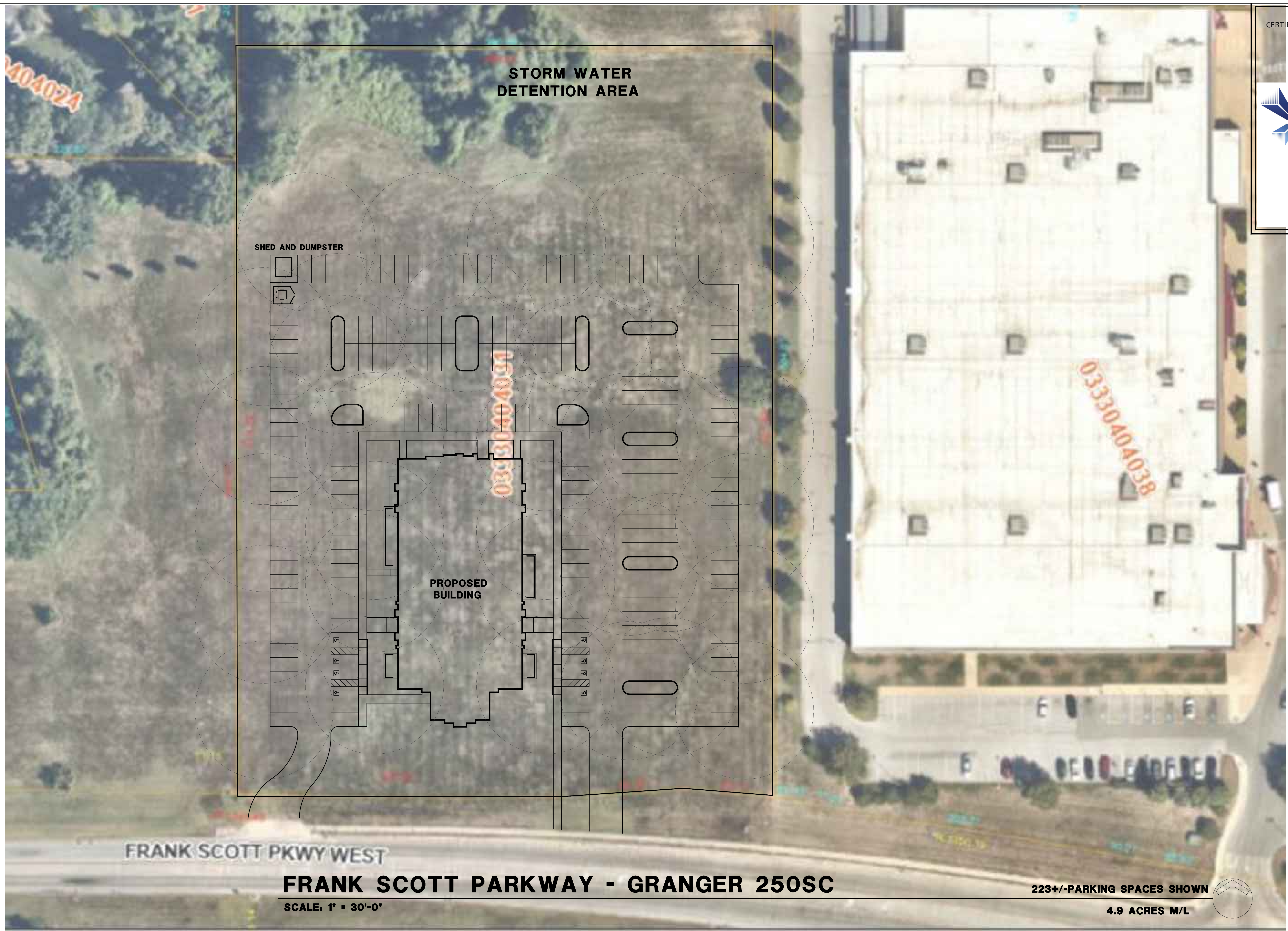
Sheet Title:

Site A
11/14/2025

NOVEMBER 12, 2025

Sheet:

SP-A



**STORM WATER
DETENTION AREA**

SHED AND DUMPSTER

**PROPOSED
BUILDING**

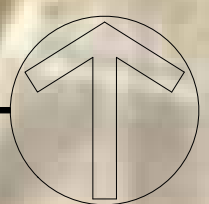
FRANK SCOTT PKWY WEST

FRANK SCOTT PARKWAY - GRANGER 250SC

SCALE: 1" = 30'-0"

223+/-PARKING SPACES SHOWN

4.9 ACRES M/L



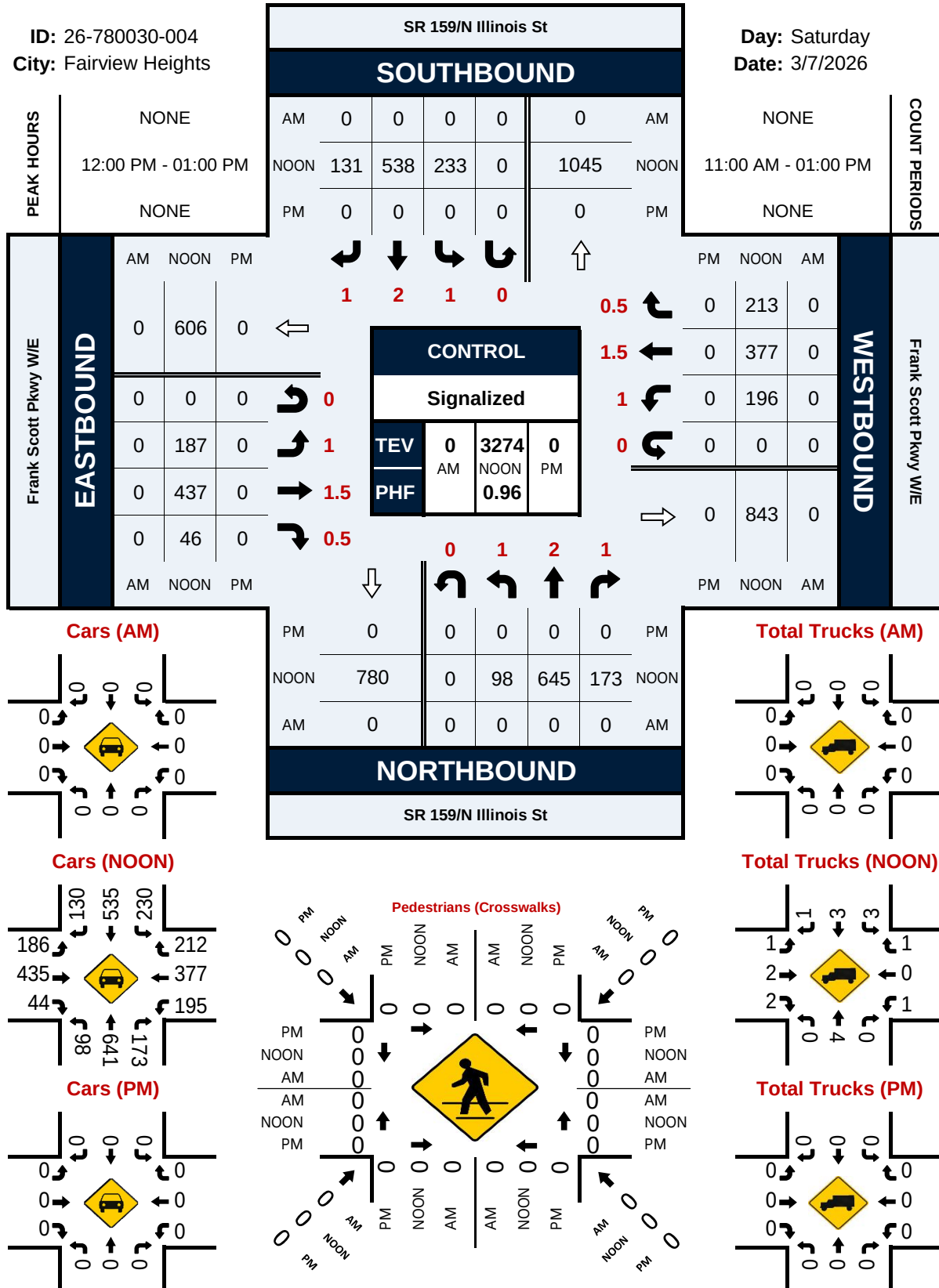
TRAFFIC COUNT DATA

SR 159/ N Illinois St & Frank Scott Pkwy W/E

Peak Hour Turning Movement Count

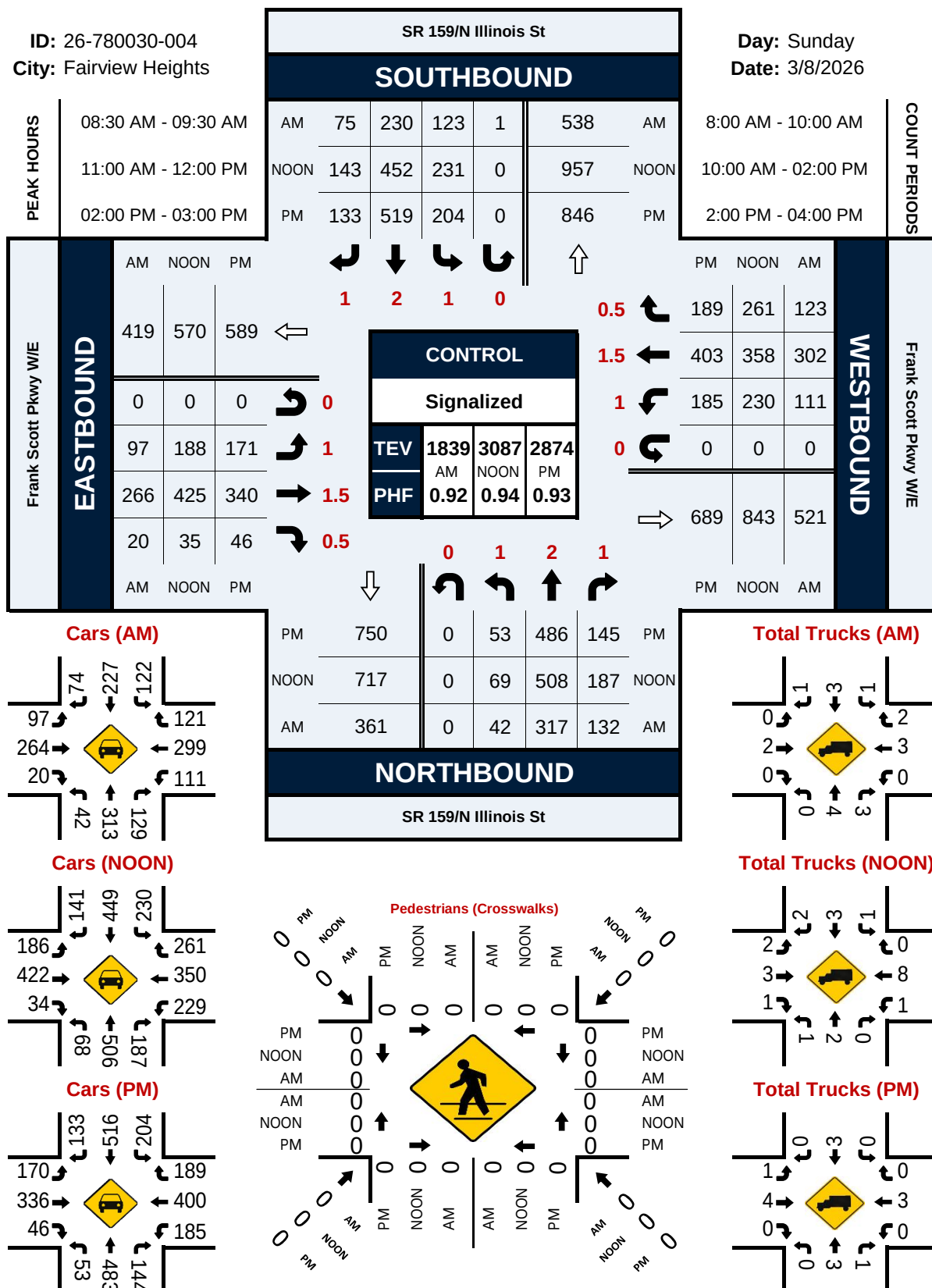
ID: 26-780030-004
City: Fairview Heights

Day: Saturday
Date: 3/7/2026



ID: 26-780030-004
City: Fairview Heights

Day: Sunday
Date: 3/8/2026

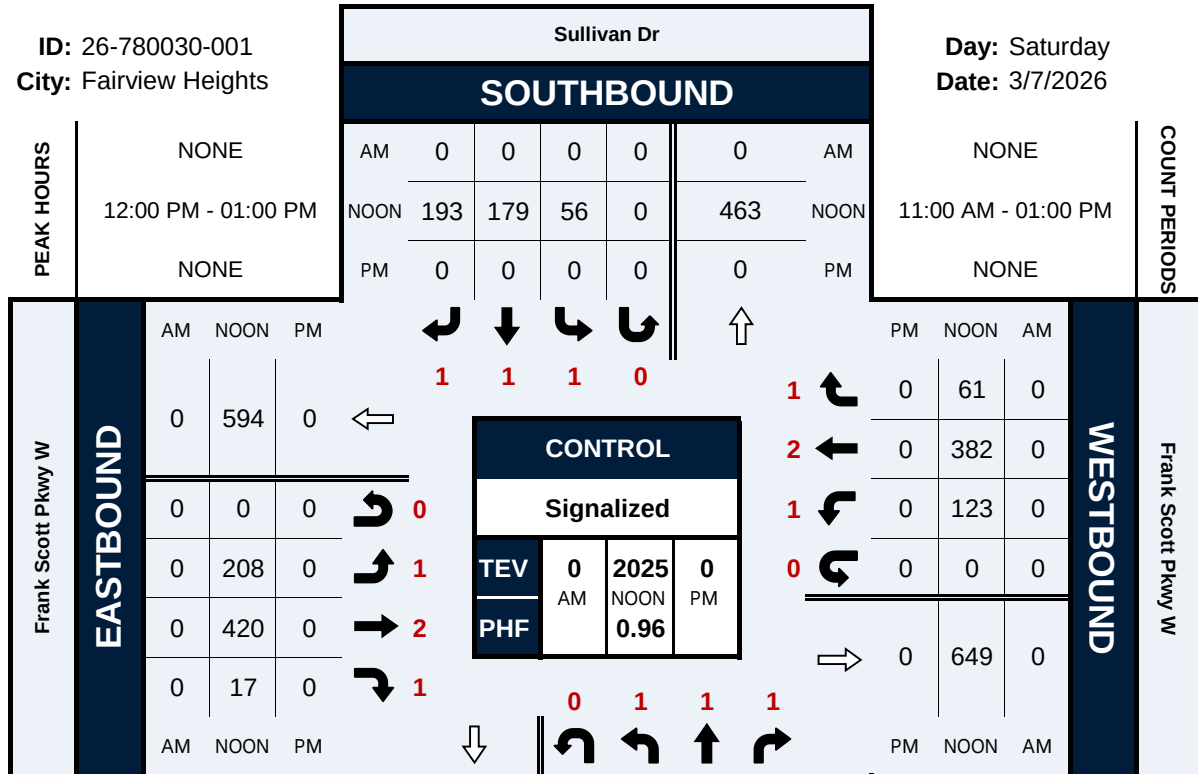


Sullivan Dr & Frank Scott Pkwy W

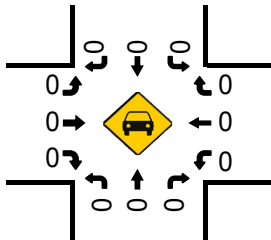
Peak Hour Turning Movement Count

ID: 26-780030-001
City: Fairview Heights

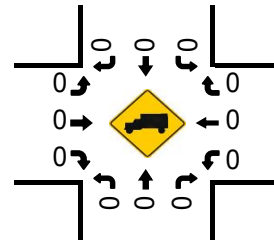
Day: Saturday
Date: 3/7/2026



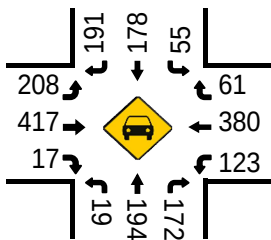
Cars (AM)



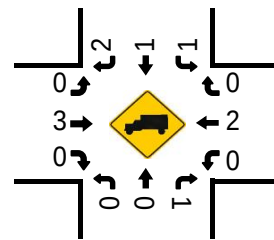
Total Trucks (AM)



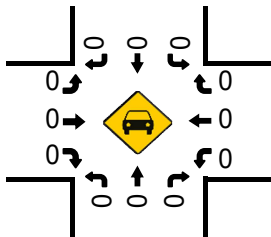
Cars (NOON)



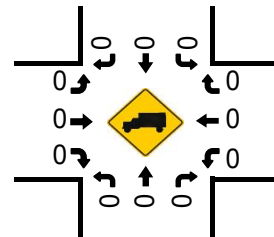
Total Trucks (NOON)



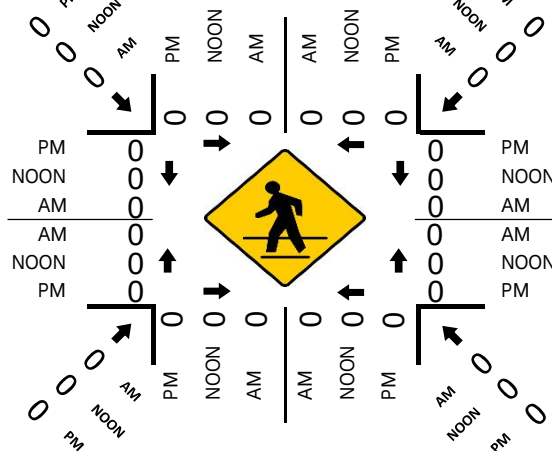
Cars (PM)



Total Trucks (PM)



Pedestrians (Crosswalks)

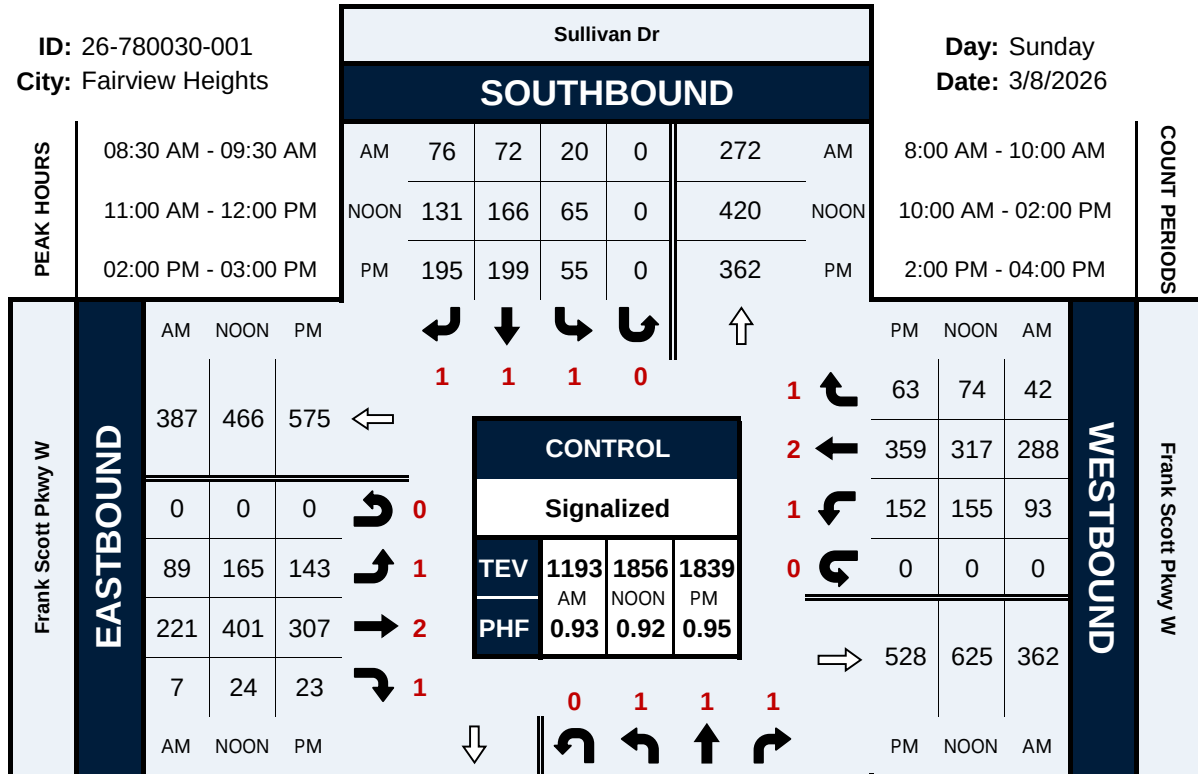


Sullivan Dr & Frank Scott Pkwy W

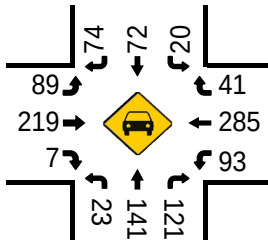
Peak Hour Turning Movement Count

ID: 26-780030-001
City: Fairview Heights

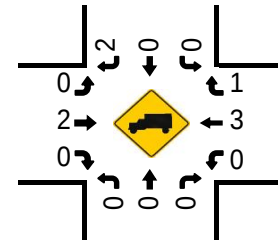
Day: Sunday
Date: 3/8/2026



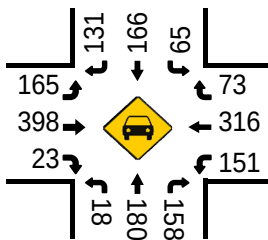
Cars (AM)



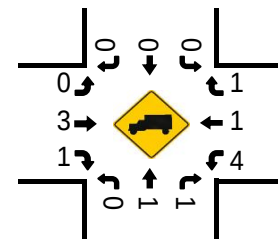
Total Trucks (AM)



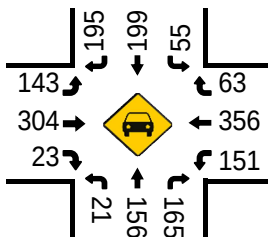
Cars (NOON)



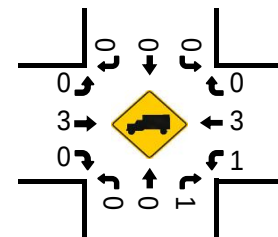
Total Trucks (NOON)



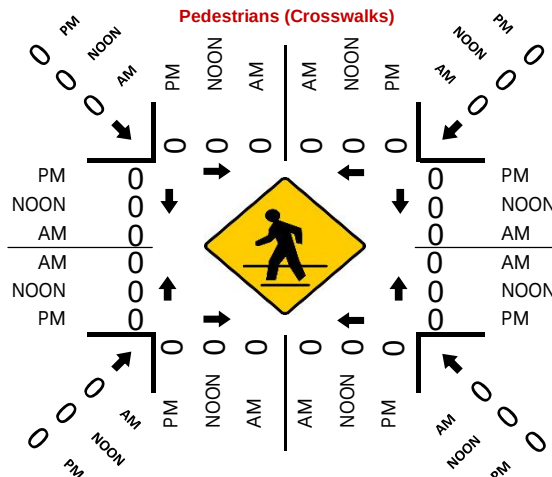
Cars (PM)



Total Trucks (PM)



Pedestrians (Crosswalks)

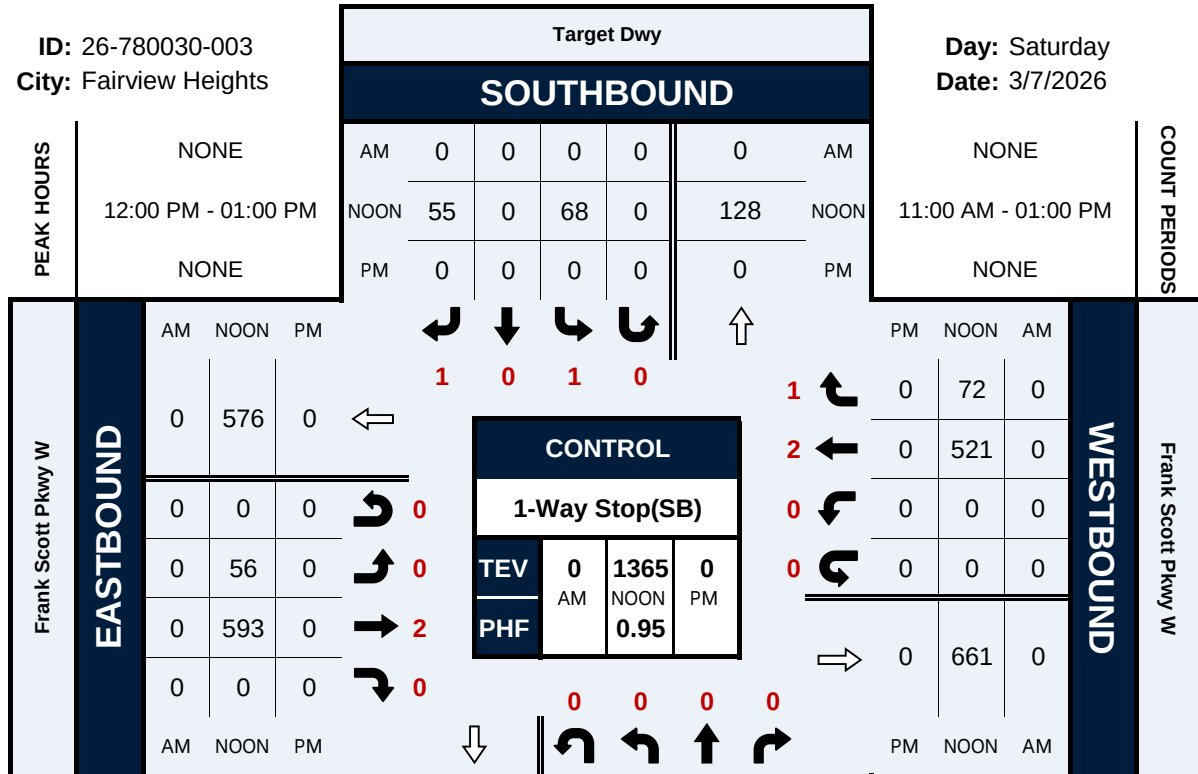


Target Dwy & Frank Scott Pkwy W

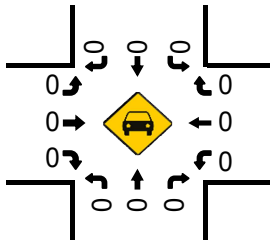
Peak Hour Turning Movement Count

ID: 26-780030-003
City: Fairview Heights

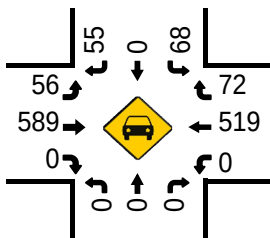
Day: Saturday
Date: 3/7/2026



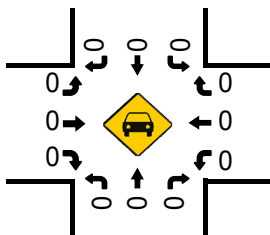
Cars (AM)



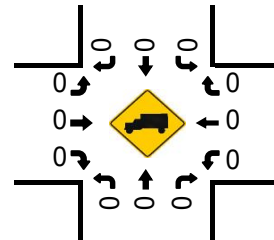
Cars (NOON)



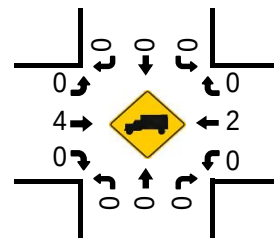
Cars (PM)



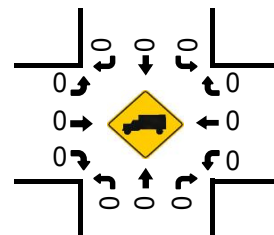
Total Trucks (AM)



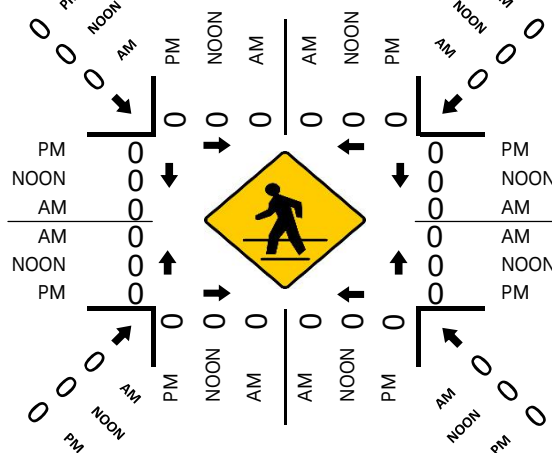
Total Trucks (NOON)



Total Trucks (PM)



Pedestrians (Crosswalks)

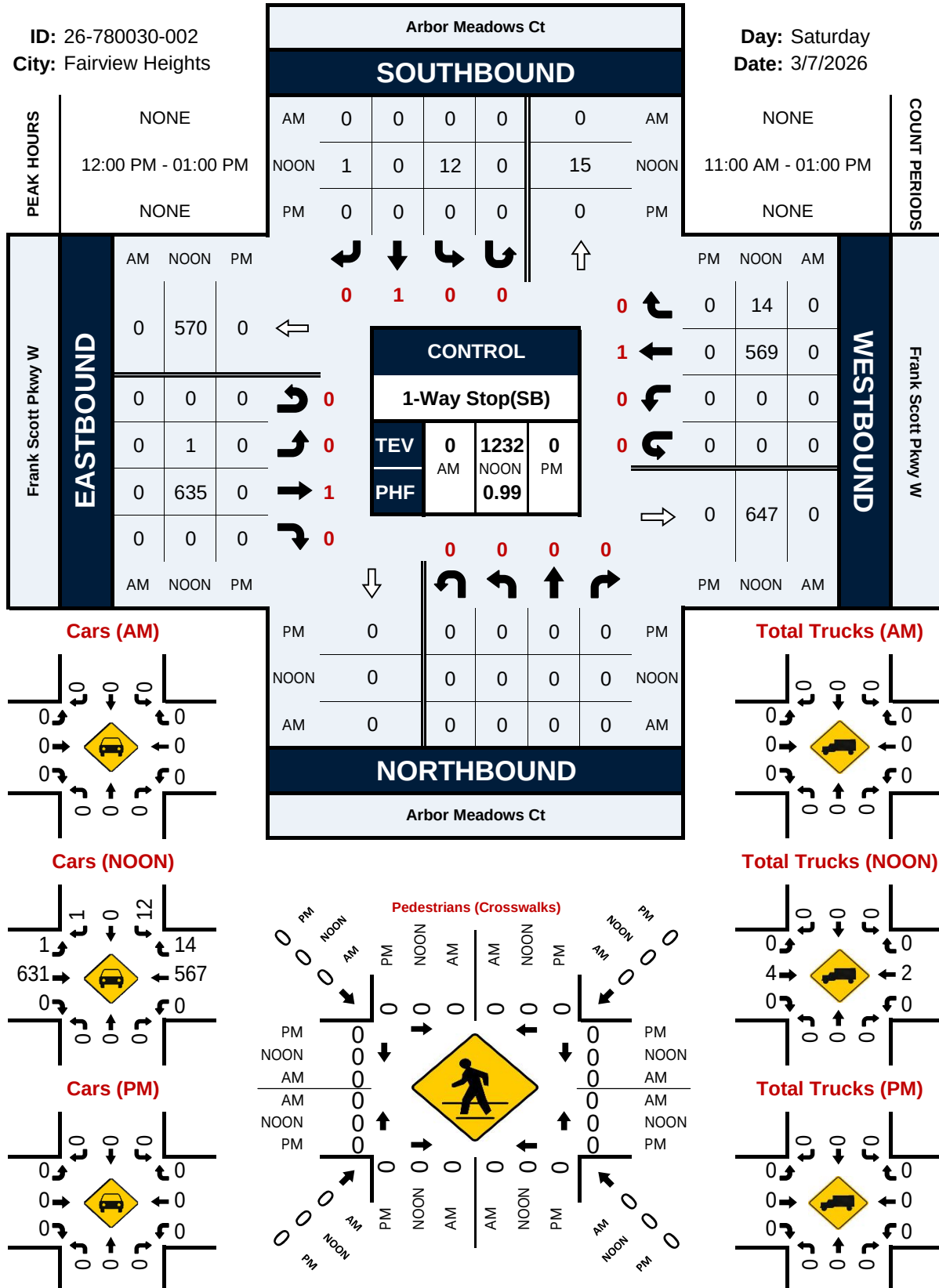


Arbor Meadows Ct & Frank Scott Pkwy W

Peak Hour Turning Movement Count

ID: 26-780030-002
City: Fairview Heights

Day: Saturday
Date: 3/7/2026

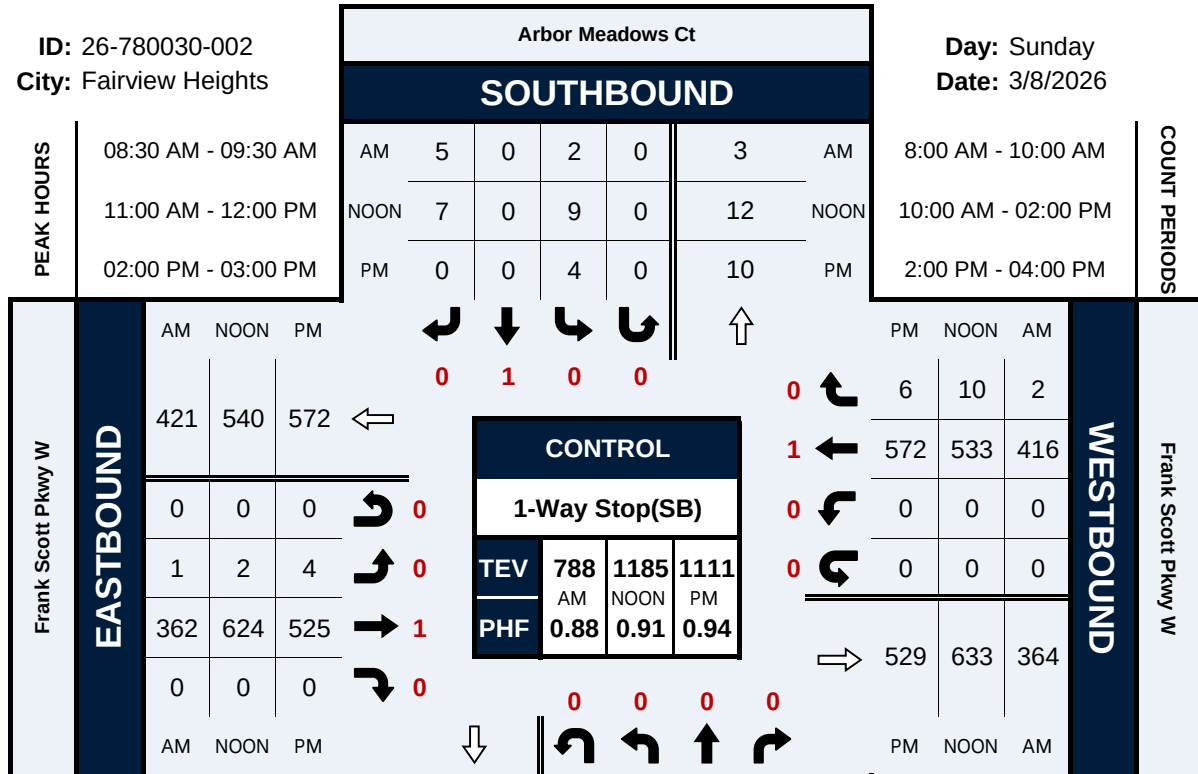


Arbor Meadows Ct & Frank Scott Pkwy W

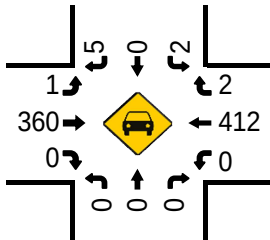
Peak Hour Turning Movement Count

ID: 26-780030-002
City: Fairview Heights

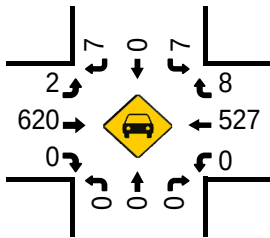
Day: Sunday
Date: 3/8/2026



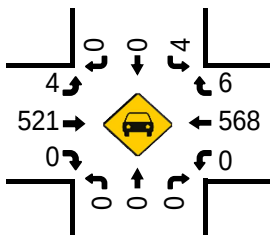
Cars (AM)



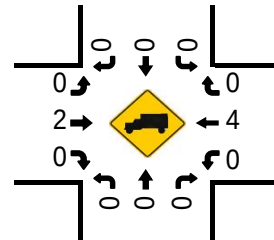
Cars (NOON)



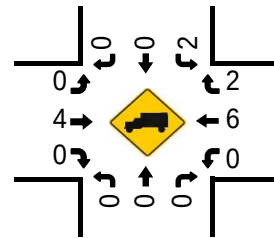
Cars (PM)



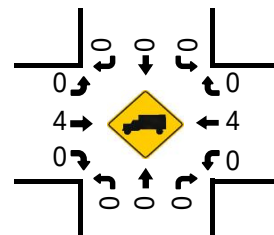
Total Trucks (AM)



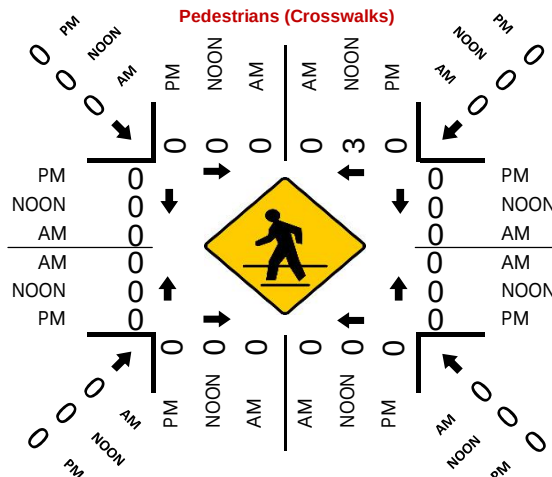
Total Trucks (NOON)



Total Trucks (PM)



Pedestrians (Crosswalks)



EXISTING YEAR (2026) CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: IL 159 & Frank Scott Parkway

Existing (2026) Traffic Volumes
Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	445	45	195	375	215	100	645	175	235	540	130
Future Volume (veh/h)	185	445	45	195	375	215	100	645	175	235	540	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	193	464	47	203	391	224	104	672	182	245	562	135
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
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	743	75	364	517	292	362	1119	474	376	1329	563
Arrive On Green	0.10	0.23	0.23	0.11	0.24	0.24	0.06	0.30	0.30	0.11	0.36	0.36
Sat Flow, veh/h	1781	3259	329	1781	2188	1237	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	193	252	259	203	317	298	104	672	182	245	562	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1811	1781	1777	1648	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.6	11.9	12.0	7.9	15.5	15.8	3.7	14.3	8.5	8.4	10.6	5.6
Cycle Q Clear(g_c), s	7.6	11.9	12.0	7.9	15.5	15.8	3.7	14.3	8.5	8.4	10.6	5.6
Prop In Lane	1.00		0.18	1.00		0.75	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	405	413	364	420	389	362	1119	474	376	1329	563
V/C Ratio(X)	0.61	0.62	0.63	0.56	0.75	0.77	0.29	0.60	0.38	0.65	0.42	0.24
Avail Cap(c_a), veh/h	361	571	582	738	914	848	563	1604	679	477	1604	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	32.4	32.4	24.0	33.1	33.2	20.6	27.9	25.9	19.5	22.8	21.2
Incr Delay (d2), s/veh	2.4	1.6	1.6	1.3	2.8	3.2	0.4	1.9	1.8	2.1	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	9.0	9.1	6.1	11.1	10.7	2.7	10.4	6.1	6.0	8.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.4	34.0	34.0	25.3	35.9	36.4	21.0	29.8	27.7	21.7	23.6	22.0
LnGrp LOS	C	C	C	C	D	D	C	C	C	C	C	C
Approach Vol, veh/h	704			818			958			942		
Approach Delay, s/veh	32.2			33.5			28.5			22.9		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	39.7	14.6	28.5	15.7	34.4	15.4	27.8				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	16.0	40.0	12.0	48.0	16.0	40.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	5.7	12.6	9.6	17.8	10.4	16.3	9.9	14.0				
Green Ext Time (p_c), s	0.1	10.2	0.1	4.3	0.3	11.6	0.5	2.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.9											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary 200: Sullivan Drive & Frank Scott Parkway

Existing (2026) Traffic Volumes
Saturday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	420	15	125	385	60	20	195	175	55	180	195
Future Volume (veh/h)	210	420	15	125	385	60	20	195	175	55	180	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	219	438	16	130	401	63	21	203	182	57	188	203
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	865	367	612	865	367	275	345	278	287	402	324
Arrive On Green	0.22	0.23	0.23	0.22	0.23	0.23	0.03	0.18	0.18	0.06	0.20	0.20
Sat Flow, veh/h	1781	3741	1585	1781	3741	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	219	438	16	130	401	63	21	203	182	57	188	203
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	5.3	7.0	0.5	3.0	6.4	2.2	0.7	6.5	7.4	1.8	5.8	8.1
Cycle Q Clear(g_c), s	5.3	7.0	0.5	3.0	6.4	2.2	0.7	6.5	7.4	1.8	5.8	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	620	865	367	612	865	367	275	345	278	287	402	324
V/C Ratio(X)	0.35	0.51	0.04	0.21	0.46	0.17	0.08	0.59	0.66	0.20	0.47	0.63
Avail Cap(c_a), veh/h	1007	1570	665	999	1570	665	623	670	539	584	670	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	23.1	20.6	11.7	22.9	21.3	22.2	26.2	26.5	21.3	24.2	25.1
Incr Delay (d2), s/veh	1.6	2.1	0.2	0.8	1.8	1.0	0.1	3.4	5.5	0.3	1.8	4.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	5.4	0.4	2.0	4.9	1.5	0.5	5.6	5.3	1.2	4.7	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	25.2	20.8	12.5	24.6	22.3	22.4	29.6	32.0	21.7	26.0	29.3
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	673				594				406		448	
Approach Delay, s/veh	21.4				21.7				30.3		26.9	
Approach LOS	C				C				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	18.1	20.0	22.0	7.0	20.1	20.0	22.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	15.5	23.5	30.0	29.0	15.5	23.5	30.0	29.0				
Max Q Clear Time (g_c+I), s	13.8	9.4	5.0	9.0	2.7	10.1	7.3	8.4				
Green Ext Time (p_c), s	0.1	2.7	1.4	6.9	0.0	2.7	2.5	7.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.4									
HCM 7th LOS			C									

HCM 7th TWSC
300: Frank Scott Parkway & Arbor Meadows Court

Existing (2026) Traffic Volumes
Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	1	650	570	15	10	1
Future Vol, veh/h	1	650	570	15	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
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	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	657	576	15	10	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	591	0	-	0	1242	583
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	985	-	-	-	193	512
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	985	-	-	-	193	512
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	515	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.01	0		23.64		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	3	-	-	-	204	
HCM Lane V/C Ratio	0.001	-	-	-	0.054	
HCM Ctrl Dly (s/v)	8.7	0	-	-	23.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 7th TWSC
400: Frank Scott Parkway & Target Access

Existing (2026) Traffic Volumes
Saturday Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	55	605	530	70	70	55
Future Vol, veh/h	55	605	530	70	70	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	637	558	74	74	58
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	632	0	-	0	992	279
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	947	-	-	-	243	718
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	947	-	-	-	225	718
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	621	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.75	0		14.62		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	947	-	-	-	352	718
HCM Lane V/C Ratio	0.061	-	-	-	0.209	0.081
HCM Ctrl Dly (s/v)	9	-	-	-	17.9	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8	0.3

HCM 7th Signalized Intersection Summary 100: IL 159 & Frank Scott Parkway

Existing (2026) Traffic Volumes
Sunday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	425	35	230	360	260	70	510	185	230	450	145
Future Volume (veh/h)	190	425	35	230	360	260	70	510	185	230	450	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	202	452	37	245	383	277	74	543	197	245	479	154
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
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	772	63	413	505	361	351	984	417	393	1265	536
Arrive On Green	0.11	0.23	0.23	0.13	0.26	0.26	0.04	0.26	0.26	0.12	0.34	0.34
Sat Flow, veh/h	1781	3327	271	1781	1979	1413	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	202	241	248	245	343	317	74	543	197	245	479	154
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1616	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.6	10.9	11.0	9.2	16.1	16.4	2.7	11.3	9.5	8.6	8.8	6.4
Cycle Q Clear(g_c), s	7.6	10.9	11.0	9.2	16.1	16.4	2.7	11.3	9.5	8.6	8.8	6.4
Prop In Lane	1.00		0.15	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	412	423	413	454	413	351	984	417	393	1265	536
V/C Ratio(X)	0.62	0.58	0.59	0.59	0.76	0.77	0.21	0.55	0.47	0.62	0.38	0.29
Avail Cap(c_a), veh/h	373	589	604	771	942	857	586	1653	701	494	1653	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	30.9	30.9	22.2	31.1	31.2	22.6	28.8	28.1	20.0	22.7	21.9
Incr Delay (d2), s/veh	2.4	1.3	1.3	1.4	2.6	3.0	0.3	1.8	3.0	1.6	0.7	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	8.3	8.5	7.0	11.4	10.8	2.0	8.7	7.0	6.1	6.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.2	32.2	32.2	23.6	33.7	34.2	22.9	30.5	31.1	21.7	23.4	23.0
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h	691			905			814			878		
Approach Delay, s/veh	30.5			31.1			30.0			22.9		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	37.1	14.7	29.6	15.9	30.3	16.8	27.5				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	16.0	40.0	12.0	48.0	16.0	40.0	30.0	30.0				
Max Q Clear Time (g_c+I1), s	4.7	10.8	9.6	18.4	10.6	13.3	11.2	13.0				
Green Ext Time (p_c), s	0.1	9.3	0.1	4.7	0.3	10.5	0.7	2.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.5											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary 200: Sullivan Drive & Frank Scott Parkway

Existing (2026) Traffic Volumes
Sunday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	410	25	155	315	75	20	180	160	65	165	130
Future Volume (veh/h)	165	410	25	155	315	75	20	180	160	65	165	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1841	1870	1969	1856	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	179	446	27	168	342	82	22	196	174	71	179	141
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
Percent Heavy Veh, %	2	2	4	2	2	3	2	2	2	2	2	2
Cap, veh/h	640	880	367	609	880	370	288	333	268	296	400	322
Arrive On Green	0.22	0.24	0.24	0.22	0.24	0.24	0.03	0.17	0.17	0.06	0.20	0.20
Sat Flow, veh/h	1781	3741	1560	1781	3741	1572	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	179	446	27	168	342	82	22	196	174	71	179	141
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1870	1572	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	4.3	7.2	0.9	4.0	5.4	2.9	0.7	6.4	7.1	2.2	5.5	5.4
Cycle Q Clear(g_c), s	4.3	7.2	0.9	4.0	5.4	2.9	0.7	6.4	7.1	2.2	5.5	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	640	880	367	609	880	370	288	333	268	296	400	322
V/C Ratio(X)	0.28	0.51	0.07	0.28	0.39	0.22	0.08	0.59	0.65	0.24	0.45	0.44
Avail Cap(c_a), veh/h	1024	1559	650	992	1559	655	631	665	535	578	665	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	23.1	20.7	12.1	22.4	21.5	22.7	26.7	27.0	21.6	24.3	24.2
Incr Delay (d2), s/veh	1.1	2.1	0.4	1.1	1.3	1.4	0.1	3.5	5.6	0.4	1.7	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	5.6	0.6	2.7	4.1	2.0	0.5	5.5	5.1	1.6	4.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	25.2	21.1	13.2	23.7	22.9	22.8	30.2	32.6	22.0	26.0	26.2
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	652				592		392				391	
Approach Delay, s/veh	21.7				20.6		30.9				25.3	
Approach LOS	C				C		C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	17.8	20.0	22.4	7.1	20.2	20.0	22.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	15.5	23.5	30.0	29.0	15.5	23.5	30.0	29.0				
Max Q Clear Time (g_c+14.2), s	14.2	9.1	6.0	9.2	2.7	7.5	6.3	7.4				
Green Ext Time (p_c), s	0.1	2.6	1.9	7.2	0.0	2.4	2.0	6.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.8									
HCM 7th LOS			C									

HCM 7th TWSC
300: Frank Scott Parkway & Arbor Meadows Court

Existing (2026) Traffic Volumes
Sunday Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		4	
Traffic Vol, veh/h	1	635	540	10	10	5
Future Vol, veh/h	1	635	540	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	20	20	2
Mvmt Flow	1	698	593	11	11	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	604	0	-	0	1299	599
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	700	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	973	-	-	-	163	502
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	973	-	-	-	163	502
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	461	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.01	0		23.56		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	3	-	-	-	210	
HCM Lane V/C Ratio	0.001	-	-	-	0.078	
HCM Ctrl Dly (s/v)	8.7	0	-	-	23.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

HCM 7th TWSC
400: Frank Scott Parkway & Target Access

Existing (2026) Traffic Volumes
Sunday Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	50	595	505	50	55	45
Future Vol, veh/h	50	595	505	50	55	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	654	555	55	60	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	610	0	-	0	992	277
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	965	-	-	-	243	720
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	965	-	-	-	226	720
Mov Cap-2 Maneuver	-	-	-	-	354	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	619	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.69	0		14.16		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	965	-	-	-	354	720
HCM Lane V/C Ratio	0.057	-	-	-	0.171	0.069
HCM Ctrl Dly (s/v)	9	-	-	-	17.3	10.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6	0.2

DATA FROM ITE TRIP GENERATION MANUAL, 12TH EDITION

Land Use: 560 Church

Description

A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.

Additional Data

Worship services are typically held on Sundays. Some of the surveyed churches offered day care or extended care programs during the week.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Florida, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

428, 436, 554, 571, 583, 629, 631, 704, 903, 904, 957, 971, 1080, 1219

Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

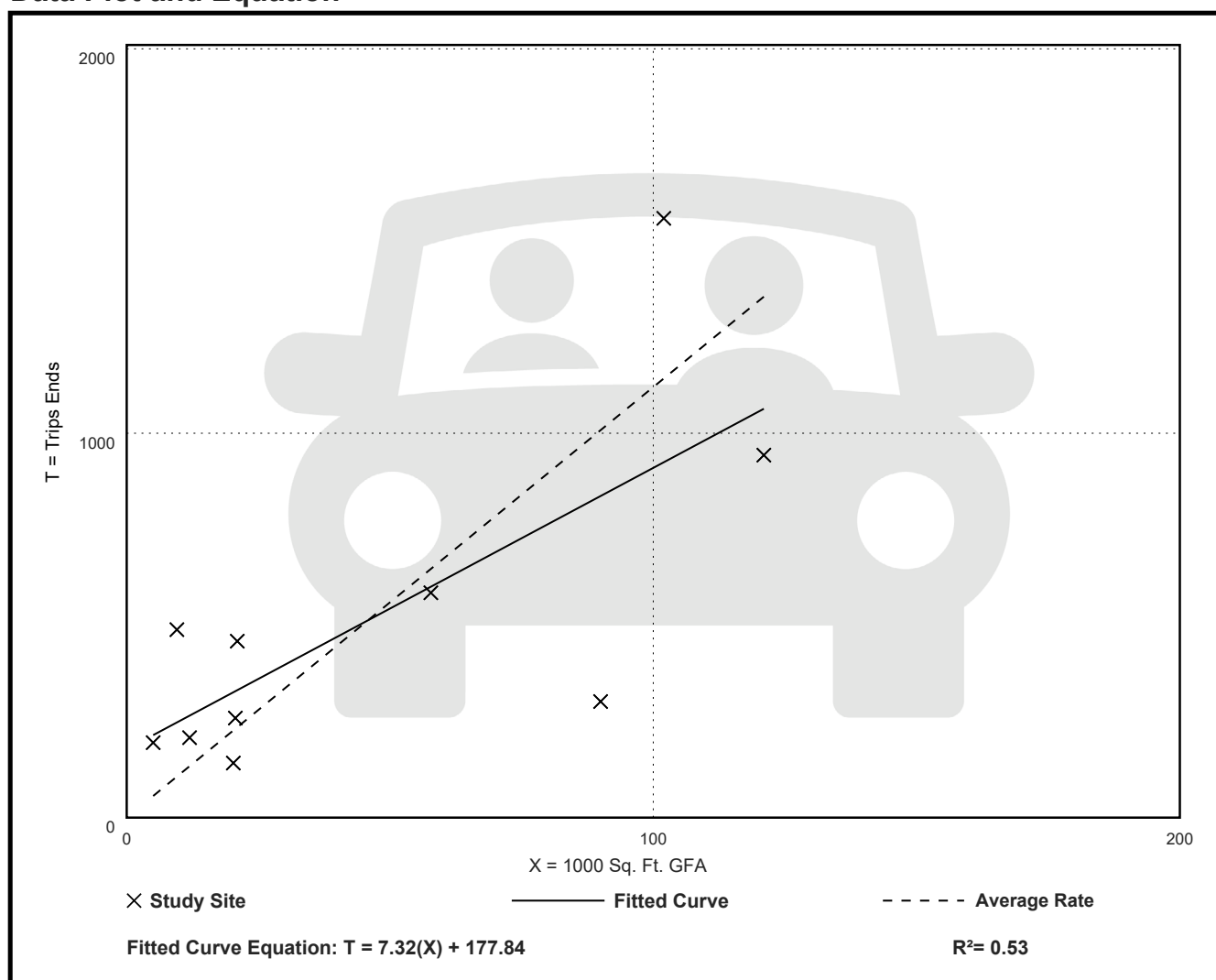
Avg. 1000 Sq. Ft. GFA: 46

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.20	3.36 - 51.31	8.68

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: **Seats**

On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**

Number of Studies: **1**

Avg. Num. of Seats: **149**

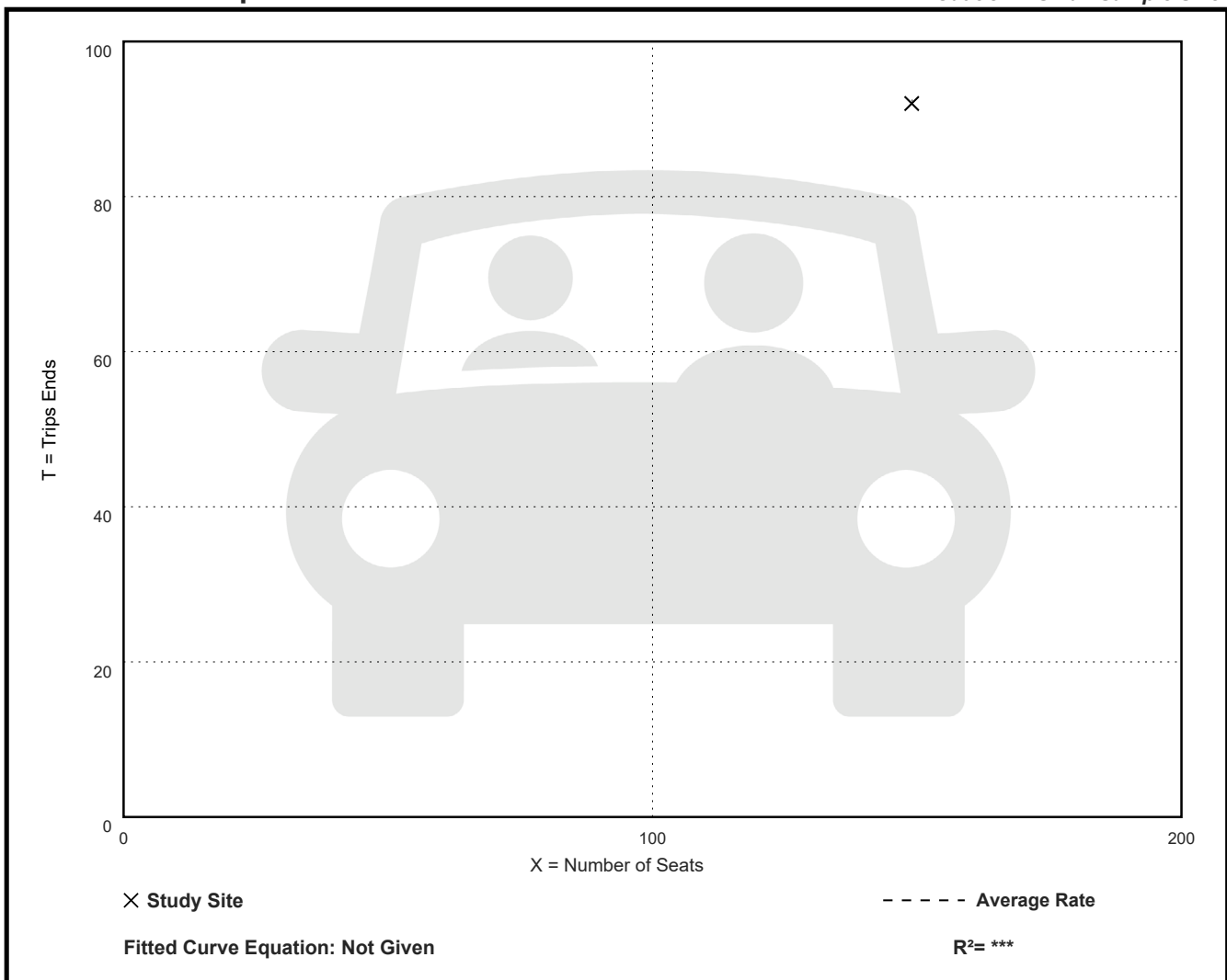
Directional Distribution: **50% entering, 50% exiting**

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.62	0.62 - 0.62	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: Seats
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Seats: 1000

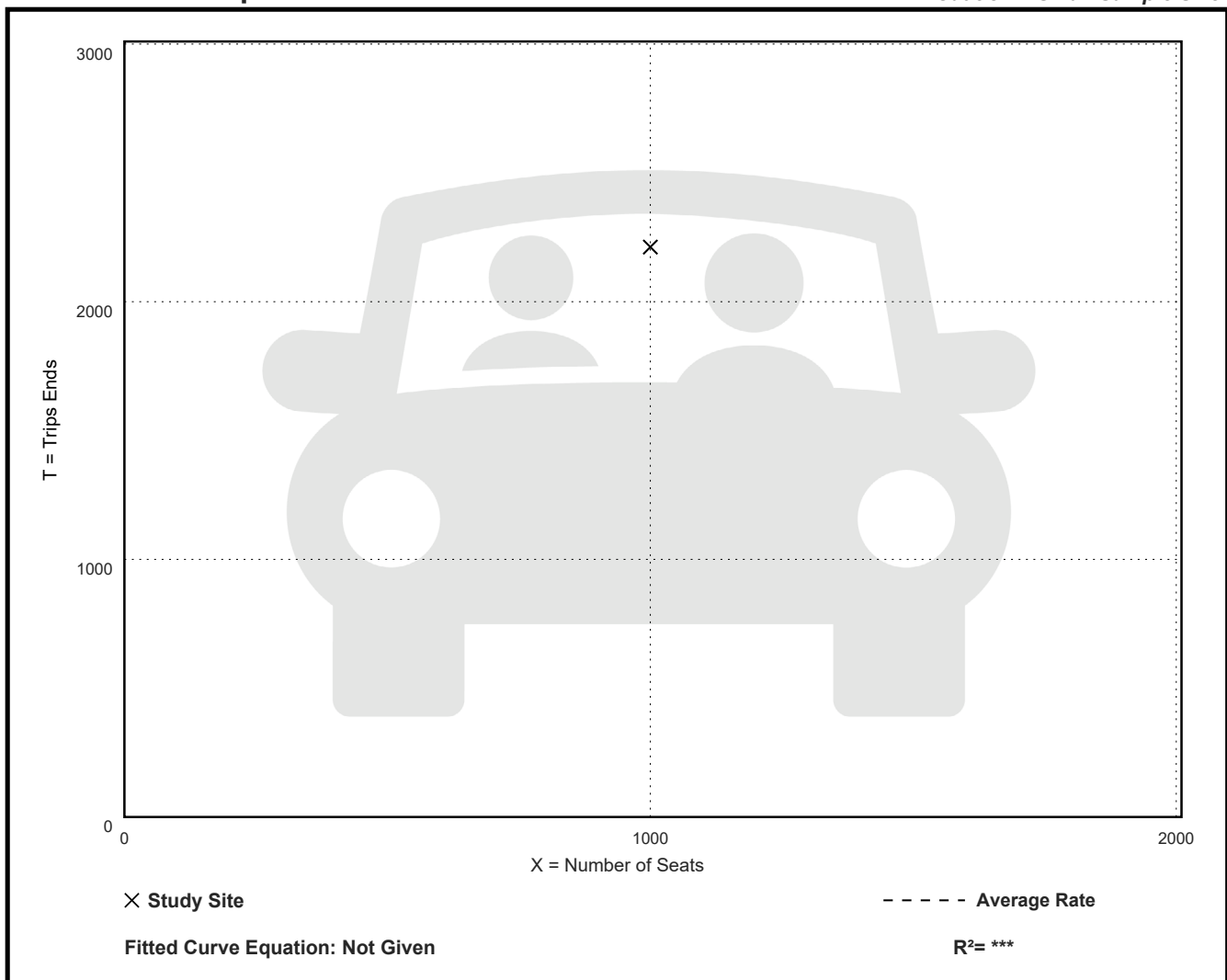
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.21	2.21 - 2.21	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: **Seats**

On a: **Sunday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**

Number of Studies: 12

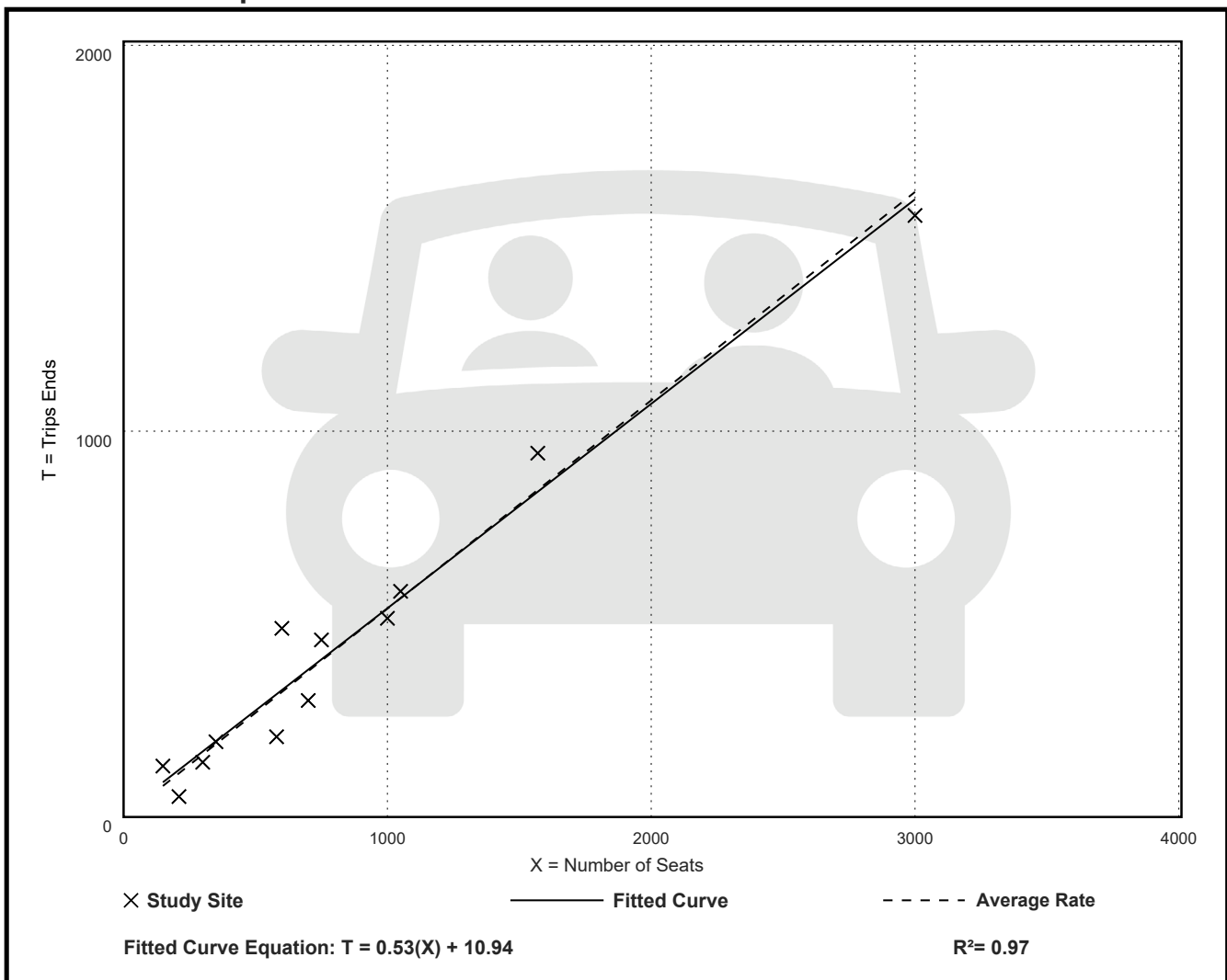
Avg. Num. of Seats: 855

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.54	0.25 - 0.89	0.11

Data Plot and Equation



FUTURE YEAR (2027) WITHOUT CHURCH CAPACITY REPORTS

HCM 7th Signalized Intersection Summary 100: IL 159 & Frank Scott Parkway

Future (2027) No Build Traffic Volumes
Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	450	45	195	380	215	100	650	175	235	545	130
Future Volume (veh/h)	185	450	45	195	380	215	100	650	175	235	545	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	193	469	47	203	396	224	104	677	182	245	568	135
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
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	747	75	358	513	286	362	1133	480	377	1351	573
Arrive On Green	0.10	0.23	0.23	0.11	0.23	0.23	0.06	0.30	0.30	0.12	0.36	0.36
Sat Flow, veh/h	1781	3263	326	1781	2198	1228	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	193	255	261	203	319	301	104	677	182	245	568	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1649	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.6	12.2	12.3	8.0	15.8	16.1	3.7	14.5	8.5	8.4	10.8	5.6
Cycle Q Clear(g_c), s	7.6	12.2	12.3	8.0	15.8	16.1	3.7	14.5	8.5	8.4	10.8	5.6
Prop In Lane	1.00		0.18	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	407	415	358	414	385	362	1133	480	377	1351	573
V/C Ratio(X)	0.62	0.63	0.63	0.57	0.77	0.78	0.29	0.60	0.38	0.65	0.42	0.24
Avail Cap(c_a), veh/h	447	726	740	466	707	656	373	1646	698	550	2202	933
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	32.7	32.7	24.4	33.8	33.9	20.7	28.0	25.9	19.5	22.7	21.0
Incr Delay (d2), s/veh	2.0	1.6	1.6	1.4	3.1	3.5	0.4	1.8	1.8	1.9	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	9.1	9.3	6.2	11.4	11.0	2.7	10.5	6.1	6.0	8.1	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.2	34.3	34.3	25.8	36.8	37.4	21.1	29.8	27.7	21.4	23.4	21.8
LnGrp LOS	C	C	C	C	D	D	C	C	C	C	C	C
Approach Vol, veh/h	709			823			963			948		
Approach Delay, s/veh	32.4			34.3			28.5			22.7		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	40.6	14.9	28.5	15.9	35.1	15.3	28.1				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	6.0	55.5	17.0	37.5	20.0	41.5	16.0	38.5				
Max Q Clear Time (g_c+I1), s	5.7	12.8	9.6	18.1	10.4	16.5	10.0	14.3				
Green Ext Time (p_c), s	0.0	12.2	0.3	3.9	0.5	12.0	0.3	3.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.1											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary
200: Sullivan Drive & Frank Scott Parkway

Future (2027) No Build Traffic Volumes
Saturday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	425	15	125	390	60	20	195	175	55	180	195
Future Volume (veh/h)	210	425	15	125	390	60	20	195	175	55	180	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	219	443	16	130	406	63	21	203	182	57	188	203
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	613	894	379	605	894	379	280	361	290	292	417	335
Arrive On Green	0.21	0.24	0.24	0.21	0.24	0.24	0.03	0.18	0.18	0.06	0.21	0.21
Sat Flow, veh/h	1781	3741	1585	1781	3741	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	219	443	16	130	406	63	21	203	182	57	188	203
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	5.5	7.3	0.6	3.1	6.6	2.2	0.7	6.7	7.5	1.8	5.9	8.2
Cycle Q Clear(g_c), s	5.5	7.3	0.6	3.1	6.6	2.2	0.7	6.7	7.5	1.8	5.9	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	613	894	379	605	894	379	280	361	290	292	417	335
V/C Ratio(X)	0.36	0.50	0.04	0.21	0.45	0.17	0.08	0.56	0.63	0.20	0.45	0.61
Avail Cap(c_a), veh/h	863	1737	736	755	1526	647	429	970	781	416	997	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	23.3	20.8	12.0	23.1	21.4	22.4	26.4	26.8	21.5	24.4	25.3
Incr Delay (d2), s/veh	1.6	2.0	0.2	0.8	1.7	0.9	0.1	2.9	4.7	0.3	1.6	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	5.6	0.4	2.1	5.1	1.5	0.5	5.7	5.3	1.3	4.8	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	25.3	21.0	12.8	24.7	22.4	22.6	29.4	31.5	21.8	26.0	29.1
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	678				599				406			
Approach Delay, s/veh	21.6				21.9				29.9			
Approach LOS	C				C				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	19.0	20.0	23.0	7.0	21.0	20.0	23.0				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	9.0	35.0	21.0	33.0	8.0	36.0	25.0	29.0				
Max Q Clear Time (g_c+I), s	13.8	9.5	5.1	9.3	2.7	10.2	7.5	8.6				
Green Ext Time (p_c), s	0.0	3.5	1.1	7.7	0.0	3.5	2.2	7.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.4									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	655	575	15	10	1
Future Vol, veh/h	1	655	575	15	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
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	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	662	581	15	10	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	596	0	-	0	1252	588
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	664	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	980	-	-	-	190	509
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	980	-	-	-	190	509
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	512	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.01	0		23.92		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	3	-	-	-	201	
HCM Lane V/C Ratio	0.001	-	-	-	0.055	
HCM Ctrl Dly (s/v)	8.7	0	-	-	23.9	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	55	610	535	70	70	55
Future Vol, veh/h	55	610	535	70	70	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	642	563	74	74	58
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	637	0	-	0	1000	282
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	943	-	-	-	240	715
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	943	-	-	-	222	715
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	619	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.75	0		14.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	943	-	-	-	350	715
HCM Lane V/C Ratio	0.061	-	-	-	0.211	0.081
HCM Ctrl Dly (s/v)	9.1	-	-	-	18	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8	0.3

HCM 7th Signalized Intersection Summary
100: IL 159 & Frank Scott Parkway

Future (2027) No Build Traffic Volumes
Sunday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	430	35	230	365	265	70	515	185	230	455	145
Future Volume (veh/h)	190	430	35	230	365	265	70	515	185	230	455	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	202	457	37	245	388	282	74	548	197	245	484	154
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
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	792	64	413	506	364	344	951	403	390	1246	528
Arrive On Green	0.11	0.24	0.24	0.13	0.26	0.26	0.04	0.25	0.25	0.12	0.33	0.33
Sat Flow, veh/h	1781	3330	269	1781	1974	1418	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	202	243	251	245	349	321	74	548	197	245	484	154
Grp Sat Flow(s),veh/h/ln	1781	1777	1822	1781	1777	1615	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.5	10.8	10.9	9.1	16.3	16.5	2.7	11.5	9.5	8.6	8.9	6.4
Cycle Q Clear(g_c), s	7.5	10.8	10.9	9.1	16.3	16.5	2.7	11.5	9.5	8.6	8.9	6.4
Prop In Lane	1.00		0.15	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	422	433	413	456	414	344	951	403	390	1246	528
V/C Ratio(X)	0.61	0.58	0.58	0.59	0.77	0.78	0.21	0.58	0.49	0.63	0.39	0.29
Avail Cap(c_a), veh/h	513	803	824	563	803	730	365	1441	610	608	2151	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	30.2	30.2	21.8	30.8	30.9	23.0	29.2	28.5	20.2	22.9	22.1
Incr Delay (d2), s/veh	1.8	1.2	1.2	1.4	2.7	3.1	0.3	2.0	3.3	1.7	0.7	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	8.2	8.4	6.9	11.5	10.8	2.0	8.8	7.0	6.1	6.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.0	31.4	31.4	23.2	33.5	34.1	23.3	31.2	31.8	21.9	23.6	23.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h	696			915			819			883		
Approach Delay, s/veh	29.6			30.9			30.6			23.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	36.3	14.8	29.5	16.1	29.3	16.5	27.8				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	5.0	51.5	19.0	40.5	22.0	34.5	19.0	40.5				
Max Q Clear Time (g_c+l1), s	4.7	10.9	9.5	18.5	10.6	13.5	11.1	12.9				
Green Ext Time (p_c), s	0.0	10.5	0.4	4.4	0.5	9.3	0.4	3.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.5											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary 200: Sullivan Drive & Frank Scott Parkway

Future (2027) No Build Traffic Volumes
Sunday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	415	25	155	320	75	20	180	160	65	165	130
Future Volume (veh/h)	165	415	25	155	320	75	20	180	160	65	165	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No				No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1841	1870	1969	1856	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	179	451	27	168	348	82	22	196	174	71	179	141
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
Percent Heavy Veh, %	2	2	4	2	2	3	2	2	2	2	2	2
Cap, veh/h	633	904	377	602	904	380	292	346	278	300	412	332
Arrive On Green	0.21	0.24	0.24	0.21	0.24	0.24	0.03	0.18	0.18	0.06	0.21	0.21
Sat Flow, veh/h	1781	3741	1560	1781	3741	1572	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	179	451	27	168	348	82	22	196	174	71	179	141
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1870	1572	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	4.4	7.4	1.0	4.1	5.5	3.0	0.7	6.5	7.2	2.3	5.6	5.5
Cycle Q Clear(g_c), s	4.4	7.4	1.0	4.1	5.5	3.0	0.7	6.5	7.2	2.3	5.6	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	633	904	377	602	904	380	292	346	278	300	412	332
V/C Ratio(X)	0.28	0.50	0.07	0.28	0.39	0.22	0.08	0.57	0.63	0.24	0.43	0.42
Avail Cap(c_a), veh/h	808	1680	701	802	1732	728	439	912	734	437	967	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	23.3	20.9	12.3	22.6	21.6	22.9	26.9	27.2	21.8	24.5	24.4
Incr Delay (d2), s/veh	1.1	2.0	0.4	1.2	1.2	1.3	0.1	3.1	4.8	0.4	1.5	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	5.7	0.6	2.8	4.2	2.0	0.5	5.5	5.1	1.6	4.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	25.3	21.2	13.4	23.8	22.9	23.0	30.0	32.0	22.2	26.0	26.3
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	657		598				392			391		
Approach Delay, s/veh	21.8		20.8				30.5			25.4		
Approach LOS	C		C				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	18.5	20.0	23.2	7.1	20.9	20.0	23.2				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	33.0	23.0	32.0	8.0	35.0	22.0	33.0				
Max Q Clear Time (g_c+14.3), s	14.3	9.2	6.1	9.4	2.7	7.6	6.4	7.5				
Green Ext Time (p_c), s	0.1	3.3	1.6	7.8	0.0	2.9	1.6	7.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			23.9									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	640	545	10	10	5
Future Vol, veh/h	1	640	545	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	20	20	2
Mvmt Flow	1	703	599	11	11	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	610	0	0 1310 604
Stage 1	-	-	- 604 -
Stage 2	-	-	- 705 -
Critical Hdwy	4.12	-	- 6.6 6.22
Critical Hdwy Stg 1	-	-	- 5.6 -
Critical Hdwy Stg 2	-	-	- 5.6 -
Follow-up Hdwy	2.218	-	- 3.68 3.318
Pot Cap-1 Maneuver	969	-	- 161 498
Stage 1	-	-	- 512 -
Stage 2	-	-	- 458 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	969	-	- 161 498
Mov Cap-2 Maneuver	-	-	- 161 -
Stage 1	-	-	- 511 -
Stage 2	-	-	- 458 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	23.86
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	207
HCM Lane V/C Ratio	0.001	-	-	-	0.079
HCM Ctrl Dly (s/v)	8.7	0	-	-	23.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	50	600	510	50	55	45
Future Vol, veh/h	50	600	510	50	55	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	659	560	55	60	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	615	0	-	0	1000	280
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	960	-	-	-	240	717
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	960	-	-	-	223	717
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	617	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.69	0		14.23		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	960	-	-	-	351	717
HCM Lane V/C Ratio	0.057	-	-	-	0.172	0.069
HCM Ctrl Dly (s/v)	9	-	-	-	17.4	10.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6	0.2

FUTURE YEAR (2047) WITHOUT CHURCH CAPACITY REPORTS

HCM 7th Signalized Intersection Summary 100: IL 159 & Frank Scott Parkway

Future (2047) No Build Traffic Volumes
Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	550	55	240	460	265	125	795	215	290	665	160
Future Volume (veh/h)	230	550	55	240	460	265	125	795	215	290	665	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	240	573	57	250	479	276	130	828	224	302	693	167
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
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	828	82	350	560	321	322	1123	476	352	1374	582
Arrive On Green	0.12	0.25	0.25	0.12	0.26	0.26	0.07	0.30	0.30	0.13	0.37	0.37
Sat Flow, veh/h	1781	3265	324	1781	2175	1247	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	240	311	319	250	391	364	130	828	224	302	693	167
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1646	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	11.7	18.9	19.0	12.2	25.0	25.1	5.9	23.7	13.7	13.4	17.2	8.9
Cycle Q Clear(g_c), s	11.7	18.9	19.0	12.2	25.0	25.1	5.9	23.7	13.7	13.4	17.2	8.9
Prop In Lane	1.00		0.18	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	451	460	350	458	424	322	1123	476	352	1374	582
V/C Ratio(X)	0.80	0.69	0.69	0.72	0.85	0.86	0.40	0.74	0.47	0.86	0.50	0.29
Avail Cap(c_a), veh/h	333	559	570	375	559	518	338	1271	539	443	1679	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	40.3	40.3	29.4	42.1	42.2	26.3	37.5	34.0	26.6	29.3	26.7
Incr Delay (d2), s/veh	11.8	2.7	2.7	5.9	10.5	11.7	0.8	3.7	2.6	12.9	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.0	13.4	13.6	9.7	17.9	17.1	4.5	16.4	9.5	10.8	12.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	42.9	43.0	35.3	52.6	53.9	27.1	41.2	36.6	39.5	30.3	27.7
LnGrp LOS	D	D	D	D	D	D	C	D	D	D	C	C
Approach Vol, veh/h	870			1005			1182			1162		
Approach Delay, s/veh	42.9			48.7			38.8			32.3		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	50.3	18.9	37.2	20.9	42.3	19.3	36.7				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	9.0	53.5	16.0	37.5	22.0	40.5	16.0	37.5				
Max Q Clear Time (g_c+I1), s	7.9	19.2	13.7	27.1	15.4	25.7	14.2	21.0				
Green Ext Time (p_c), s	0.0	14.3	0.2	3.6	0.5	10.1	0.1	3.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.2											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary 200: Sullivan Drive & Frank Scott Parkway

Future (2047) No Build Traffic Volumes
Saturday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	525	20	155	475	75	25	240	215	70	220	240
Future Volume (veh/h)	260	525	20	155	475	75	25	240	215	70	220	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	271	547	21	161	495	78	26	250	224	73	229	250
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	557	1013	429	546	1013	429	271	409	329	282	462	372
Arrive On Green	0.19	0.27	0.27	0.19	0.27	0.27	0.03	0.21	0.21	0.06	0.23	0.23
Sat Flow, veh/h	1781	3741	1585	1781	3741	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	271	547	21	161	495	78	26	250	224	73	229	250
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	7.8	10.0	0.8	4.3	8.9	3.0	0.9	9.2	10.5	2.5	8.1	11.5
Cycle Q Clear(g_c), s	7.8	10.0	0.8	4.3	8.9	3.0	0.9	9.2	10.5	2.5	8.1	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	557	1013	429	546	1013	429	271	409	329	282	462	372
V/C Ratio(X)	0.49	0.54	0.05	0.29	0.49	0.18	0.10	0.61	0.68	0.26	0.50	0.67
Avail Cap(c_a), veh/h	824	1680	712	657	1353	573	346	835	672	352	884	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	25.0	21.6	13.7	24.6	22.4	23.7	28.8	29.3	23.0	26.6	27.9
Incr Delay (d2), s/veh	3.0	2.1	0.2	1.4	1.7	0.9	0.2	3.2	5.2	0.5	1.8	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	7.8	0.5	3.1	6.9	2.1	0.7	7.8	7.5	1.8	6.7	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	27.0	21.8	15.1	26.3	23.3	23.8	32.0	34.5	23.5	28.3	32.3
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	839		734				500			552		
Approach Delay, s/veh	23.9		23.5				32.7			29.5		
Approach LOS	C		C				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	22.6	20.0	27.7	7.6	24.8	20.0	27.7				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	34.0	34.0	20.0	36.0	6.0	36.0	27.0	29.0				
Max Q Clear Time (g_c+I), s	14.5	12.5	6.3	12.0	2.9	13.5	9.8	10.9				
Green Ext Time (p_c), s	0.0	4.2	1.3	9.7	0.0	4.2	2.8	8.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.6									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	810	705	20	10	1
Future Vol, veh/h	1	810	705	20	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
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	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	818	712	20	10	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	732	0	0 1542 722
Stage 1	-	-	- - 722 -
Stage 2	-	-	- - 820 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	872	-	- - 127 427
Stage 1	-	-	- - 481 -
Stage 2	-	-	- - 433 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	872	-	- - 126 427
Mov Cap-2 Maneuver	-	-	- - 126 -
Stage 1	-	-	- - 480 -
Stage 2	-	-	- - 433 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	34.06
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	2	-	-	-	135
HCM Lane V/C Ratio	0.001	-	-	-	0.082
HCM Ctrl Dly (s/v)	9.1	0	-	-	34.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	70	750	655	85	85	70
Future Vol, veh/h	70	750	655	85	85	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	789	689	89	89	74
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	779	0	-	0	1232	345
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	542	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	834	-	-	-	169	651
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	834	-	-	-	150	651
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	547	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.83	0		18.14		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	834	-	-	-	280	651
HCM Lane V/C Ratio	0.088	-	-	-	0.32	0.113
HCM Ctrl Dly (s/v)	9.7	-	-	-	23.8	11.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3	0.4

HCM 7th Signalized Intersection Summary
100: IL 159 & Frank Scott Parkway

Future (2047) No Build Traffic Volumes
Sunday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	525	45	285	445	320	85	630	230	285	555	180
Future Volume (veh/h)	235	525	45	285	445	320	85	630	230	285	555	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	250	559	48	303	473	340	90	670	245	303	590	191
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
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	859	74	407	558	399	308	950	403	372	1290	547
Arrive On Green	0.12	0.26	0.26	0.14	0.28	0.28	0.05	0.25	0.25	0.14	0.34	0.34
Sat Flow, veh/h	1781	3312	284	1781	1976	1416	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	250	299	308	303	425	388	90	670	245	303	590	191
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1781	1777	1615	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	11.6	17.2	17.3	14.0	25.9	26.0	4.2	18.7	15.6	13.8	14.1	10.3
Cycle Q Clear(g_c), s	11.6	17.2	17.3	14.0	25.9	26.0	4.2	18.7	15.6	13.8	14.1	10.3
Prop In Lane	1.00		0.16	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	461	472	407	501	456	308	950	403	372	1290	547
V/C Ratio(X)	0.79	0.65	0.65	0.74	0.85	0.85	0.29	0.70	0.61	0.82	0.46	0.35
Avail Cap(c_a), veh/h	380	566	579	493	628	571	310	1126	477	476	1680	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	37.8	37.9	26.7	38.8	38.9	29.2	38.9	37.7	27.0	29.2	28.0
Incr Delay (d2), s/veh	9.2	1.9	1.9	4.9	8.8	9.8	0.5	3.6	5.3	8.4	0.9	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	12.2	12.5	10.6	18.2	17.0	3.2	13.6	10.9	10.5	10.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	39.7	39.7	31.5	47.6	48.7	29.7	42.5	43.1	35.4	30.1	29.4
LnGrp LOS	D	D	D	C	D	D	C	D	D	D	C	C
Approach Vol, veh/h	857		1116				1005			1084		
Approach Delay, s/veh	39.3		43.6				41.5			31.5		
Approach LOS	D		D				D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	46.0	18.9	38.8	21.3	35.6	21.5	36.2				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	6.0	51.5	18.0	40.5	23.0	34.5	22.0	36.5				
Max Q Clear Time (g_c+I1), s	6.2	16.1	13.6	28.0	15.8	20.7	16.0	19.3				
Green Ext Time (p_c), s	0.0	12.7	0.3	4.3	0.5	8.5	0.5	3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	38.9											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary
200: Sullivan Drive & Frank Scott Parkway

Future (2047) No Build Traffic Volumes
Sunday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	510	30	190	395	90	25	220	195	80	205	160
Future Volume (veh/h)	205	510	30	190	395	90	25	220	195	80	205	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1841	1870	1969	1856	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	223	554	33	207	429	98	27	239	212	87	223	174
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
Percent Heavy Veh, %	2	2	4	2	2	3	2	2	2	2	2	2
Cap, veh/h	580	1004	419	545	1004	422	282	394	317	290	454	366
Arrive On Green	0.19	0.27	0.27	0.19	0.27	0.27	0.03	0.20	0.20	0.06	0.23	0.23
Sat Flow, veh/h	1781	3741	1560	1781	3741	1572	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	223	554	33	207	429	98	27	239	212	87	223	174
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1870	1572	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	6.1	10.1	1.3	5.7	7.5	3.9	0.9	8.8	9.8	3.0	7.8	7.5
Cycle Q Clear(g_c), s	6.1	10.1	1.3	5.7	7.5	3.9	0.9	8.8	9.8	3.0	7.8	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	580	1004	419	545	1004	422	282	394	317	290	454	366
V/C Ratio(X)	0.38	0.55	0.08	0.38	0.43	0.23	0.10	0.61	0.67	0.30	0.49	0.48
Avail Cap(c_a), veh/h	715	1558	650	702	1605	675	379	870	700	355	894	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	24.9	21.7	14.0	24.0	22.6	23.8	28.9	29.3	23.1	26.4	26.3
Incr Delay (d2), s/veh	1.9	2.2	0.4	2.0	1.3	1.3	0.1	3.2	5.1	0.6	1.8	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	7.8	0.8	4.1	5.8	2.6	0.7	7.5	7.0	2.2	6.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	27.1	22.0	16.0	25.3	23.9	23.9	32.1	34.4	23.6	28.2	28.4
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	810			734			478			484		
Approach Delay, s/veh	23.7			22.5			32.6			27.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	21.9	20.0	27.3	7.7	24.3	20.0	27.3				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	35.0	35.0	22.0	33.0	7.0	36.0	21.0	34.0				
Max Q Clear Time (g_c+I1), s	11.8	11.8	7.7	12.1	2.9	9.8	8.1	9.5				
Green Ext Time (p_c), s	0.0	4.1	1.8	9.2	0.0	3.7	1.9	8.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	25.8											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	785	670	10	10	5
Future Vol, veh/h	1	785	670	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	20	20	2
Mvmt Flow	1	863	736	11	11	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	747	0	-	0	1607	742
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	865	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	861	-	-	-	105	416
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	384	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	861	-	-	-	104	416
Mov Cap-2 Maneuver	-	-	-	-	104	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	384	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.01	0		34.3		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	2	-	-	-	139	
HCM Lane V/C Ratio	0.001	-	-	-	0.118	
HCM Ctrl Dly (s/v)	9.2	0	-	-	34.3	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	60	735	625	60	70	55
Future Vol, veh/h	60	735	625	60	70	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	808	687	66	77	60
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	753	0	-	0	1223	343
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	853	-	-	-	172	653
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	551	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	853	-	-	-	155	653
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	551	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.72	0		17.35		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	853	-	-	-	285	653
HCM Lane V/C Ratio	0.077	-	-	-	0.27	0.093
HCM Ctrl Dly (s/v)	9.6	-	-	-	22.3	11.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1	0.3

FUTURE YEAR (2027) WITH CHURCH CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: IL 159 & Frank Scott Parkway

Future (2027) Build Traffic Volumes
Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	470	65	195	400	215	120	650	175	235	545	140
Future Volume (veh/h)	195	470	65	195	400	215	120	650	175	235	545	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	203	490	68	203	417	224	125	677	182	245	568	146
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
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	751	104	350	536	285	362	1106	469	373	1292	548
Arrive On Green	0.11	0.24	0.24	0.11	0.24	0.24	0.07	0.30	0.30	0.12	0.35	0.35
Sat Flow, veh/h	1781	3136	433	1781	2241	1191	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	203	277	281	203	330	311	125	677	182	245	568	146
Grp Sat Flow(s),veh/h/ln	1781	1777	1792	1781	1777	1656	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.0	13.4	13.5	8.0	16.5	16.8	4.6	14.9	8.7	8.7	11.2	6.3
Cycle Q Clear(g_c), s	8.0	13.4	13.5	8.0	16.5	16.8	4.6	14.9	8.7	8.7	11.2	6.3
Prop In Lane	1.00		0.24	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	426	429	350	425	396	362	1106	469	373	1292	548
V/C Ratio(X)	0.64	0.65	0.66	0.58	0.78	0.79	0.34	0.61	0.39	0.66	0.44	0.27
Avail Cap(c_a), veh/h	442	735	741	457	716	668	374	1548	656	557	2096	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	32.7	32.7	24.3	33.9	34.0	21.1	28.9	26.8	20.3	24.1	22.5
Incr Delay (d2), s/veh	2.2	1.7	1.7	1.5	3.1	3.5	0.6	2.0	1.9	2.0	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	9.8	10.0	6.2	11.8	11.4	3.3	10.8	6.3	6.3	8.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	34.4	34.4	25.8	37.0	37.5	21.7	30.9	28.7	22.2	25.0	23.5
LnGrp LOS	C	C	C	C	D	D	C	C	C	C	C	C
Approach Vol, veh/h	761			844			984			959		
Approach Delay, s/veh	32.5			34.5			29.3			24.0		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	39.5	15.3	29.3	16.1	34.7	15.3	29.4				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	7.0	53.5	17.0	38.5	21.0	39.5	16.0	39.5				
Max Q Clear Time (g_c+I1), s	6.6	13.2	10.0	18.8	10.7	16.9	10.0	15.5				
Green Ext Time (p_c), s	0.0	12.1	0.3	4.0	0.5	11.4	0.3	3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.8											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary
200: Sullivan Drive & Frank Scott Parkway

Future (2027) Build Traffic Volumes
Saturday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	445	15	145	410	70	20	195	195	60	180	195
Future Volume (veh/h)	210	445	15	145	410	70	20	195	195	60	180	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	219	464	16	151	427	73	21	203	203	63	188	203
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	593	916	388	586	916	388	290	382	308	302	442	356
Arrive On Green	0.20	0.24	0.24	0.20	0.24	0.24	0.03	0.19	0.19	0.06	0.22	0.22
Sat Flow, veh/h	1781	3741	1585	1781	3741	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	219	464	16	151	427	73	21	203	203	63	188	203
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	5.7	7.9	0.6	3.8	7.2	2.7	0.7	6.8	8.7	2.0	6.0	8.4
Cycle Q Clear(g_c), s	5.7	7.9	0.6	3.8	7.2	2.7	0.7	6.8	8.7	2.0	6.0	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	593	916	388	586	916	388	290	382	308	302	442	356
V/C Ratio(X)	0.37	0.51	0.04	0.26	0.47	0.19	0.07	0.53	0.66	0.21	0.43	0.57
Avail Cap(c_a), veh/h	834	1726	731	731	1523	645	433	908	731	414	935	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	24.0	21.2	12.8	23.7	22.0	22.6	26.7	27.5	21.7	24.5	25.4
Incr Delay (d2), s/veh	1.8	2.0	0.2	1.1	1.7	1.1	0.1	2.4	5.1	0.3	1.4	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.1	0.4	2.6	5.5	1.8	0.5	5.7	6.2	1.4	4.9	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.0	26.0	21.4	13.8	25.4	23.1	22.7	29.1	32.5	22.0	25.9	28.5
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	699				651		427				454	
Approach Delay, s/veh	22.4				22.5		30.4				26.5	
Approach LOS	C				C		C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	20.3	20.0	24.1	7.1	22.6	20.0	24.1				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	9.0	34.0	21.0	34.0	8.0	35.0	25.0	30.0				
Max Q Clear Time (g_c+I1), s	14.0	10.7	5.8	9.9	2.7	10.4	7.7	9.2				
Green Ext Time (p_c), s	0.0	3.6	1.3	8.2	0.0	3.5	2.2	7.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.8									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	700	625	15	10	1
Future Vol, veh/h	1	700	625	15	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
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	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	707	631	15	10	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	646	0	0 1348 639
Stage 1	-	-	- 639 -
Stage 2	-	-	- 709 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	939	-	- 166 476
Stage 1	-	-	- 526 -
Stage 2	-	-	- 488 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	939	-	- 166 476
Mov Cap-2 Maneuver	-	-	- 166 -
Stage 1	-	-	- 525 -
Stage 2	-	-	- 488 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	26.76
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	177
HCM Lane V/C Ratio	0.001	-	-	-	0.063
HCM Ctrl Dly (s/v)	8.8	0	-	-	26.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↑	↑	↑
Traffic Vol, veh/h	55	660	585	70	70	55
Future Vol, veh/h	55	660	585	70	70	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	695	616	74	74	58

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	689	0	0	1079	308
Stage 1	-	-	-	616	-
Stage 2	-	-	-	463	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	901	-	-	213	688
Stage 1	-	-	-	501	-
Stage 2	-	-	-	600	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	901	-	-	196	688
Mov Cap-2 Maneuver	-	-	-	325	-
Stage 1	-	-	-	461	-
Stage 2	-	-	-	600	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.71	0	15.51
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	901	-	-	-	325	688
HCM Lane V/C Ratio	0.064	-	-	-	0.227	0.084
HCM Ctrl Dly (s/v)	9.3	-	-	-	19.3	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	0.3

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	675	600	10	10	40
Future Vol, veh/h	35	675	600	10	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	711	632	30	30	121

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	662	0	0 1569 647
Stage 1	-	-	- 647 -
Stage 2	-	-	- 923 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	927	-	- 122 471
Stage 1	-	-	- 521 -
Stage 2	-	-	- 387 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	927	-	- 99 471
Mov Cap-2 Maneuver	-	-	- 229 -
Stage 1	-	-	- 423 -
Stage 2	-	-	- 387 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.22	0	20.03
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	234	-	-	-	389
HCM Lane V/C Ratio	0.114	-	-	-	0.389
HCM Ctrl Dly (s/v)	9.4	0	-	-	20
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.8

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	10	675	600	40	40	10
Future Vol, veh/h	10	675	600	40	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	711	632	121	121	30
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	753	0	-	0	1463	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	771	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	857	-	-	-	142	444
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	456	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	857	-	-	-	133	444
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	456	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.38	0		29.5		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	857	-	-	-	294	
HCM Lane V/C Ratio	0.035	-	-	-	0.515	
HCM Ctrl Dly (s/v)	9.4	-	-	-	29.5	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.8	

HCM 7th Signalized Intersection Summary
100: IL 159 & Frank Scott Parkway

Future (2027) Build Traffic Volumes
Sunday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	450	55	230	385	265	90	515	185	230	455	155
Future Volume (veh/h)	200	450	55	230	385	265	90	515	185	230	455	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	213	479	59	245	410	282	96	548	197	245	484	165
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
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	790	97	402	530	361	349	946	401	386	1196	507
Arrive On Green	0.11	0.25	0.25	0.13	0.26	0.26	0.06	0.25	0.25	0.12	0.32	0.32
Sat Flow, veh/h	1781	3186	391	1781	2022	1377	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	213	266	272	245	360	332	96	548	197	245	484	165
Grp Sat Flow(s),veh/h/ln	1781	1777	1800	1781	1777	1622	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.0	12.2	12.3	9.2	17.2	17.5	3.6	11.8	9.7	8.8	9.3	7.3
Cycle Q Clear(g_c), s	8.0	12.2	12.3	9.2	17.2	17.5	3.6	11.8	9.7	8.8	9.3	7.3
Prop In Lane	1.00		0.22	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	441	446	402	465	425	349	946	401	386	1196	507
V/C Ratio(X)	0.64	0.60	0.61	0.61	0.77	0.78	0.28	0.58	0.49	0.63	0.40	0.33
Avail Cap(c_a), veh/h	481	783	793	546	802	733	366	1445	612	575	2055	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	30.6	30.6	22.0	31.4	31.5	23.3	30.0	29.3	20.9	24.4	23.7
Incr Delay (d2), s/veh	2.1	1.3	1.3	1.5	2.8	3.2	0.4	2.0	3.4	1.7	0.8	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	9.0	9.2	7.0	12.1	11.4	2.6	9.0	7.2	6.4	7.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	31.9	32.0	23.5	34.2	34.7	23.7	32.1	32.6	22.6	25.2	25.1
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h	751			937			841			894		
Approach Delay, s/veh	30.1			31.6			31.3			24.5		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	35.9	15.3	30.6	16.3	29.8	16.6	29.3				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	6.0	50.5	18.0	41.5	21.0	35.5	19.0	40.5				
Max Q Clear Time (g_c+I1), s	5.6	11.3	10.0	19.5	10.8	13.8	11.2	14.3				
Green Ext Time (p_c), s	0.0	10.5	0.4	4.6	0.5	9.5	0.4	3.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.3											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary
200: Sullivan Drive & Frank Scott Parkway

Future (2027) Build Traffic Volumes
Sunday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	435	25	175	340	85	20	180	180	70	165	130
Future Volume (veh/h)	165	435	25	175	340	85	20	180	180	70	165	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1841	1870	1969	1856	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	179	473	27	190	370	92	22	196	196	76	179	141
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
Percent Heavy Veh, %	2	2	4	2	2	3	2	2	2	2	2	2
Cap, veh/h	612	919	383	583	919	386	304	370	298	309	438	353
Arrive On Green	0.20	0.25	0.25	0.20	0.25	0.25	0.03	0.19	0.19	0.06	0.22	0.22
Sat Flow, veh/h	1781	3741	1560	1781	3741	1572	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	179	473	27	190	370	92	22	196	196	76	179	141
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1870	1572	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	4.5	8.0	1.0	4.8	6.1	3.5	0.7	6.6	8.4	2.5	5.7	5.6
Cycle Q Clear(g_c), s	4.5	8.0	1.0	4.8	6.1	3.5	0.7	6.6	8.4	2.5	5.7	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	612	919	383	583	919	386	304	370	298	309	438	353
V/C Ratio(X)	0.29	0.51	0.07	0.33	0.40	0.24	0.07	0.53	0.66	0.25	0.41	0.40
Avail Cap(c_a), veh/h	781	1625	678	776	1676	704	445	882	710	437	935	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	24.0	21.3	13.1	23.3	22.3	22.9	27.0	27.7	21.8	24.5	24.4
Incr Delay (d2), s/veh	1.2	2.1	0.4	1.5	1.3	1.5	0.1	2.5	5.2	0.4	1.3	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	6.3	0.7	3.4	4.7	2.4	0.5	5.6	6.0	1.7	4.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	26.1	21.7	14.5	24.6	23.7	23.0	29.5	32.9	22.3	25.8	26.0
LnGrp LOS	B	C	C	B	C	C	C	C	C	C	C	C
Approach Vol, veh/h	679				652				414		396	
Approach Delay, s/veh	22.7				21.5				30.8		25.2	
Approach LOS	C				C				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	19.8	20.0	24.1	7.2	22.4	20.0	24.1				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	10.0	33.0	23.0	32.0	8.0	35.0	22.0	33.0				
Max Q Clear Time (g_c+I), s	14.5	10.4	6.8	10.0	2.7	7.7	6.5	8.1				
Green Ext Time (p_c), s	0.1	3.4	1.8	8.1	0.0	2.9	1.6	7.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			24.4									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	685	595	10	10	5
Future Vol, veh/h	1	685	595	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	20	20	2
Mvmt Flow	1	753	654	11	11	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	665	0	0 1414 659
Stage 1	-	-	- 659 -
Stage 2	-	-	- 755 -
Critical Hdwy	4.12	-	- 6.6 6.22
Critical Hdwy Stg 1	-	-	- 5.6 -
Critical Hdwy Stg 2	-	-	- 5.6 -
Follow-up Hdwy	2.218	-	- 3.68 3.318
Pot Cap-1 Maneuver	924	-	- 138 463
Stage 1	-	-	- 482 -
Stage 2	-	-	- 434 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	924	-	- 138 463
Mov Cap-2 Maneuver	-	-	- 138 -
Stage 1	-	-	- 481 -
Stage 2	-	-	- 434 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	26.96
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	180
HCM Lane V/C Ratio	0.001	-	-	-	0.091
HCM Ctrl Dly (s/v)	8.9	0	-	-	27
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	50	650	560	50	55	45
Future Vol, veh/h	50	650	560	50	55	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	714	615	55	60	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	670	0	-	0	1082	308
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	916	-	-	-	212	688
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	916	-	-	-	196	688
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	597	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.66	0		14.99		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	916	-	-	-	326	688
HCM Lane V/C Ratio	0.06	-	-	-	0.186	0.072
HCM Ctrl Dly (s/v)	9.2	-	-	-	18.6	10.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	0.2

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	660	565	10	10	40
Future Vol, veh/h	35	660	565	10	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	695	595	30	30	121
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	625	0	-	0	1517	610
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	907	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	956	-	-	-	131	494
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	108	494
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	394	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.22	0		18.96		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	238	-	-	-	408	
HCM Lane V/C Ratio	0.111	-	-	-	0.372	
HCM Ctrl Dly (s/v)	9.2	0	-	-	19	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.4	-	-	-	1.7	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	10	660	565	40	40	10
Future Vol, veh/h	10	660	565	40	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	695	595	121	121	30
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	716	0	-	0	1411	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	755	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	885	-	-	-	152	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	885	-	-	-	144	466
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	464	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.39	0		27.66		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	885	-	-	-	307	
HCM Lane V/C Ratio	0.034	-	-	-	0.494	
HCM Ctrl Dly (s/v)	9.2	-	-	-	27.7	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6	

FUTURE YEAR (2047) WITH CHURCH CAPACITY REPORTS

HCM 7th Signalized Intersection Summary
100: IL 159 & Frank Scott Parkway

Future (2047) Build Traffic Volumes
Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	570	75	240	480	265	145	795	215	290	665	170
Future Volume (veh/h)	240	570	75	240	480	265	145	795	215	290	665	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	250	594	78	250	500	276	151	828	224	302	693	177
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
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	830	109	343	580	319	324	1089	461	348	1309	555
Arrive On Green	0.12	0.26	0.26	0.12	0.26	0.26	0.08	0.29	0.29	0.13	0.35	0.35
Sat Flow, veh/h	1781	3159	414	1781	2212	1216	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	250	334	338	250	401	375	151	828	224	302	693	177
Grp Sat Flow(s),veh/h/ln	1781	1777	1796	1781	1777	1651	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	12.1	20.4	20.5	12.1	25.8	25.9	7.0	24.1	14.0	13.6	17.7	9.8
Cycle Q Clear(g_c), s	12.1	20.4	20.5	12.1	25.8	25.9	7.0	24.1	14.0	13.6	17.7	9.8
Prop In Lane	1.00		0.23	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	467	472	343	466	433	324	1089	461	348	1309	555
V/C Ratio(X)	0.82	0.71	0.72	0.73	0.86	0.86	0.47	0.76	0.49	0.87	0.53	0.32
Avail Cap(c_a), veh/h	360	572	578	383	557	517	367	1203	510	436	1516	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	40.0	40.1	29.2	42.1	42.1	26.8	38.6	35.0	27.2	31.0	28.5
Incr Delay (d2), s/veh	12.1	3.3	3.3	6.1	11.3	12.5	1.0	4.4	2.9	14.3	1.2	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	14.3	14.5	9.6	18.5	17.7	5.4	16.8	9.7	11.1	12.5	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	43.3	43.4	35.3	53.4	54.6	27.9	43.0	37.9	41.5	32.2	29.7
LnGrp LOS	D	D	D	D	D	D	C	D	D	D	C	C
Approach Vol, veh/h	922			1026			1203			1172		
Approach Delay, s/veh	43.1			49.4			40.1			34.2		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	48.4	19.3	37.9	21.1	41.3	19.3	38.0				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	12.0	48.5	18.0	37.5	22.0	38.5	17.0	38.5				
Max Q Clear Time (g_c+I1), s	9.0	19.7	14.1	27.9	15.6	26.1	14.1	22.5				
Green Ext Time (p_c), s	0.1	13.2	0.3	3.5	0.5	8.7	0.2	3.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	41.4											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary 200: Sullivan Drive & Frank Scott Parkway

Future (2047) Build Traffic Volumes
Saturday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	545	20	175	495	85	25	240	235	75	220	240
Future Volume (veh/h)	260	545	20	175	495	85	25	240	235	75	220	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No				No			No		
Adj Sat Flow, veh/h/ln	1870	1969	1870	1870	1969	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	271	568	21	182	516	89	26	250	245	78	229	250
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	1032	437	530	1032	437	278	428	345	288	483	389
Arrive On Green	0.18	0.28	0.28	0.18	0.28	0.28	0.03	0.22	0.22	0.06	0.25	0.25
Sat Flow, veh/h	1781	3741	1585	1781	3741	1585	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	271	568	21	182	516	89	26	250	245	78	229	250
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	8.1	10.7	0.8	5.1	9.6	3.6	0.9	9.4	11.9	2.7	8.2	11.7
Cycle Q Clear(g_c), s	8.1	10.7	0.8	5.1	9.6	3.6	0.9	9.4	11.9	2.7	8.2	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	540	1032	437	530	1032	437	278	428	345	288	483	389
V/C Ratio(X)	0.50	0.55	0.05	0.34	0.50	0.20	0.09	0.58	0.71	0.27	0.47	0.64
Avail Cap(c_a), veh/h	797	1669	707	638	1353	574	349	784	631	352	831	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	25.6	22.0	14.5	25.2	23.0	23.9	29.1	30.0	23.2	26.7	28.0
Incr Delay (d2), s/veh	3.3	2.1	0.2	1.8	1.7	1.0	0.1	2.7	5.7	0.5	1.5	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	8.2	0.5	3.7	7.5	2.5	0.7	7.9	8.3	2.0	6.8	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	27.7	22.2	16.3	26.9	24.1	24.0	31.8	35.7	23.7	28.3	31.8
LnGrp LOS	B	C	C	B	C	C	C	C	D	C	C	C
Approach Vol, veh/h	860		787				521			557		
Approach Delay, s/veh	24.7		24.1				33.2			29.2		
Approach LOS	C		C				C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	24.0	20.0	28.9	7.7	26.3	20.0	28.9				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	33.0	33.0	20.0	37.0	6.0	35.0	27.0	30.0				
Max Q Clear Time (g_c+I4), s	13.9	13.9	7.1	12.7	2.9	13.7	10.1	11.6				
Green Ext Time (p_c), s	0.0	4.2	1.5	10.1	0.0	4.2	2.8	8.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.1									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	855	755	20	10	1
Future Vol, veh/h	1	855	755	20	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
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	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	864	763	20	10	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	783	0	-	0	1638	773
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	866	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	835	-	-	-	110	399
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	835	-	-	-	110	399
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	412	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.01	0		38.66		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	2	-	-	-	118	
HCM Lane V/C Ratio	0.001	-	-	-	0.094	
HCM Ctrl Dly (s/v)	9.3	0	-	-	38.7	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	70	800	705	85	85	70
Future Vol, veh/h	70	800	705	85	85	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	842	742	89	89	74
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	832	0	-	0	1311	371
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	797	-	-	-	150	626
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	797	-	-	-	132	626
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	530	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.8	0		19.43		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	797	-	-	-	260	626
HCM Lane V/C Ratio	0.092	-	-	-	0.344	0.118
HCM Ctrl Dly (s/v)	10	-	-	-	26	11.5
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5	0.4

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	830	735	10	10	40
Future Vol, veh/h	35	830	735	10	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	874	774	30	30	121
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	804	0	-	0	1875	789
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	1086	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	820	-	-	-	79	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	324	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	820	-	-	-	59	391
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	324	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.09	0		26.59		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	195	-	-	-	315	
HCM Lane V/C Ratio	0.129	-	-	-	0.481	
HCM Ctrl Dly (s/v)	10	0	-	-	26.6	
HCM Lane LOS	B	A	-	-	D	
HCM 95th %tile Q(veh)	0.4	-	-	-	2.5	

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		W	
Traffic Vol, veh/h	10	830	735	40	40	10
Future Vol, veh/h	10	830	735	40	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	874	774	121	121	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	895	0	0 1769 834
Stage 1	-	-	- 834 -
Stage 2	-	-	- 934 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	758	-	- ~ 92 368
Stage 1	-	-	- 426 -
Stage 2	-	-	- 382 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	758	-	- ~ 85 368
Mov Cap-2 Maneuver	-	-	- 216 -
Stage 1	-	-	- 393 -
Stage 2	-	-	- 382 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	44.47
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	758	-	-	-	235
HCM Lane V/C Ratio	0.04	-	-	-	0.645
HCM Ctrl Dly (s/v)	9.9	-	-	-	44.5
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	3.9

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

HCM 7th Signalized Intersection Summary
100: IL 159 & Frank Scott Parkway

Future (2047) Build Traffic Volumes
Sunday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	545	65	285	465	320	105	630	230	285	555	190
Future Volume (veh/h)	245	545	65	285	465	320	105	630	230	285	555	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	261	580	69	303	495	340	112	670	245	303	590	202
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
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	861	102	396	577	395	303	940	398	368	1278	542
Arrive On Green	0.12	0.27	0.27	0.14	0.29	0.29	0.05	0.25	0.25	0.14	0.34	0.34
Sat Flow, veh/h	1781	3199	380	1781	2017	1382	1781	3741	1585	1781	3741	1585
Grp Volume(v), veh/h	261	322	327	303	436	399	112	670	245	303	590	202
Grp Sat Flow(s),veh/h/ln	1781	1777	1802	1781	1777	1622	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	12.2	18.9	19.0	14.1	27.1	27.2	5.5	19.1	16.0	14.1	14.4	11.2
Cycle Q Clear(g_c), s	12.2	18.9	19.0	14.1	27.1	27.2	5.5	19.1	16.0	14.1	14.4	11.2
Prop In Lane	1.00		0.21	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	478	485	396	508	464	303	940	398	368	1278	542
V/C Ratio(X)	0.82	0.67	0.68	0.76	0.86	0.86	0.37	0.71	0.62	0.82	0.46	0.37
Avail Cap(c_a), veh/h	386	600	609	450	616	562	303	1104	468	450	1616	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	38.1	38.1	27.0	39.5	39.5	30.4	39.9	38.8	27.8	30.1	29.0
Incr Delay (d2), s/veh	11.3	2.1	2.1	6.8	10.0	11.1	0.8	3.8	5.6	9.9	0.9	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	13.2	13.4	10.9	19.1	17.9	4.2	13.9	11.1	10.9	10.6	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	40.2	40.2	33.8	49.5	50.6	31.2	43.8	44.3	37.7	31.0	30.6
LnGrp LOS	D	D	D	C	D	D	C	D	D	D	C	C
Approach Vol, veh/h	910			1138			1027			1095		
Approach Delay, s/veh	40.2			45.7			42.5			32.8		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	46.4	19.5	39.9	21.6	35.9	21.5	38.0				
Change Period (Y+Rc), s	5.0	6.5	5.0	6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s	6.0	50.5	19.0	40.5	22.0	34.5	20.0	39.5				
Max Q Clear Time (g_c+I1), s	7.5	16.4	14.2	29.2	16.1	21.1	16.1	21.0				
Green Ext Time (p_c), s	0.0	12.7	0.3	4.2	0.4	8.3	0.3	3.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.3											
HCM 7th LOS	D											

HCM 7th Signalized Intersection Summary
200: Sullivan Drive & Frank Scott Parkway

Future (2047) Build Traffic Volumes
Sunday Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	530	30	210	415	100	25	220	215	85	205	160
Future Volume (veh/h)	205	530	30	210	415	100	25	220	215	85	205	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	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 Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1969	1841	1870	1969	1856	1870	1969	1870	1870	1969	1870
Adj Flow Rate, veh/h	223	576	33	228	451	109	27	239	234	92	223	174
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
Percent Heavy Veh, %	2	2	4	2	2	3	2	2	2	2	2	2
Cap, veh/h	562	1025	427	529	1025	431	290	414	333	295	474	382
Arrive On Green	0.18	0.27	0.27	0.18	0.27	0.27	0.03	0.21	0.21	0.06	0.24	0.24
Sat Flow, veh/h	1781	3741	1560	1781	3741	1572	1781	1969	1585	1781	1969	1585
Grp Volume(v), veh/h	223	576	33	228	451	109	27	239	234	92	223	174
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1870	1572	1781	1969	1585	1781	1969	1585
Q Serve(g_s), s	6.4	10.8	1.3	6.5	8.2	4.4	1.0	8.9	11.2	3.2	7.9	7.7
Cycle Q Clear(g_c), s	6.4	10.8	1.3	6.5	8.2	4.4	1.0	8.9	11.2	3.2	7.9	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1025	427	529	1025	431	290	414	333	295	474	382
V/C Ratio(X)	0.40	0.56	0.08	0.43	0.44	0.25	0.09	0.58	0.70	0.31	0.47	0.46
Avail Cap(c_a), veh/h	671	1553	647	703	1690	710	360	793	639	355	841	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	25.5	22.1	14.8	24.6	23.2	24.0	29.1	30.0	23.3	26.6	26.5
Incr Delay (d2), s/veh	2.1	2.2	0.4	2.5	1.4	1.4	0.1	2.7	5.7	0.6	1.6	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	8.3	0.9	4.8	6.3	3.0	0.7	7.6	7.9	2.3	6.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	27.8	22.4	17.4	25.9	24.6	24.1	31.8	35.6	23.9	28.2	28.3
LnGrp LOS	B	C	C	B	C	C	C	C	D	C	C	C
Approach Vol, veh/h	832				788				500		489	
Approach Delay, s/veh	24.5				23.3				33.2		27.4	
Approach LOS	C				C				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.3	23.2	20.0	28.4	7.8	25.7	20.0	28.4				
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0				
Max Green Setting (Gmax), s	33.0	33.0	23.0	34.0	6.0	35.0	20.0	37.0				
Max Q Clear Time (g_c+I), s	13.2	13.2	8.5	12.8	3.0	9.9	8.4	10.2				
Green Ext Time (p_c), s	0.0	4.0	2.1	9.6	0.0	3.6	1.8	9.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.3									
HCM 7th LOS			C									

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	830	720	10	10	5
Future Vol, veh/h	1	830	720	10	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	20	20	2
Mvmt Flow	1	912	791	11	11	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	802	0	-	0	1711	797
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	914	-
Critical Hdwy	4.12	-	-	-	6.6	6.22
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.218	-	-	-	3.68	3.318
Pot Cap-1 Maneuver	821	-	-	-	90	387
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	363	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	821	-	-	-	90	387
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	363	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.01	0		39.53		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	2	-	-	-	121	
HCM Lane V/C Ratio	0.001	-	-	-	0.137	
HCM Ctrl Dly (s/v)	9.4	0	-	-	39.5	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗	↘	↗
Traffic Vol, veh/h	60	785	675	60	70	55
Future Vol, veh/h	60	785	675	60	70	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	863	742	66	77	60
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	808	0	-	0	1305	371
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	813	-	-	-	152	626
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	533	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	813	-	-	-	136	626
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	533	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.7	0		18.53		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	813	-	-	-	264	626
HCM Lane V/C Ratio	0.081	-	-	-	0.291	0.096
HCM Ctrl Dly (s/v)	9.8	-	-	-	24.2	11.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2	0.3

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	805	690	10	10	40
Future Vol, veh/h	35	805	690	10	10	40
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	847	726	30	30	121

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	757	0	0 1801 741
Stage 1	-	-	- 741 -
Stage 2	-	-	- 1059 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	854	-	- 88 416
Stage 1	-	-	- 471 -
Stage 2	-	-	- 333 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	854	-	- 67 416
Mov Cap-2 Maneuver	-	-	- 189 -
Stage 1	-	-	- 361 -
Stage 2	-	-	- 333 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.09	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	200	-	-	-	335
HCM Lane V/C Ratio	0.124	-	-	-	0.452
HCM Ctrl Dly (s/v)	9.8	0	-	-	24.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.3

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	10	805	690	40	40	10
Future Vol, veh/h	10	805	690	40	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
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	33	95	95	33	33	33
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	847	726	121	121	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	848	0	0 1695 787
Stage 1	-	-	- 787 -
Stage 2	-	-	- 908 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	790	-	- ~ 102 392
Stage 1	-	-	- 449 -
Stage 2	-	-	- 393 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	790	-	- ~ 95 392
Mov Cap-2 Maneuver	-	-	- 228 -
Stage 1	-	-	- 416 -
Stage 2	-	-	- 393 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.34	0	39.78
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	790	-	-	-	248
HCM Lane V/C Ratio	0.038	-	-	-	0.61
HCM Ctrl Dly (s/v)	9.7	-	-	-	39.8
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	3.6

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

Planning Commissioner introduced the following resolution and moved for its adoption:

RESOLUTION PC 03-26

A RESOLUTION ADOPTING FINDINGS OF FACT RELATING TO AN APPROVAL OF A
SPECIAL USE PERMIT FOR THE CONSTRUCTION OF A CHURCH AT
AN EMPTY LOT ON FRANK SCOTT PARKWAY W

WHERE AS, Monica Threlkeld, hereinafter referred to as the "Applicant," applied for a Special Use permit for approval of a custom garment printing company at parcel number 03-33.0-404-031, commonly known as an empty lot on Frank Scott Pkwy W; and

WHEREAS, the Fairview Heights Development Code requires that major modifications to a site development plan in B3 – Community Business District be approved as a special use;

WHEREAS, the Applicant has properly applied for a special use permit.

NOW THEREFORE, BE IT RESOLVED BY THIS PLANNING COMMISSION OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, STATE OF ILLINOIS that the Findings of Fact relating to the request are as follows:

1. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 14-10-8 of the City of Fairview Heights Development Code on January 14, 2025 and that said public hearing was properly advertised, both of which are incorporated by reference.
2. That the subject property is zoned "B3" Community Business District.
3. That the Applicant shall be responsible for all City costs incurred in administering and enforcing this approval.
4. That the Director of Land Use and Development, and his designee, shall have the right to inspect the premises for compliance and safety purposes.
5. That this Approval shall automatically expire if the use is not initiated within one year of City Council Approval.
6. That the Applicant shall obtain all required permits and comply with all ordinances and codes.

The motion for the adoption of the foregoing resolution was duly seconded by Commissioner upon vote being taken thereon, the following voted in favor thereof: Herrington, Fowler, Wesemann, Hoppe, McDermott, Smith, Baldwin, Hutchison, Petroff, and Moats.

And the following voted against the same: None

And the following abstained: None

And the following were absent: None

Whereupon said resolution was declared duly passed and adopted by the Fairview Heights Planning Commission this the 12th day of May 2026.

Planning Commission Chairman

ATTEST:

Dallas Alley

Land Use Director

Planning Commissioner _____ introduced the following resolution and moved for its adoption:

RESOLUTION PC 03-26

A RESOLUTION ADOPTING FINDINGS OF FACT RELATING TO DENIAL OF A
SPECIAL USE PERMIT FOR MONICA THRELKELD AT
AN UNDEVELOPED LOT ON FRANK SCOTT PARKWAY

WHERE AS, Monica Threlkeld, hereinafter referred to as the "Applicant," applied for a Special Use permit for approval for the construction of a church at parcel number 03-33.0-404-031, commonly known as an undeveloped lot on Frank Scott Pkwy W; and

WHEREAS, the Fairview Heights Development Code requires that major modifications to a site development plan in B3 - Community Business District be approved as a special use;

WHEREAS, the Applicant has properly applied for a special use permit.

NOW THEREFORE, BE IT RESOLVED BY THIS PLANNING COMMISSION OF THE CITY OF FAIRVIEW HEIGHTS, ST. CLAIR COUNTY, STATE OF ILLINOIS that the Findings of Fact relating to the request are as follows:

1. That the Applicant appeared before the Planning Commission for a public hearing pursuant to Section 14-10-8 of the City of Fairview Heights Development Code on January 14, 2025 and that said public hearing was properly advertised, both of which are incorporated by reference.
2. That the subject property is zoned "B3" Community Business District.
3. That the Applicants special use permit for an clothing store shall be denied, based on the following criteria

The motion for the adoption of the foregoing resolution was duly seconded by Commissioner _____ upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Fairview Heights Planning Commission this the 12th day of May 2026.

Planning Commission Chairman

ATTEST:

Land Use Director



DEPARTMENT OF LAND USE AND DEVELOPMENT

PUBLIC HEARING NOTICE

Notice is hereby given that a public hearing will be held before the Fairview Heights Planning Commission on Tuesday, May 12, 2026 at 7:00 p.m. This meeting will be held both in-person at the Fairview Heights City Hall, 10025 Bunkum Road, 62208 and virtually. Parties interested in attending the meeting virtually should contact Dallas Alley, Director of Land Use and Development at (618) 489-2061 or alley@cofh.org for instructions and visit the City's website for an agenda and meeting materials at www.cofh.org.

At this meeting, the Commission will consider a Special Use Permit in the "B3" Community Business zoning district for Monica Threlkeld at an undeveloped lot on Frank Scott Pkwy W, also identified by St. Clair County PIN(s) 03-33.0-404-031.

Request was made by Monica Threlkeld, 1095 N Green Mount Rd, Ste 100, Belleville, IL 62221-3304

All persons desiring to be heard on this proposal may attend either in-person or virtually.

Dated this 27 day of April 2026.

FAIRVIEW HEIGHTS PLANNING COMMISSION

BY: Sunyatta McDermott, Chairman

PC 03-26