

Committee Members:

Frank Menn
 Anthony LeFlore
 Brenda Wagner
 Derrick King
 Jeff Harris

AGENDA

COMMUNITY COMMITTEE

Wednesday, May 20, 2026 – 7:00 p.m.

Council Chambers – Fairview Heights City Hall

10025 Bunkum Road, Fairview Heights, Illinois

Conference Bridge for Public Participation

Phone: +1 (786) 535-3211 | Access Code: 808-004-661

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Roll Call

Public Participation

Approval of Minutes – Wednesday, April, 22, 2026

Parks & Recreation

Alderman Anthony LeFlore, Chairman

1. Director's Report

a. Facility Usage Report – Review and discussion

2. Vehicle Purchase – 2026 F150 Truck & 2026 F350 Truck - Morrow Brothers Ford, Inc.

3. Resolution to Approve Contract for Trail Enhancement Project at Moody Park (documentation provided at meeting)

4. Construction Update – Field House and Pleasant Ridge Park Renovation

Development

Alderman Brenda Wagner, Chairman

1. Director's Report

Planning

Alderman Frank Menn, Chairman

1. Planning Commission Cases

a. PC 03-26

b. PC 02-26 Application Withdrawal Letter

2. Director's Report

COMMUNITY COMMITTEE MINUTES
Wednesday, April 22, 2026, 7:00 p.m.
City Council Chambers at City Hall
10025 Bunkum Road
Fairview Heights, IL 62208
Also, Audio & Video Teleconference

Committee Members in attendance – Jeff Harris, Derrick King, Anthony LeFlore, Frank Menn, Brenda Wagner, Mayor Mark Kupsy, Ex-officio

Committee Members absent –

Other Alderpersons and Elected Officials in attendance – Barb Brumfield, Pat Peck, Karen Kaufhold, Video/teleconference - Bill Polletti

Others in attendance – Present: Parks and Recreation Director Angela Beaton, Land Use & Economic Development Director Dallas Alley, Economic Development Coordinator Ryan Jenkins. Video/teleconference: IT Associate Director Chris Elliot and City Attorney Andrew Hoerner.

Recorder – Wendi Gorney

Approval of March 18, 2026 minutes

A motion was made by Alderperson Frank Menn and seconded by Alderperson Jeff Harris to approve the March 18, 2026 minutes.

Roll call vote: Alderpersons Derrick King, Anthony LaFlore, Brenda Wagner, Frank Menn, Jeff Harris voted yes. Motion passed on 5 yeas.

Public Participation

No Public Participation

Parks & Recreation

Alderman Anthony LeFlore, Chairman

Parks and Recreation Director's Report

Director Angela Beaton presented the Director's Report, Facilities Usage Report and the Membership Usage Report to Committee for review. There were no questions.

Trail Enhancement Bid Authorization

A motion was made by Alderperson Brenda Wagner and seconded by Alderperson Derrick King to forward to City Council with a recommendation of approval for Parks Director Angie Beaton to seek bids for the construction services of the trail enhancement project.

Roll call vote: Alderpersons Derrick King, Anthony LaFlore, Brenda Wagner, Frank Menn, Jeff Harris voted yes. Motion passed on 5 yeas.

Resolution: Sewer Re-Design Services with Farnsworth Group, Inc

A motion was made by Alderperson Brenda Wagner and seconded by Alderperson Frank Menn to forward to City Council with a recommendation of approval of the Resolution: Sewer Re-Design Services with Farnsworth Group, Inc. in the amount of \$7,500.00.

Roll call vote: Alderpersons Derrick King, Anthony LaFlore, Brenda Wagner, Frank Menn, Jeff Harris voted yes. Motion passed on 5 yeas.

Development

Alderman Brenda Wagner, Chairman

Economic Development Director's Report

Land Use and Economic Development Director Dallas Alley presented the Director's Report to Committee for review. There were no questions. Coordinator Ryan Jenkins presented information on the America 250 Campaign, including opportunities for city involvement.

Ryan Jenkins provided updates on the America 250 festivities the city will host. This event will take place on June 27, 2026 at 5pm, with a drone show at the end of the evening.

Planning

Alderman Frank Menn, Chairman

Planning Commission Cases

PC 01-26: Zoning Amendment to Change Zoning Designation from "B3" Community Business District to "B4" Retail Business District.

Anthony Meluso spoke on behalf of the sports facility.

A motion was made by Alderperson Anthony LeFlore and seconded by Alderperson Brenda Wagner to forward to City Council with a recommendation of approval for a Zoning Amendment to Change Zoning Designation from "B3" Community Business District to "B4" Retail Business District.

Roll call vote: Alderpersons Derrick King, Anthony LaFlore, Brenda Wagner, Frank Menn, Jeff Harris voted yes. Motion passed on 5 yeas.

Zoning Board of Appeals

ZBA 01-26: Variance Request for 43-foot Variance to Construct a 24x30 Detached Garage at 9745 Ridge Heights Road

A motion was made by Alderperson Anthony LeFlore and seconded by Alderperson Brenda Wagner to forward to City Council with a recommendation of approval a Variance Request for 43-foot Variance to Construct a 24x30 Detached Garage at 9745 Ridge Heights Road.

Alderpersons Derrick King, Anthony LaFlore, Brenda Wagner, Frank Menn, Jeff Harris voted yes. Motion passed on 5 yeas.

Lincoln Trail Streetscape Plan update

Director Alley presented conceptual ideas for the Lincoln Trail Streetscape Project. Discussion took place. Director Alley requested that members get with him later to give their input on design features.

Planning Director's Report

Land Use and Economic Development Director Dallas Alley presented the Director's Report to Committee for review. There were no questions.

Motion to adjourn by Alderpersons Brenda Wagner and seconded by Anthony LeFlore. Meeting adjourned at 7:59 p.m.

Submitted By:

Wendi Gorney



Parks and Recreation Director's Report

The following is a synopsis of the Parks and Recreation Department:

Facility Usage Report: The facility usage report for the month of April is attached to the Director's Report.

Parks: Pleasant Ridge Park: Is currently closed to the public and actively under construction. During the closing, no one is permitted in the park without the authority of Holland Construction. The closure has been announced on social media platforms, the recfh.com website and signage has been placed at the site.

Temporary Dog Run: The temporary dog run is now open and located at the former site of the US Ice Complex. This temporary site will be in place until the length of the Pleasant Ridge Park construction project. This site will be beneficial for all residents but specifically those that frequented the former dog area at Pleasant Ridge Park.

The REC: The daily check-in report for members and day passes can be found attached to the Director's Report.

The Field House: This site is currently under construction. Weekly progress reports can be found attached to the agenda. Staff is working on finalizing the future membership options and charter member options for the Field House. When these membership packages are complete, the packages will be distributed so staff can begin the New Member push for the Field House.

Field House and Park Renovation Update: See the attached weekly progress report from Holland Construction.

Vehicle Purchase – One F150 Truck & One F350 – Morrow Brothers Ford, Inc. (Agenda Item#1): The Parks and Recreation Department is interested in, and has budgeted for, the purchase of a new F150 and F350 truck. One hundred and sixty-five thousand dollars has been budgeted for the two trucks. The F150 will replace the 2007 Toyota Tundra which will be returned to the Police Department. The F350 will replace the 2011 (F2) – this vehicle currently is having transmission issues and will go to auction after acquiring the new vehicle.

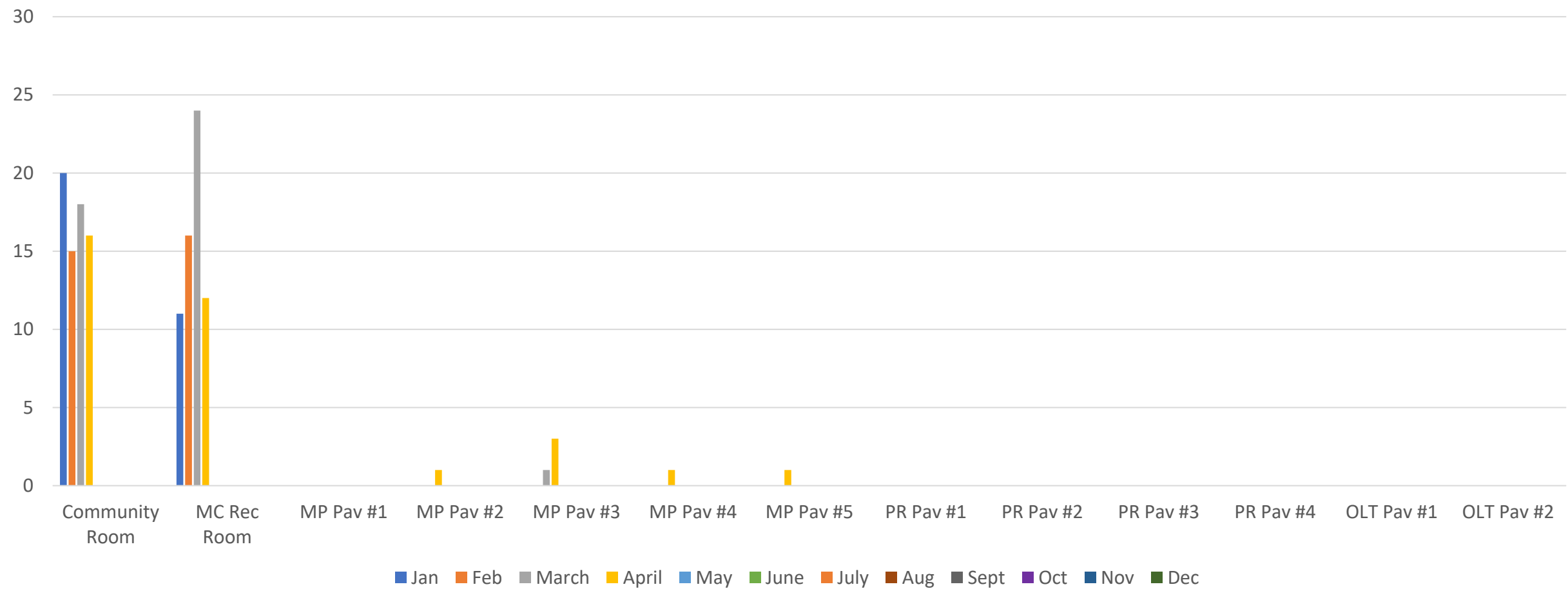
Resolution to Approve Contract for Trail Enhancement Project at Moody Park:

Agenda Items:

- 1) **Director's Report:** Review and discuss items in the Director's Report
- 2) **Vehicle Purchase** – 2026 F150 Truck & 2026 F350 Truck - Morrow Brothers Ford, Inc.
- 3) **Resolution to Approve Contract for Trail Enhancement Project at Moody Park**
- 4) **Construction Update** – Field House and Pleasant Ridge Park Renovation

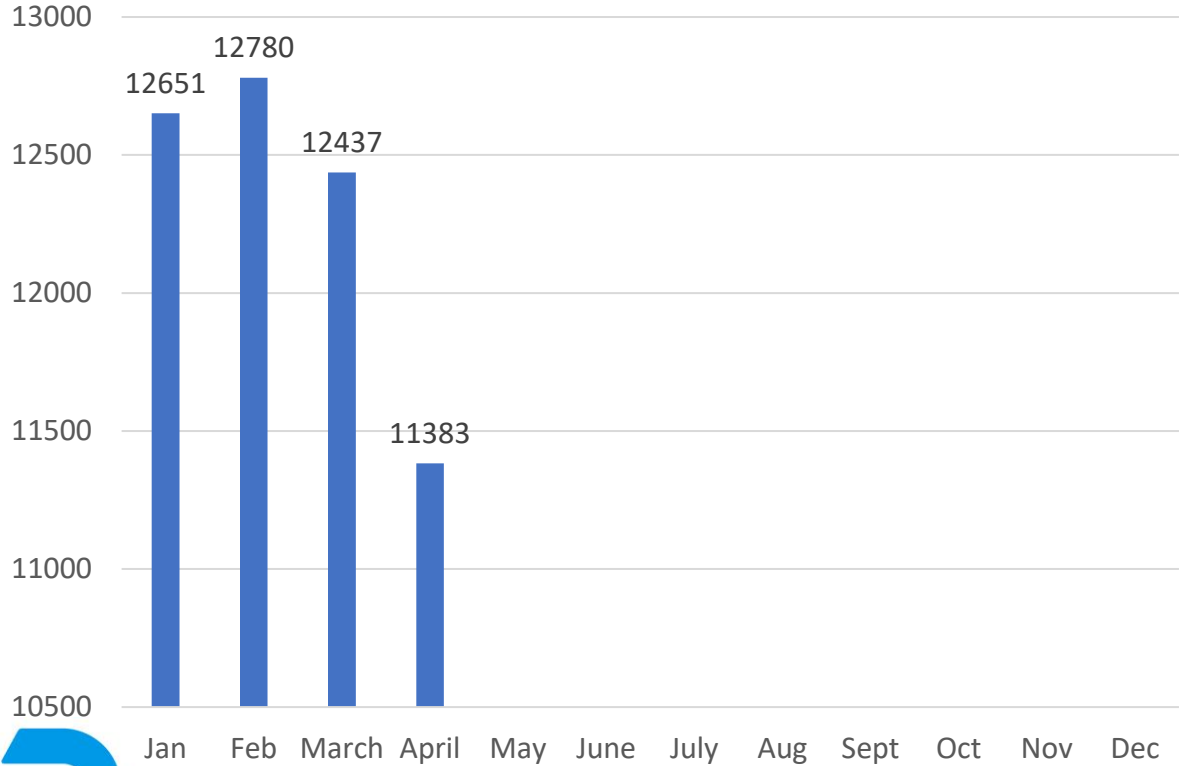
Facility Reservations

[RETURN TO AGENDA](#)

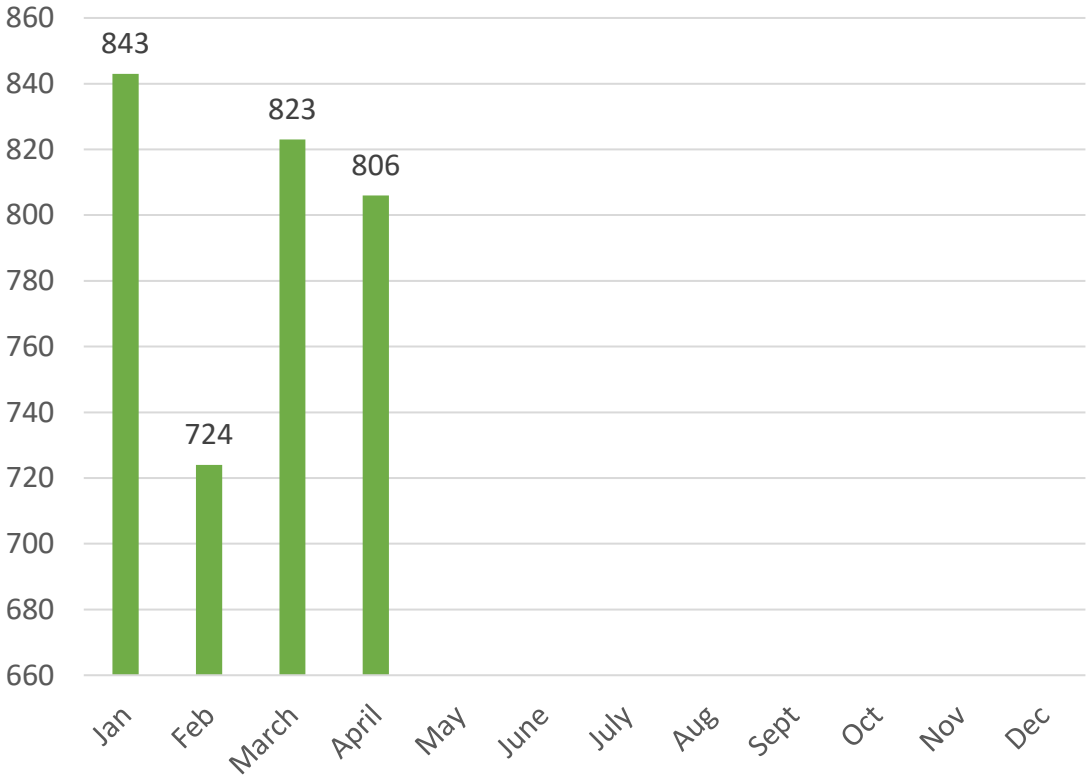


2026 Reservations for facilities.

Membership Check-Ins Per Month



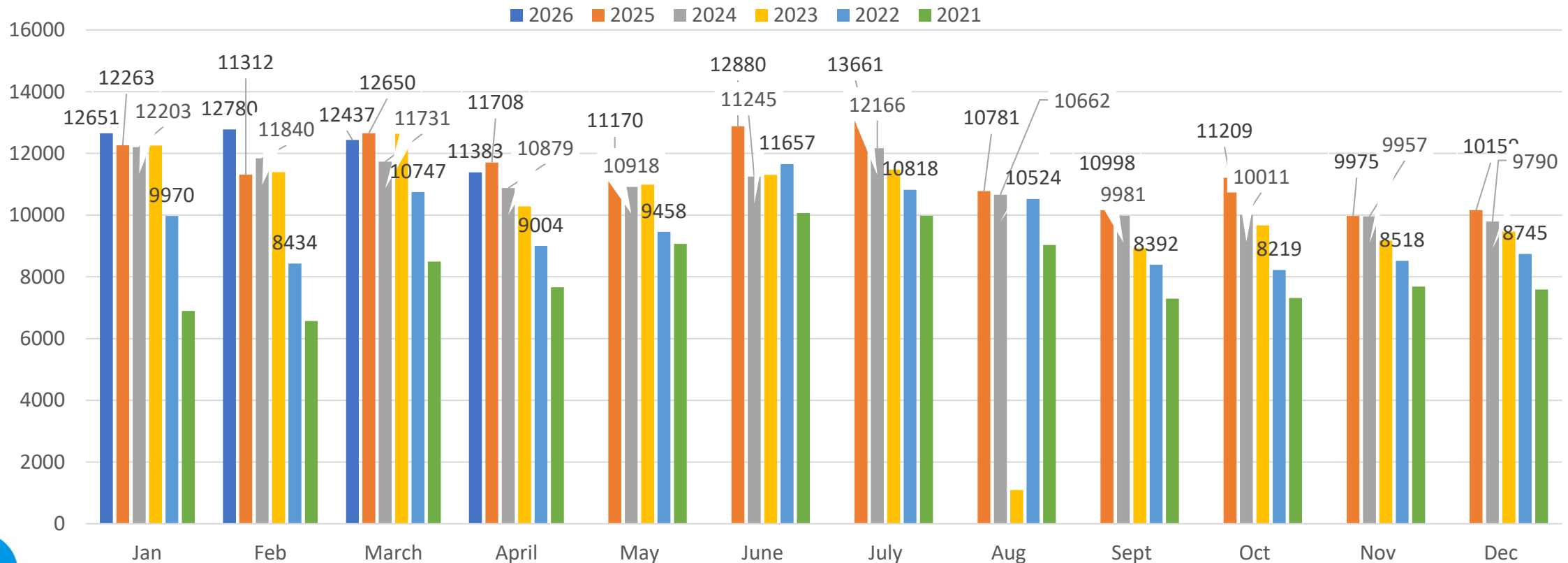
Guest Passes Per Month



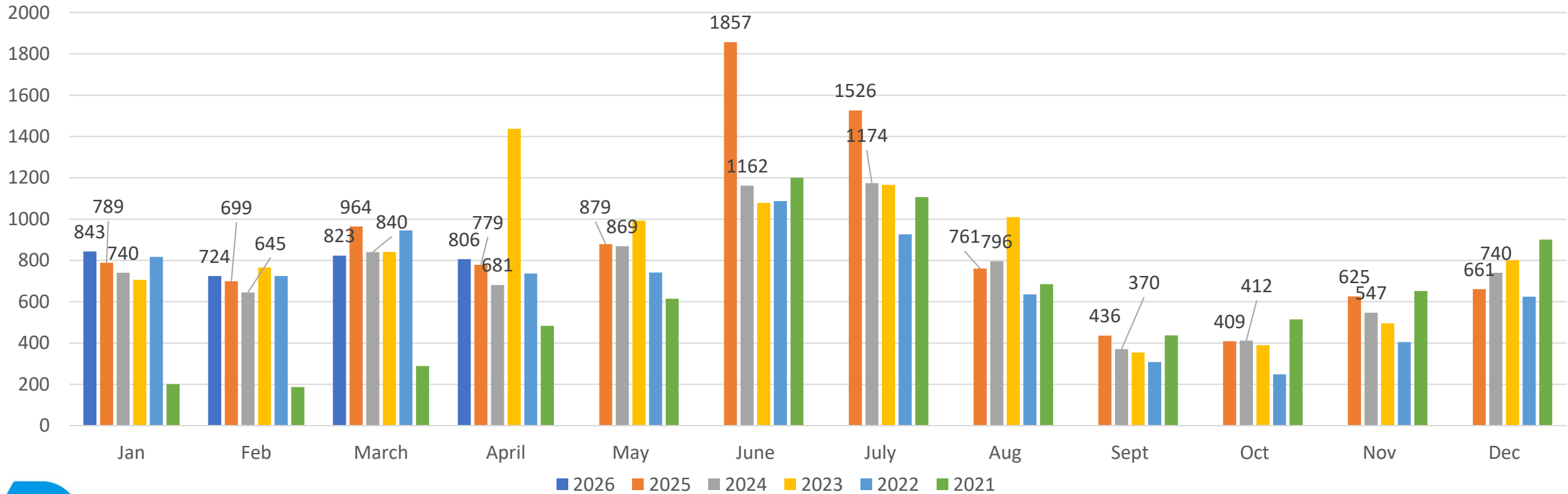
The REC Membership Update Yearly Comparison

[RETURN TO AGENDA](#)

Membership Check-Ins Per Month



Guest Passes Per Month





WEEKLY PROJECT UPDATE

PROJECT: Fairview Heights Rec Addition and Pleasant Ridge Park Renovation

ADDRESS: 9950 Bunkem Rd, Fairview Heights, IL 62208 (REC)

OWNER: City of Fairview Heights

DATE: 4/3/2026

CONSTRUCTION COMPLETE: 2/4/2027 (REC)

SUBSTANTIAL COMPLETION: 1/22/2027 (REC)

TOTAL LOST DAYS: 3

WEATHER

DAY	DATE	WORKED	TEMP.	PRECIP.	LOST DAY	NOTES
Monday	3/30/2026	Yes	83/57	0"	No	
Tuesday	3/31/2026	Yes	83/66	0"	No	
Wednesday	4/1/2026	No	71/51	0.36"	Yes	Rain throughout the day.
Thursday	4/2/2026	No	71/62	0.74"	Yes	Saturated soil conditions.
Friday	4/3/2026	No	83/59	0.45"	Yes	Saturated soil conditions.

WORK IN PROGRESS THIS WEEK

HCS	Completed job trailer mobilization.
Mueth Excavation	Completed asphalt haul-off from demolition of the existing walking path.
Mueth Excavation	Continued site grading and excavation of the detention basin.
Mueth Excavation	Began compacting subgrade for the parking lot.
Mueth Excavation	Completed delivery of Kohnen storm structures.
UES Testing	Completed proof rolling of the building pad.

WORK PROJECTED NEXT WEEK (WEATHER PERMITTING)

Mueth Excavation	Complete site preparation and grading.
Mueth Excavation	Begin manhole installation.
Mueth Excavation	Complete soil stabilization in preparation for rock in the new parking lot.

CONCERNS/DELAYS

N/A at the Rec.

A view of the site upon delivery of the HCS trailer.



A photo of ongoing compaction for the new parking lot and continued site grading.



Active excavation for the detention pond.





WEEKLY PROJECT UPDATE

PROJECT: Fairview Heights Rec Addition and Pleasant Ridge Park | **CONSTRUCTION COMPLETE:** 2/4/2027 (REC)
ADDRESS: 9950 Bunkem Rd, Fairview Heights, IL 62208 (REC) | **SUBSTANTIAL COMPLETION:** 1/22/2027 (REC)
OWNER: City of Fairview Heights | **TOTAL LOST DAYS:** 5
DATE: 4/10/2026

WEATHER

DAY	DATE	WORKED	TEMP.	PRECIP.	LOST DAY	NOTES
Monday	4/6/2026	No	64/39	0"	Yes	Lost day due to muddy site conditions.
Tuesday	4/7/2026	No	56/44	0"	Yes	Lost day due to muddy site conditions.
Wednesday	4/8/2026	Yes	74/42	0"	No	
Thursday	4/9/2026	Yes	79/55	0"	No	
Friday	4/10/2026	Yes	79/50	0"	No	

WORK IN PROGRESS THIS WEEK

Mueth Excavation	Continued site grading and excavation of the detention basin.
Mueth Excavation	Completed concrete and sidewalk removal.
Pyramid Electric	Began temporary power install.

WORK PROJECTED NEXT WEEK (WEATHER PERMITTING)

Mueth Excavation	Complete site preparation and grading.
Mueth Excavation	Begin manhole installation.
Mueth Excavation	Complete soil stabilization in preparation for rock in the new parking lot.
Next Level Concrete	Complete equipment and material mobilization for footings.
Pyramid Electric	Complete temporary power installation.
Litteken Plumbing	Begin water main install to the fire hydrant.

CONCERNS/DELAYS

N/A at the Rec.

The temporary service transformer and meter base following installation.



Continued site grading operations for the building pad and parking lot.



A view of the site following saw cutting and removal of the concrete sidewalk.



Another view of the site following concrete removal at the parking lot entrance.





WEEKLY PROJECT UPDATE

PROJECT: Fairview Heights Rec Addition and Pleasant Ridge Park Reno CONSTRUCTION COMPLETE: 2/4/2027 (REC)

ADDRESS: 9950 Bunkem Rd, Fairview Heights, IL 62208 (REC)

SUBSTANTIAL COMPLETION: 1/22/2027 (REC)

OWNER: City of Fairview Heights

TOTAL LOST DAYS: 3

DATE: 4/17/2026

WEATHER

DAY	DATE	WORKED	TEMP.	PRECIP.	LOST DAY	NOTES
Monday	4/13/2026	Yes	83/68	0"	No	
Tuesday	4/14/2026	Yes	86/70	0"	No	
Wednesday	4/15/2026	Yes	76/64	0"	No	
Thursday	4/16/2026	Yes	82/61	0"	No	
Friday	4/17/2026	Yes	82/48	0"	No	

WORK IN PROGRESS THIS WEEK

HCS	Completed site layout for footings.
Mueth Excavation	Completed soil stabilization.
Next Level Concrete	Completed installation and routing of wiring to the meter cabinet.

WORK PROJECTED NEXT WEEK (WEATHER PERMITTING)

Christ Bros Asphalt	Begin rock base in new parking lot.
Litteken Plumbing	Complete sleeve install.
Litteken Plumbing	Begin sanitary install.
Mueth Excavation	Begin site utilities.
Next Level Concrete	Begin footings and foundations.
Pyramid Electric	Complete sleeve install.

CONCERNS/DELAYS

N/A at the Rec.

The site
following
completion of
layout for
footings.



Temporary
power
installation
completed
after stepping
down power
from the
transformer.



A look at the site after soil stabilization was completed.



A Wirtgen soil stabilizer spreading cement into the soil.



**WEEKLY PROJECT UPDATE**

PROJECT: Fairview Heights Rec Addition and Pleasant Ridge Park Re **CONSTRUCTION COMPLETE:** 2/4/2027 (REC)

ADDRESS: 9950 Bunkem Rd, Fairview Heights, IL 62208 (REC) **SUBSTANTIAL COMPLETION:** 1/22/2027 (REC)

OWNER: City of Fairview Heights **TOTAL LOST DAYS:** 6

DATE: 4/24/2026

WEATHER

DAY	DATE	WORKED	TEMP.	PRECIP.	LOST DAY	NOTES
Monday	4/20/2026	Yes	66/42	0"	No	
Tuesday	4/21/2026	Yes	81/49	0"	No	
Wednesday	4/22/2026	Yes	79/55	0"	No	
Thursday	4/23/2026	Yes	82/57	0"	No	
Friday	4/24/2026	No	82/51	0.02"	Yes	Rain occurred from early morning until approximately noon

WORK IN PROGRESS THIS WEEK

Christ Bros Asphalt	Completed rock placement in the new parking lot.
Litteken Plumbing	Completed sleeve install.
Litteken Plumbing	Began sanitary install.
Next Level Concrete	Began digging footings.
Next Level Concrete	Began pouring footings.
Pyramid Electric	Completed sleeve install.

WORK PROJECTED NEXT WEEK (WEATHER PERMITTING)

Mueth Excavation	Begin site utilities.
Next Level Concrete	Continue digging and pouring footings.
Litteken Plumbing	Complete site sanitary install.

CONCERNS/DELAYS

N/A at the Rec.

A view of the site after footings were poured for the indoor pickle ball courts.



A sanitary manhole after excavation and pipe routing were completed.



A look at the job trailer after the laydown area was completed with rock.



Footings following layout and excavation, prior to the concrete pour.





DEPARTMENT OF LAND USE AND ECONOMIC DEVELOPMENT

INTEROFFICE MEMORANDUM

To: Fairview Heights City Council
 From: Dallas Alley, Land Use and Economic Development Director
 Subject: Monthly Director's Report (Economic Development) – May 2026
 Date: May 15th, 2026

Major Department Activities

Ribbon Cuttings & Special Events

- Encore Consignment Gallery, 10845 Lincoln Trail – Ribbon Cutting May 11th
- Lake View Memorial Gardens & Funeral Home, 5000 North Illinois Street – Ribbon Cutting May 27th.
- SICW FanFest IV, Raddison Hotel, 319 Fountains Pkwy – Community Event May 8th – May 9th
 - This event generated approximately 1,500 attendees, 296 hotel rooms across Fairview Heights per the Post-Event Report submitted by the organizing body.

Commercial Properties in Transition

- 4628 N Illinois St – Joe's Pizza & Pasta – Expansion in progress; anticipated completion in May
- 6900 N Illinois St. – Several Parties – prospective owner(s) are eager to purchase the property and begin operations; however, ongoing deed restriction concerns with the current owner are delaying progress toward occupancy. The City is facilitating discussions on the restrictions.
- 4541 N. IL St. – The Sweet Creamery – Opened.

Marketing

- The Department officially announced the America 250 Celebration, scheduled for June 27th, and is actively soliciting sponsorships for the event.
- America 250 yard signs and window cling's public for residents and business owners to display at their respective properties.
- Ryan has developed the story board for the drone show taking place during the America 250 Celebration, and met with a member from Fantasy Drone Show to survey the site.
- Ryan had a meeting with the audio technician to review the site plan and coordinate sufficient sound and power equipment for the event.
- Ryan had a meeting The Fource Group and the Mayor to discuss the summer campaign ad, as well as the marketing for the America 250 Celebration.
- Ryan continues to coordinate closely w/ the Fairview Heights Police Department to ensure the America 250 Celebration is safe for members of the public.

- Ryan attended *Business Over Breakfast* with the O'Fallon-Shiloh Chamber of Commerce to network with local businesses in the surrounding area.
- Ryan attended the Belleville Chamber of Commerce's *Coffee Cups*, hosted by Lake View Memorial Gardens & Funeral Home to connect with chamber members and discuss the America 250 Celebration.
- Ryan continues to stay highly engaged with the Department's social media presence, sharing updates and events as deemed necessary to a wide audience of our community.

Business Recruitment, Retention & Incentives

- Dallas and Ryan are attending the International Council of Shopping Centers (ICSC) in Las Vegas, where we met w/ developers, retail operators, and commercial representatives to promote Fairview Heights for future investment.
- Ryan held two meetings' w/ Champions for Lincoln Trail to establish an association comprised of business owners and property owners along the Streetscape geographical area.
- Ryan continues to engage with the O'Fallon-Shiloh Chamber of Commerce and has strengthened relationships with the Greater Belleville Chamber of Commerce to support regional business outreach.
- Dallas and Ryan met w/ CoStar to evaluate how the platform's data and analytical tools may support the Department's business recruitment and market analysis functions.
- Dallas held two meetings with the 50/159 development team to discuss logistics and next steps.
- Dallas and Ryan continue to work on formalizing design guidelines for the Lincoln Trail Streetscape project.
- Dallas and Ryan continue updating the TIF design guidelines to align with current development standards and city objectives.
- A Business Assistance Program (BAP) application was submitted on behalf of the Market Place Commons Shopping Center.
- As part of the June Community Committee meeting Dallas will provide a briefing on the ICSC Conference.

Please let me know if there are questions or concerns.

Planning Commissioner Linda Hoppe 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 house of worship at parcel number 03-33.0-404-031, commonly known as XXX Frank Scott Pkwy West; and

WHEREAS, the Fairview Heights Development Code requires that places of worship located 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 May 12, 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.
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.
7. That the Applicant shall comply with all requirements set fourth by the St. Clair County Highway Department in relation to ingress and egress of the subject site.

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: Herrington, Fowler, Wesemann, Hoppe, Smith, Baldwin, and Hutchison.

And the following voted against the same: None

And the following abstained: None

And the following were absent: McDermott and Petroff

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

Pat Herrington

Planning Commission Chairman (Acting)

ATTEST:

Dallas Alley

Land Use Director



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.*

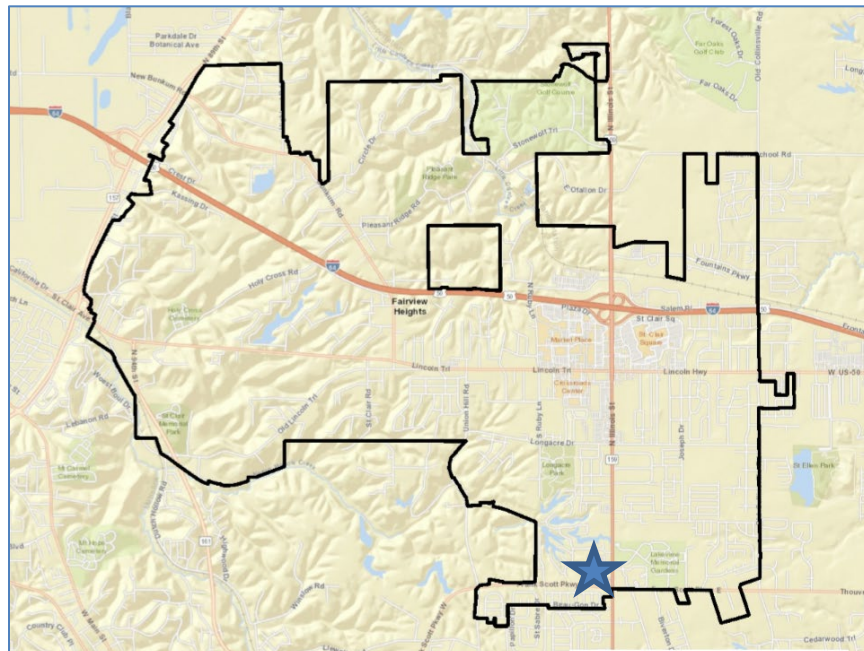
APPLICANT NAME: Monica Threlkeld

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

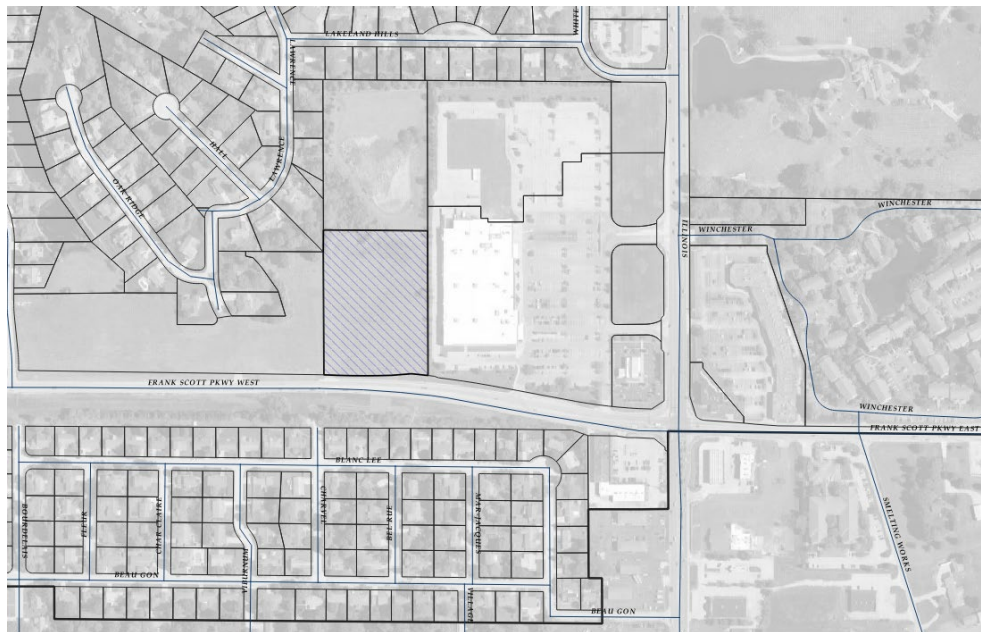
The subject property is located at an empty lot on Frank Scott Pkwy W, and is zoned B-3 – Community Business. This zoning district is intended to provide for a mix of standalone development, community-scale retail centers, and professional office space reflecting the highest standards of the community 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 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

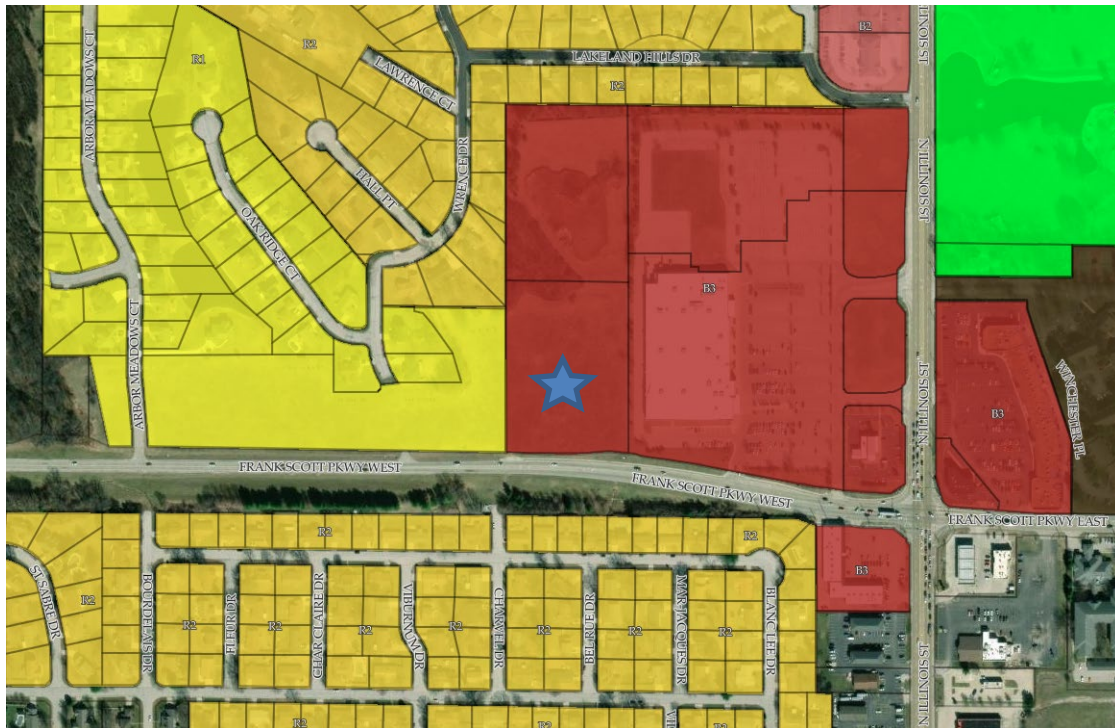
The zoning and land uses of adjoining and surrounding properties are as follows:

North: R2 – Single Family Residential;

South: R3 – Single Family Residential;

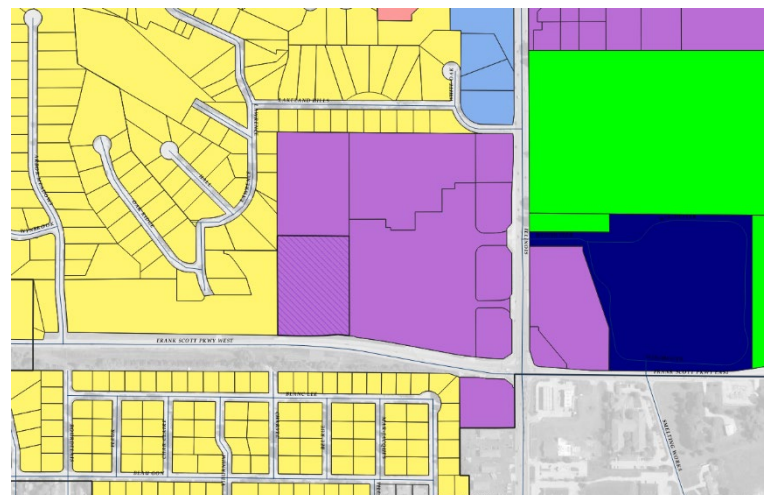
West: R1 – Single Family Residential;

East: B3 – Community Business.

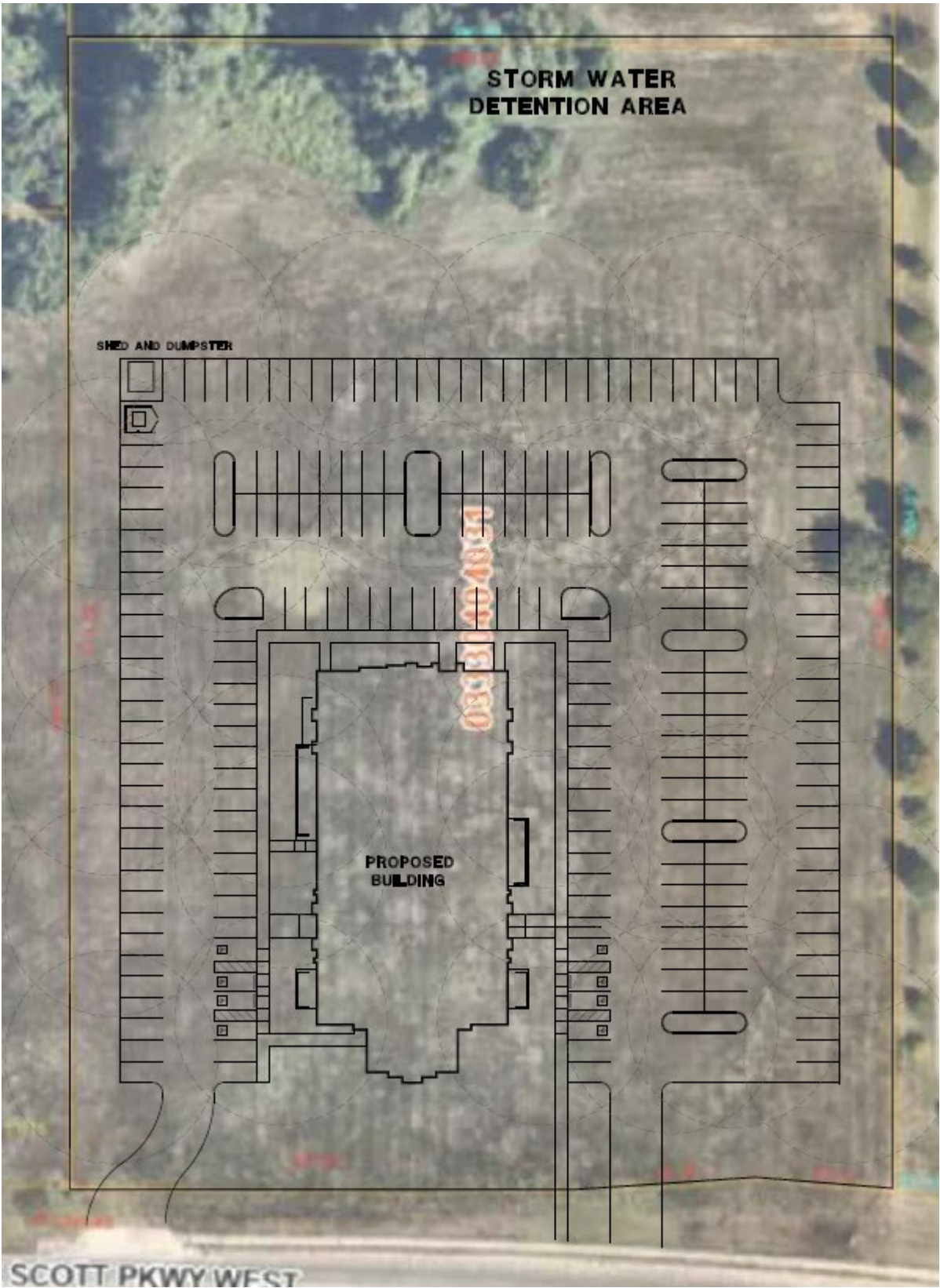


Future Land Use: Site and Surrounding Areas

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
 Printed Name: _____

dotloop verified
 04/02/26 12:54 PM CDT
 REUE-6NKP-2VGH-BX5G

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.ghninc.com

PRELIMINARY SITE STUDIES NEW GRANGER 250 MEETINGHOUSE FAIRVIEW HEIGHTS, ILLINOIS

Project for:

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

50 EAST NORTH TEMPLE
SALT LAKE CITY, UT 84150

	N/A	JOB SITE MODIFICATION
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GHN Project Number:

Work Order No.:

LDS Prop. No.:

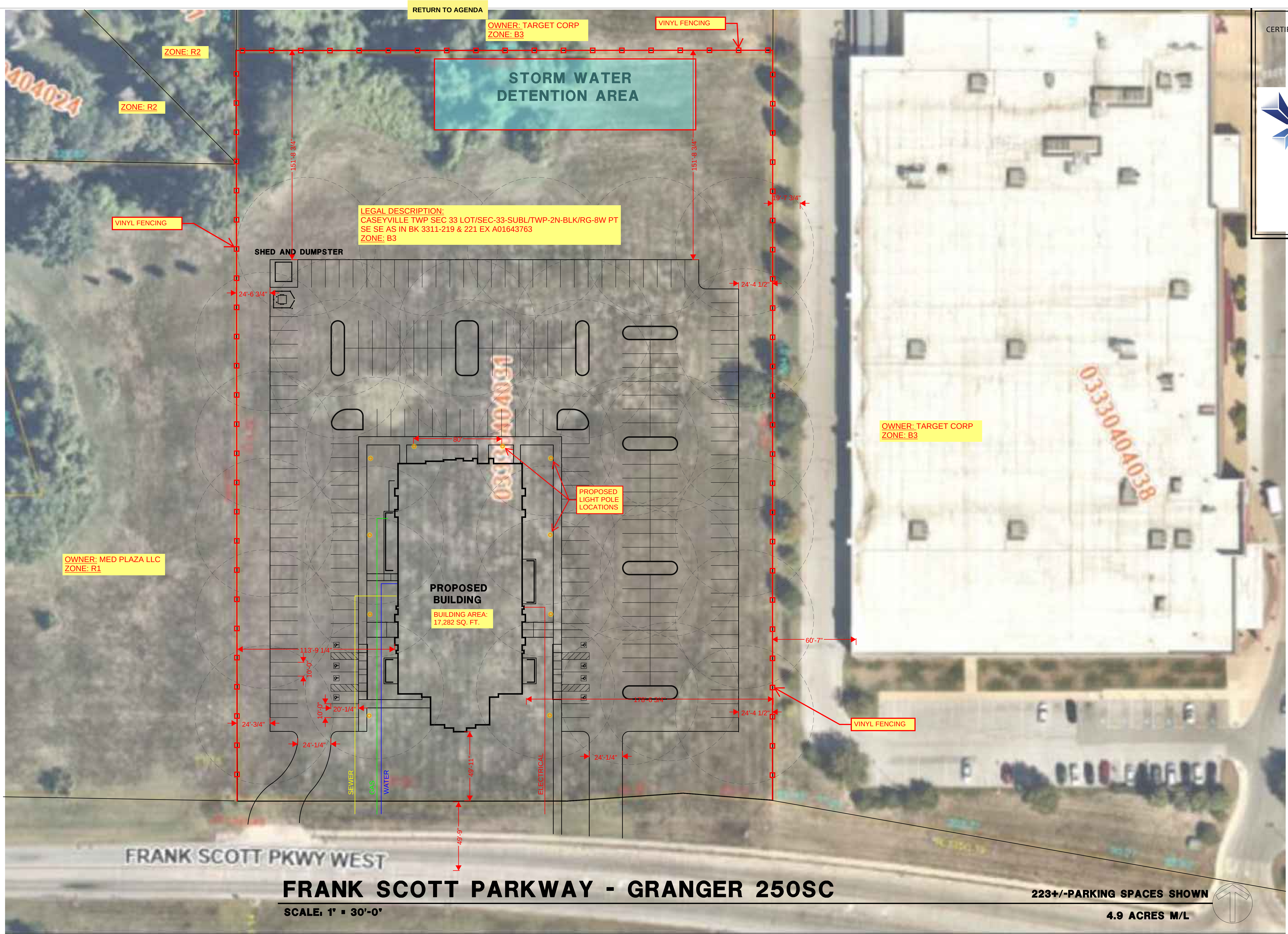
Sheet Title:

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/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

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

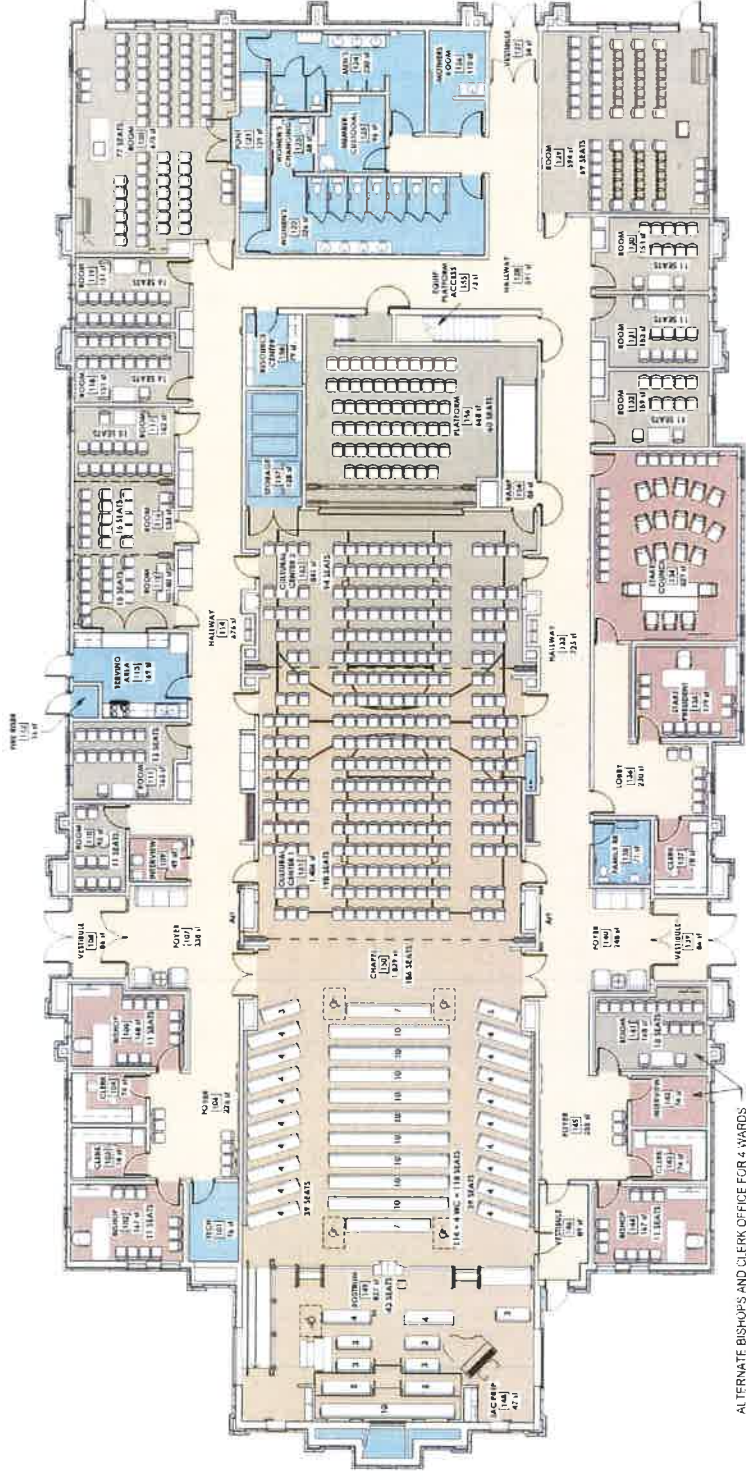
Clerks: 3

Support Spaces:

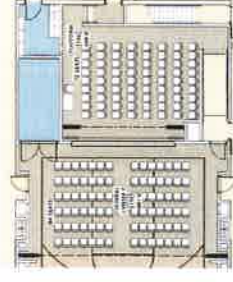
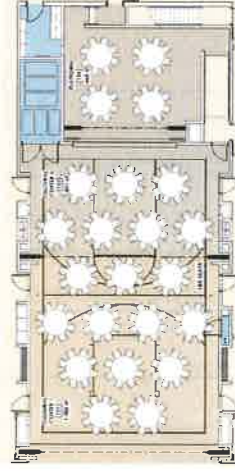
Serving Area: Yes

Resource Center: Yes

Mothers' Room: Yes



Conference/Class Seating Plan



Granger 250 Stake Center

US Standard Plans

Meetinghouse Facilities Department

CERTIFICATE OF AUTHORITY
ARCHITECTURE:



PRELIMINARY

PRELIMINARY SITE STUDIES NEW GRANGER 250 MEETINGHOUSE FAIRVIEW HEIGHTS, ILLINOIS

Project for:

**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.:

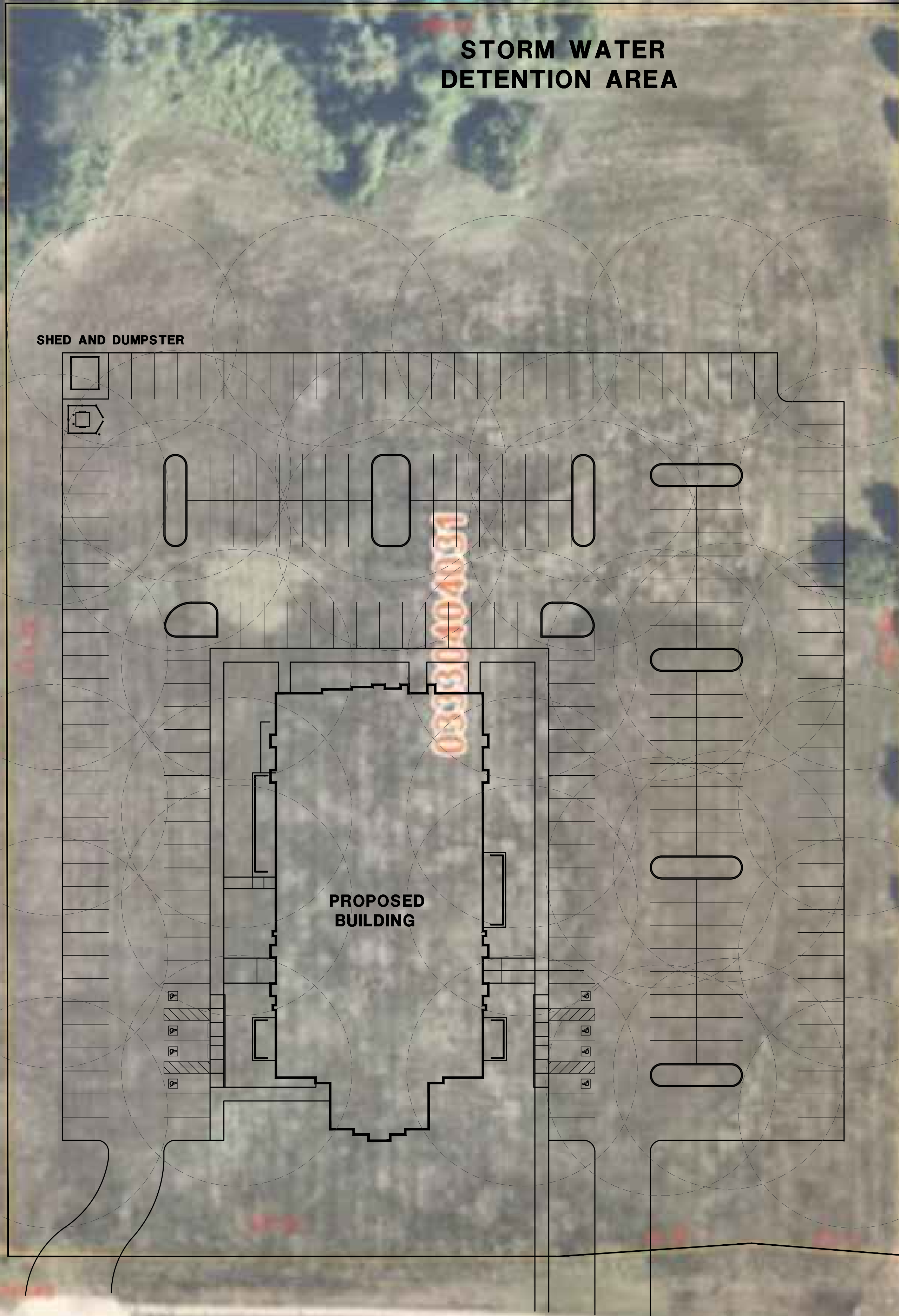
LDS Prop. No.:

Sheet Title:
Site A
11/14/2025

NOVEMBER 12, 2025

Sheet:

SP-A



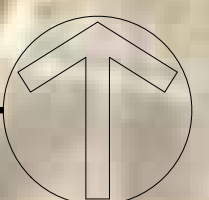
FRANK SCOTT PKWY WEST

FRANK SCOTT PARKWAY - GRANGER 250SC

SCALE: 1" = 30'-0"

223+/-PARKING SPACES SHOWN

4.9 ACRES M/L





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 "B4" Retail 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

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.

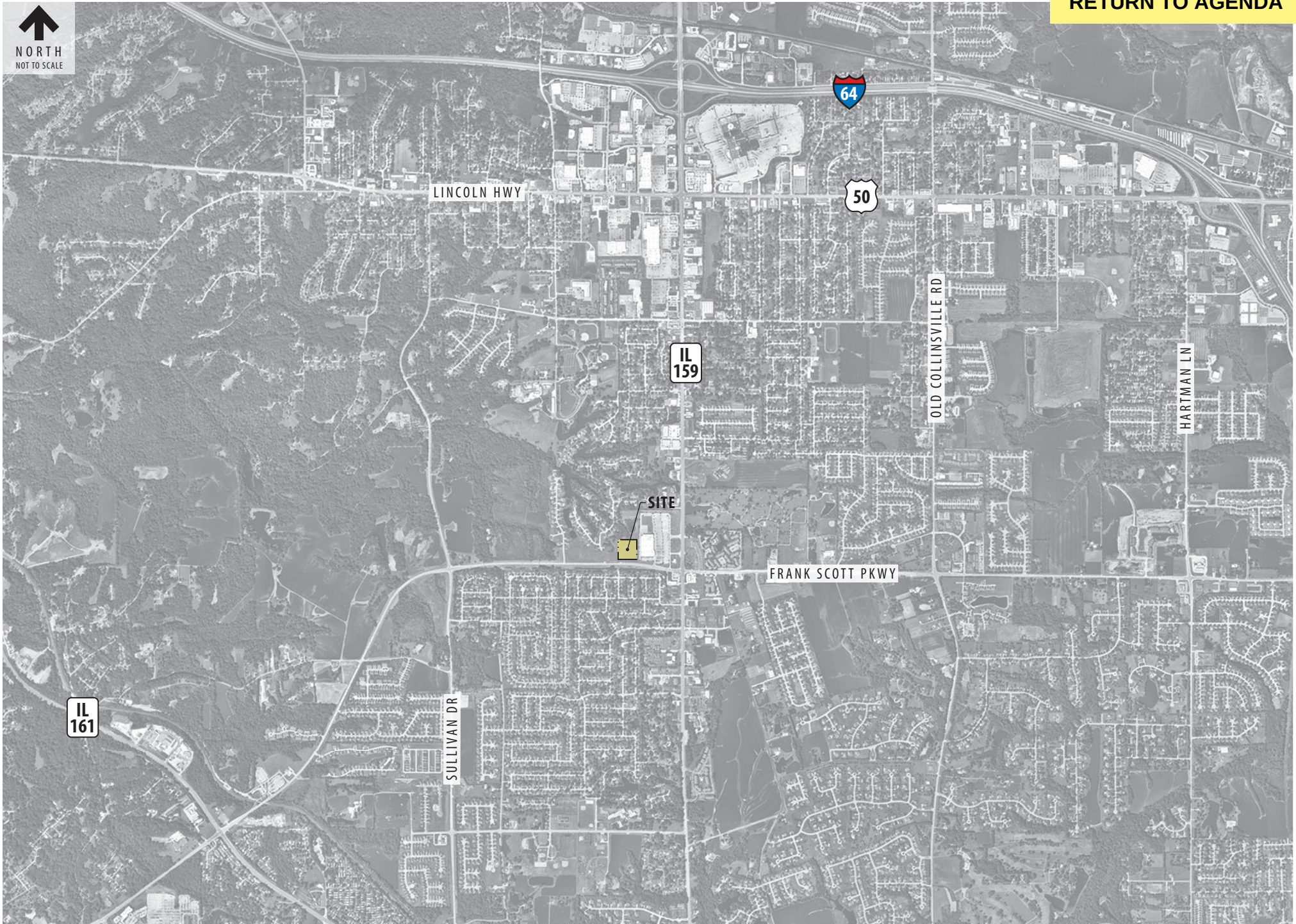
These study results and key findings are discussed in more detail in the *Recommendations & Conclusions* section of this report.

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.



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.

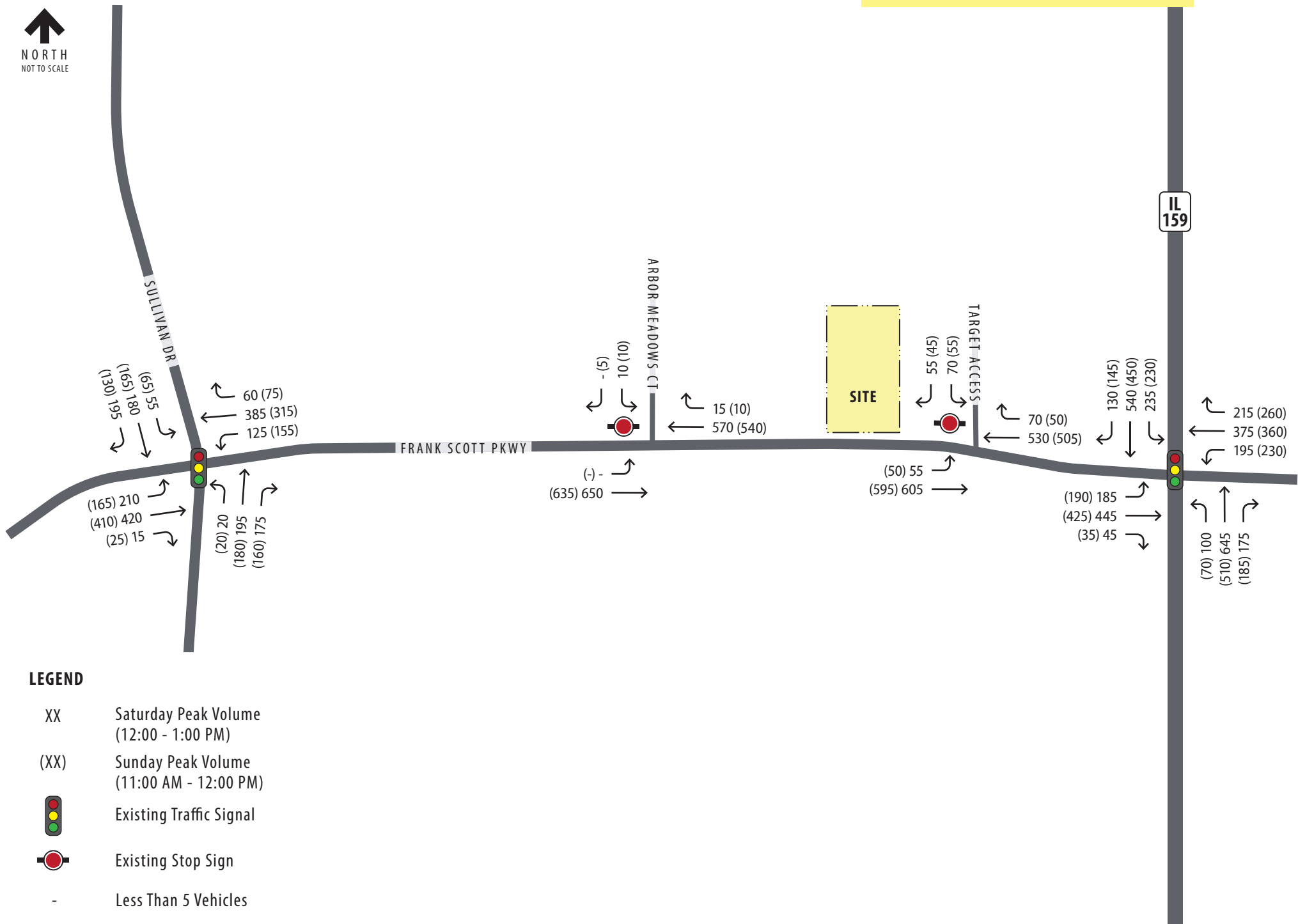
- Frank Scott Parkway / IL Route 159
- Frank Scott Parkway / Target Full Access
- Frank Scott Parkway / Arbor Meadows Court
- Frank Scott Parkway / Sullivan Drive

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.



LEGEND

- XX Saturday Peak Volume
(12:00 - 1:00 PM)
- (XX) Sunday Peak Volume
(11:00 AM - 12:00 PM)
-  Existing Traffic Signal
-  Existing Stop Sign
- Less Than 5 Vehicles

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**.

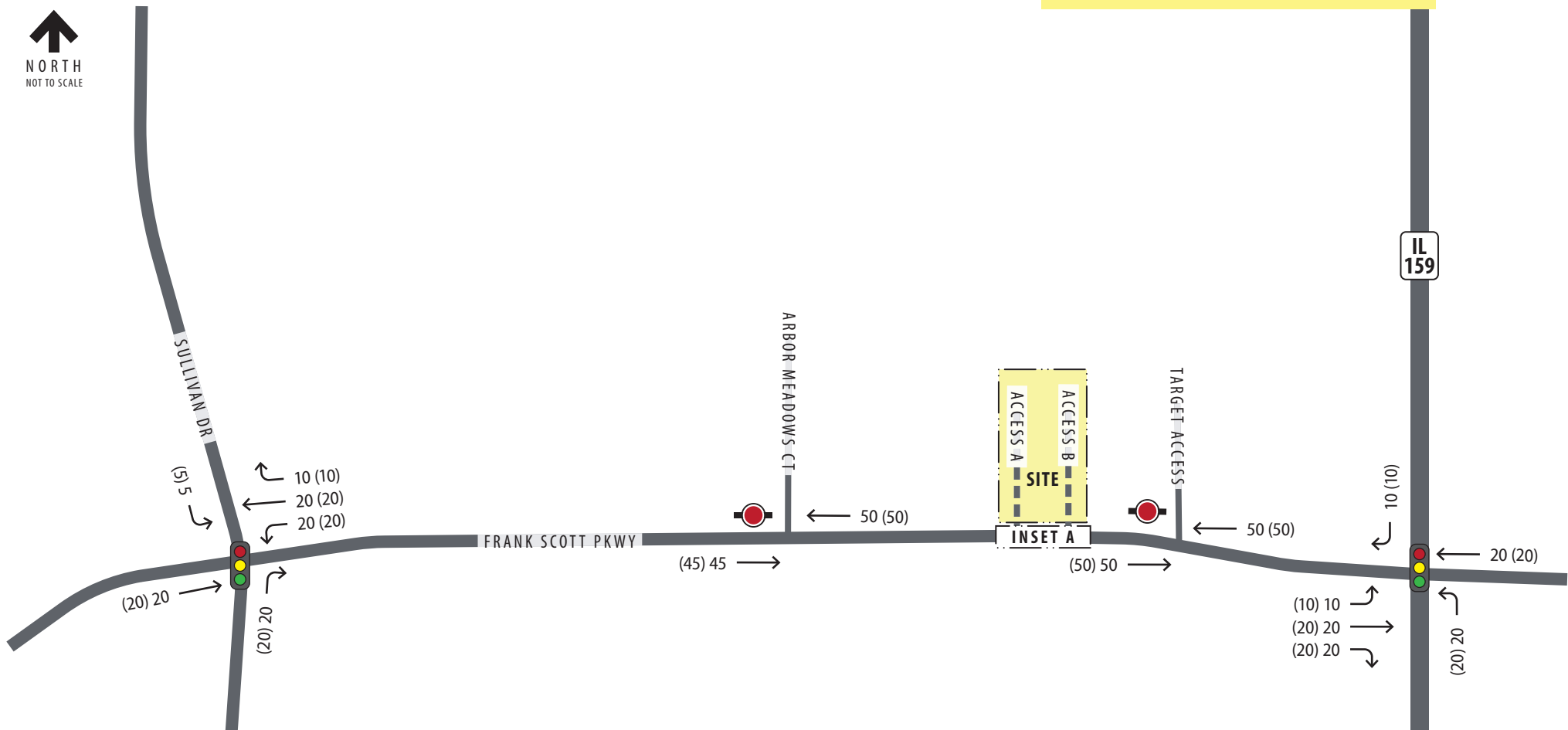
Table 3.3 Estimated Trip Distribution

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**.

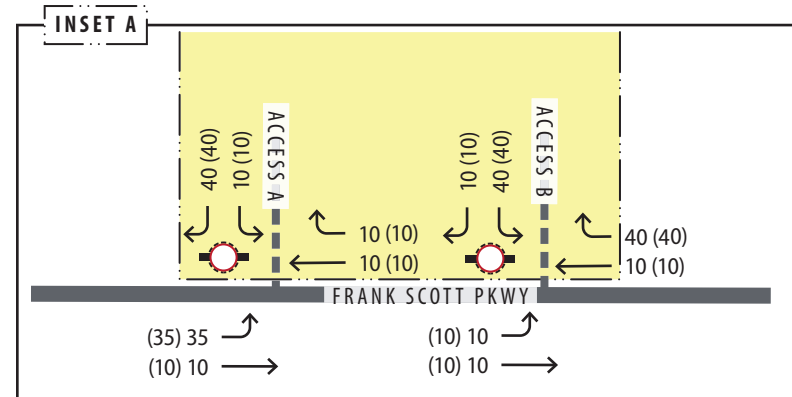
Historical Five-Year Crash Data

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

- XX Saturday Peak Volume (12:00 - 1:00 PM)
- (XX) Sunday Peak Volume (11:00 AM - 12:00 PM)
- Existing Traffic Signal
- Proposed Stop Sign
- Existing Stop Sign
- Less Than 5 Vehicles





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

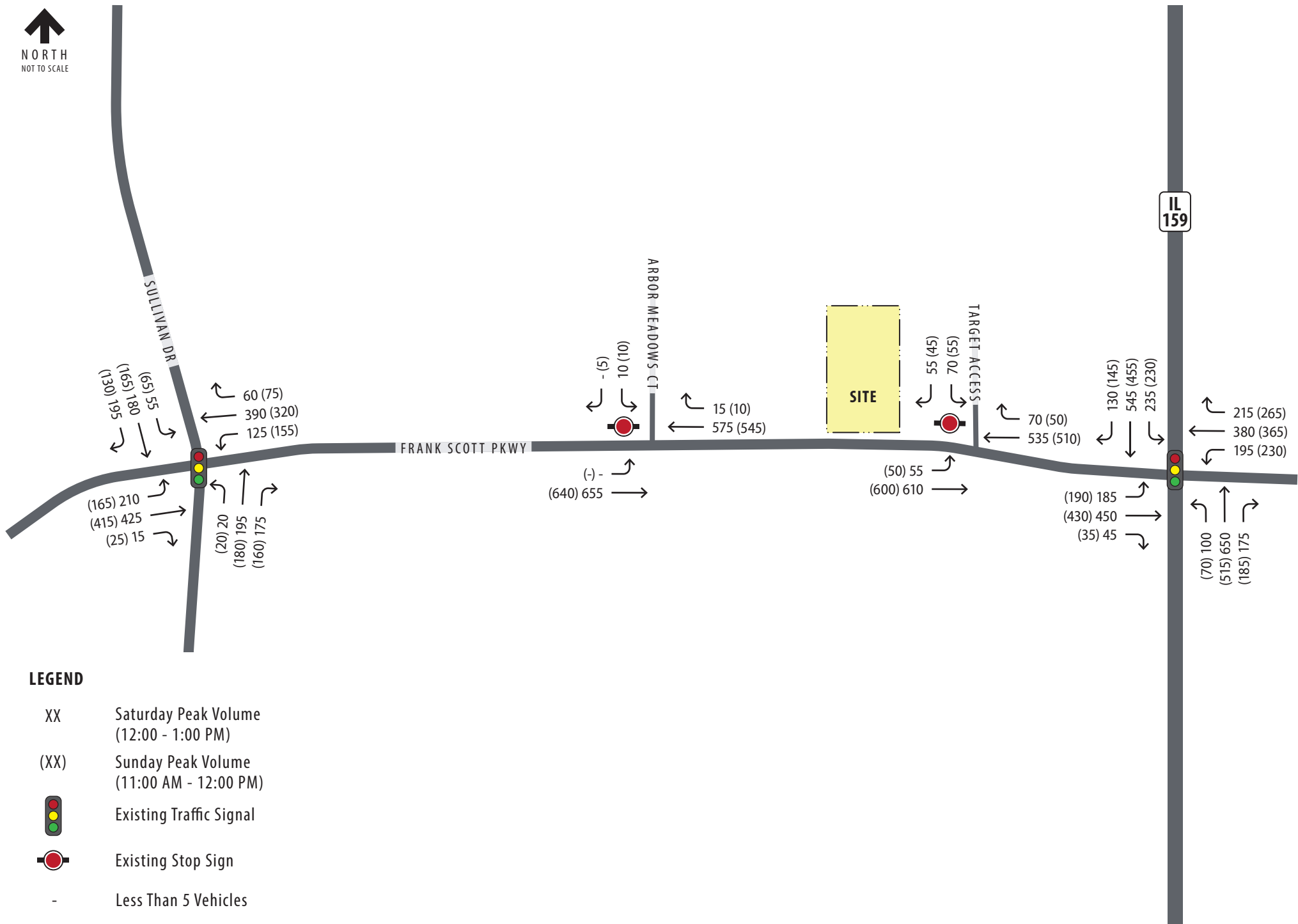
Turn Lane Warrants

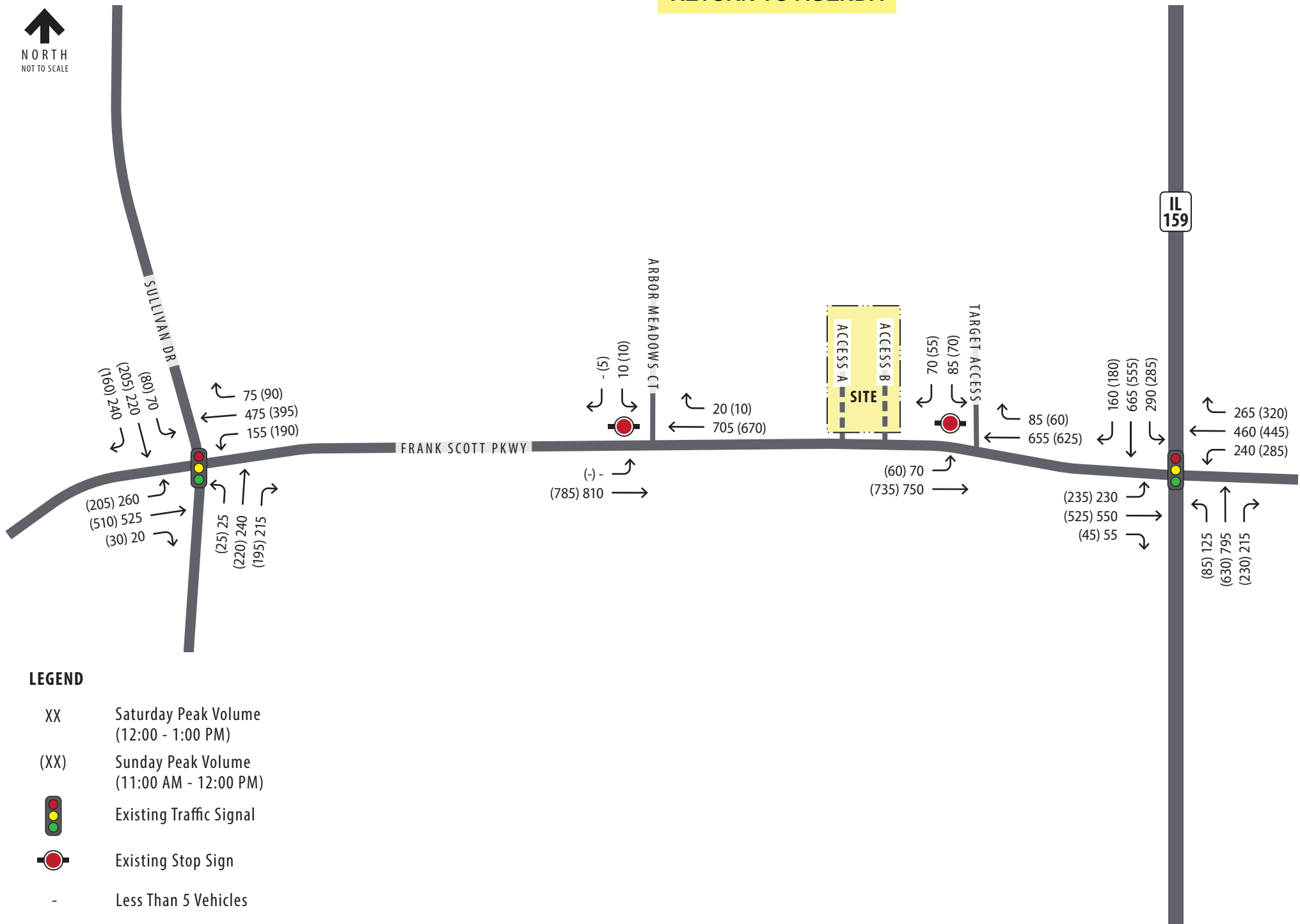
For the analysis of future traffic conditions, turn lane warrants were evaluated at the proposed site access driveways using guidelines published in the IDOT *Bureau of Design and Environment (BDE) Manual*. Traffic projections for the proposed West Access fall into a category where “left-turn lane treatment 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.

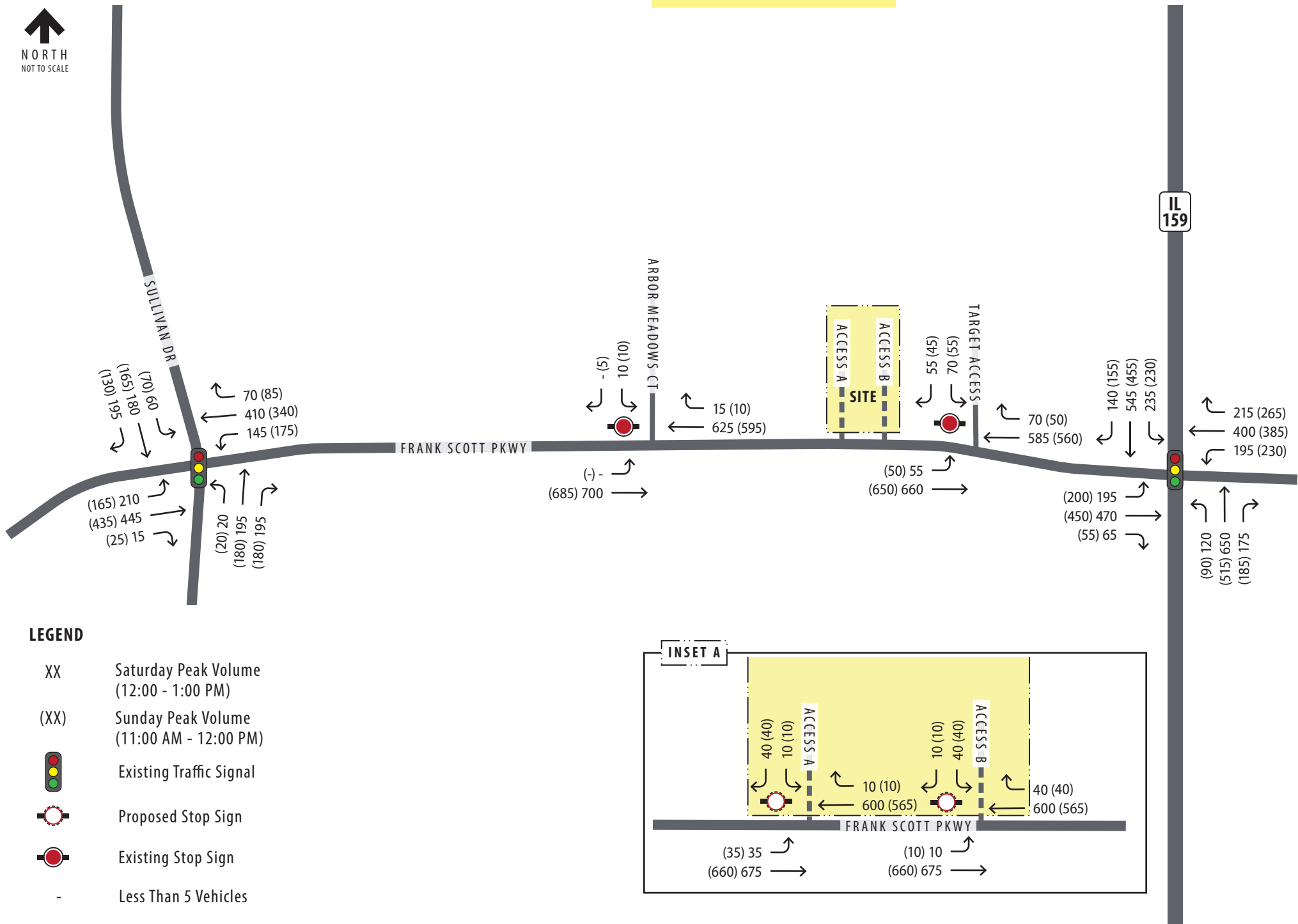
Traffic projections at the proposed West Access do not warrant a right-turn lane, however, traffic projections at East Access are near the threshold of warranting a right-turn lane. Capacity analysis results indicate minimal delays projected for the westbound traffic at East Access, therefore, a right-turn 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.

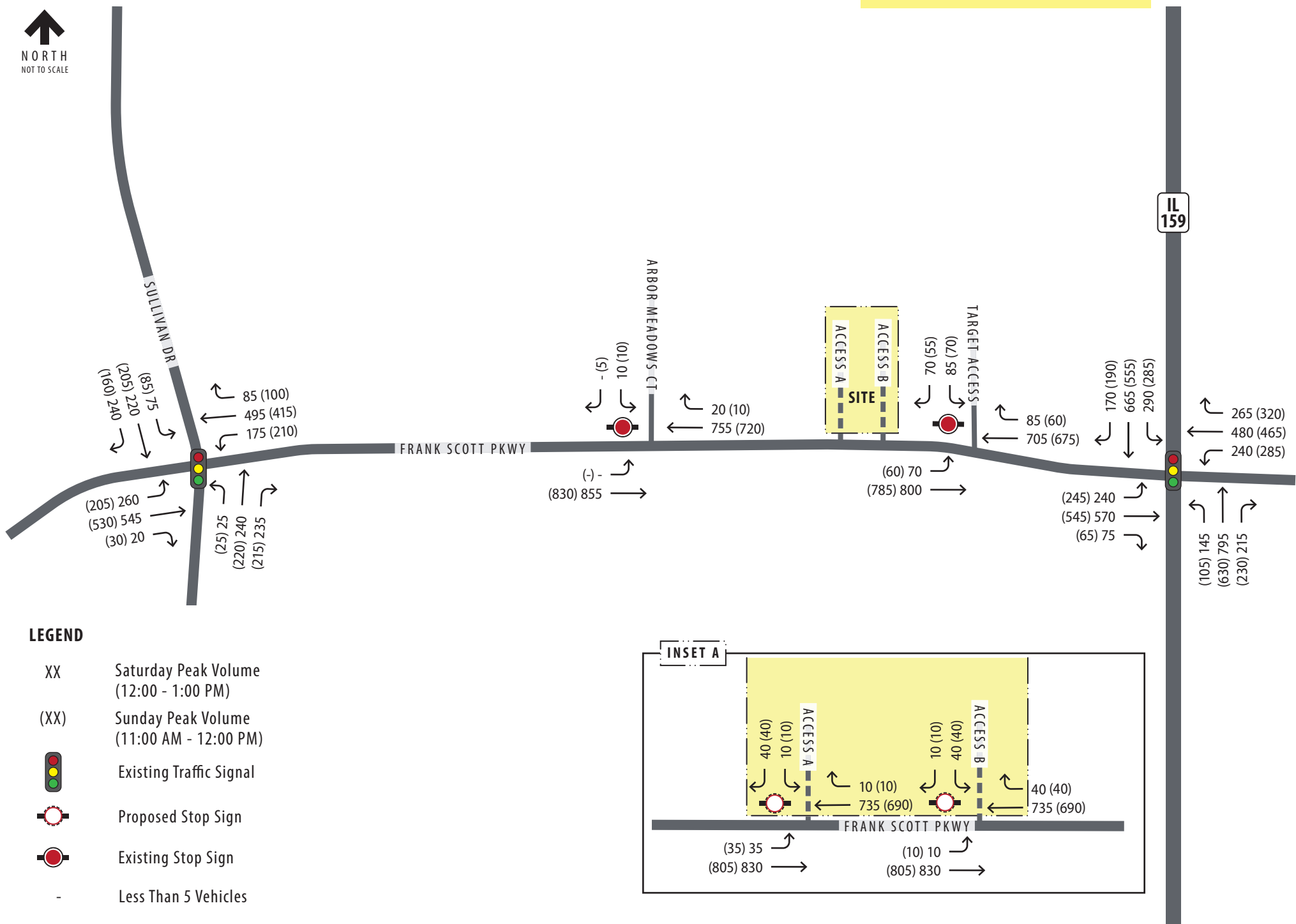
Access Spacing

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

[illegible]

GHN Project Numbers:

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**

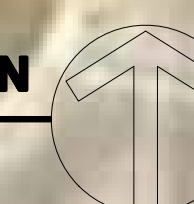
FRANK SCOTT PKWY WEST

FRANK SCOTT PARKWAY - GRANGER 250SC

SCALE: 1' = 30'-0"

223+/-PARKING SPACES SHOWN

4.9 ACRES M/L



TRAFFIC COUNT DATA

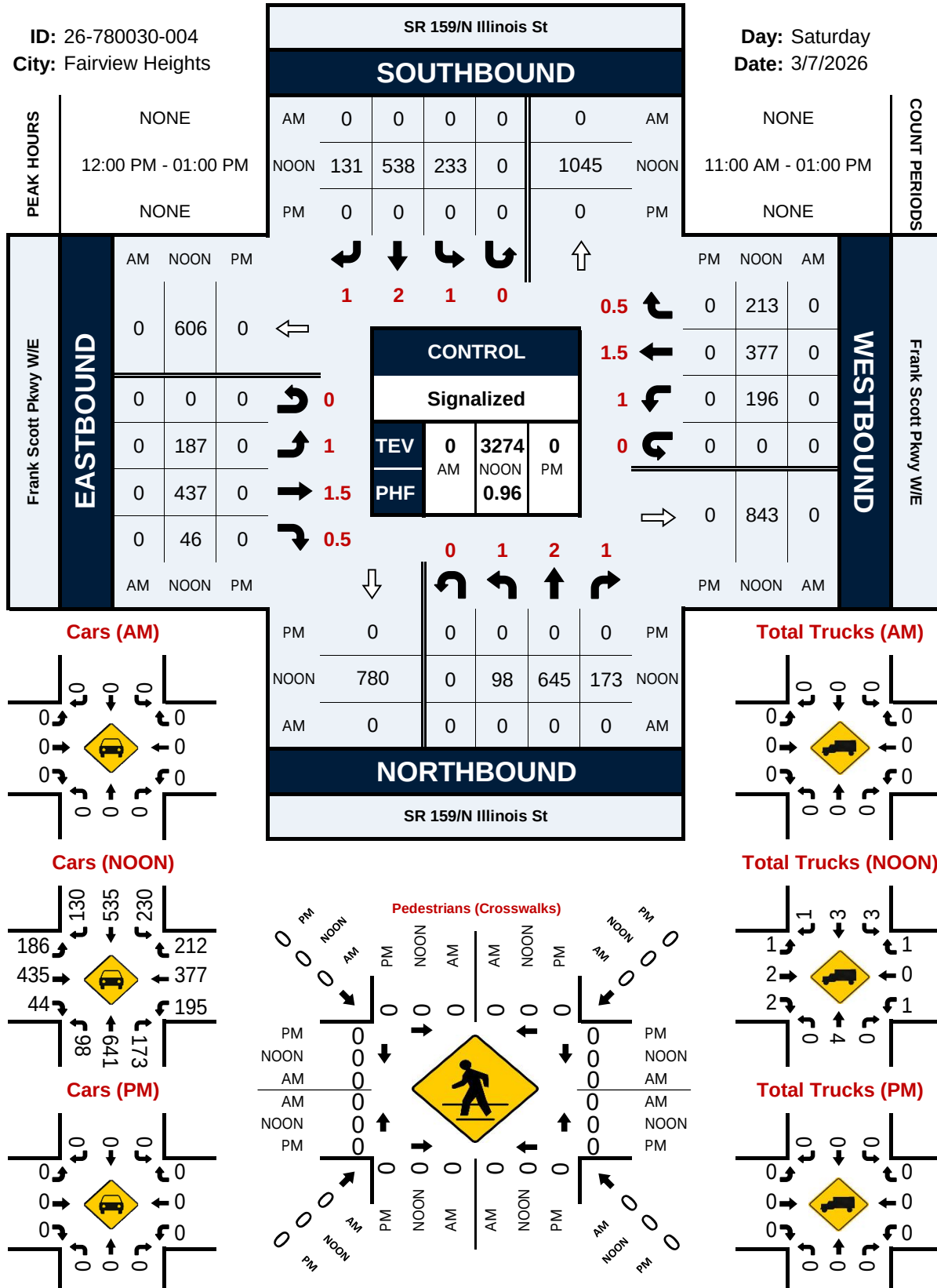
Prepared by National Data & Surveying Services

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



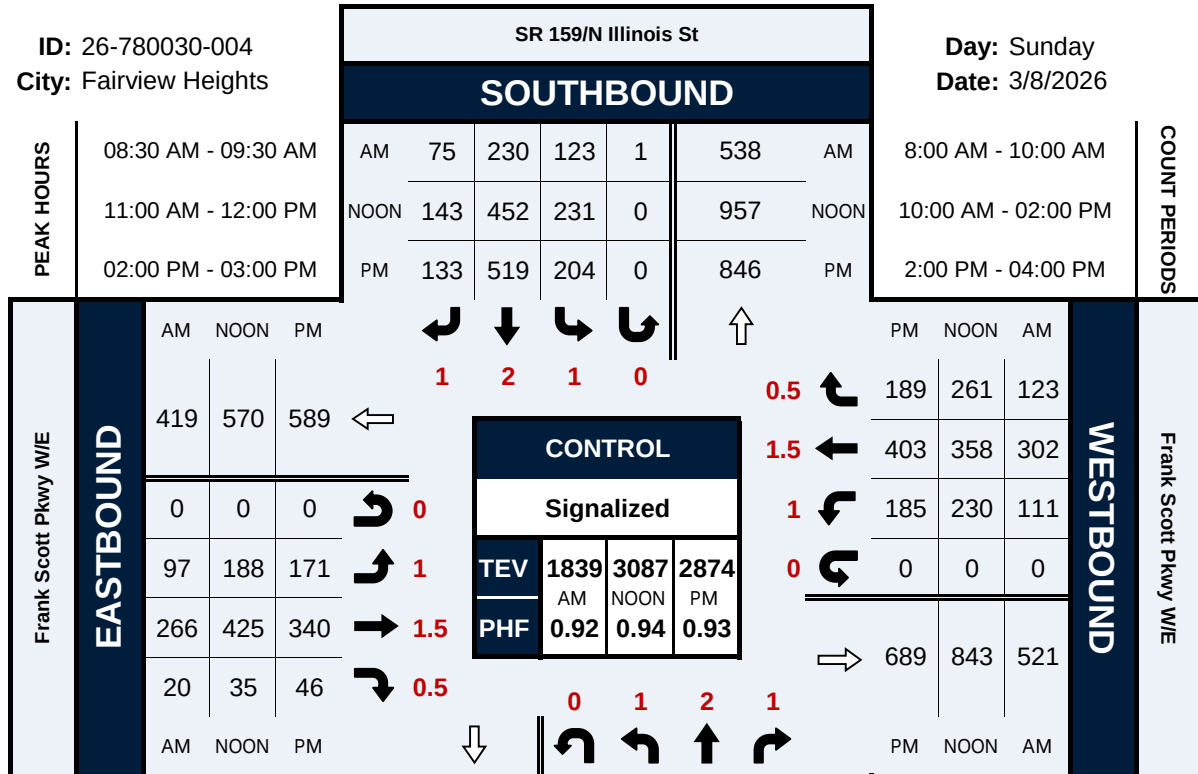
Prepared by National Data & Surveying Services

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

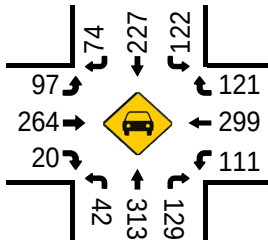
Peak Hour Turning Movement Count

ID: 26-780030-004
City: Fairview Heights

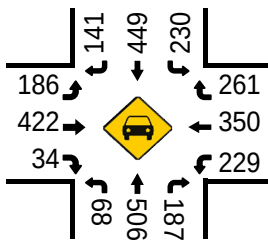
Day: Sunday
Date: 3/8/2026



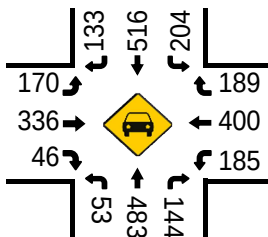
Cars (AM)



Cars (NOON)



Cars (PM)

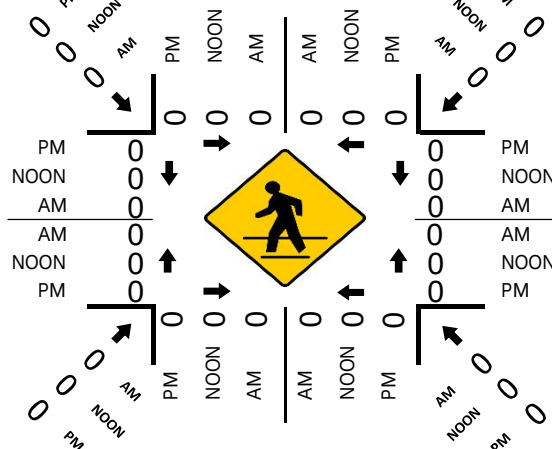


NORTHBOUND

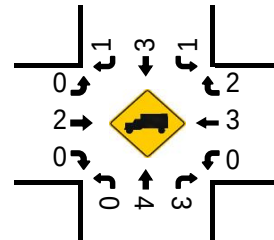
SR 159/N Illinois St

AM 750 0 53 486 145 PM
NOON 717 0 69 508 187 NOON
AM 361 0 42 317 132 AM

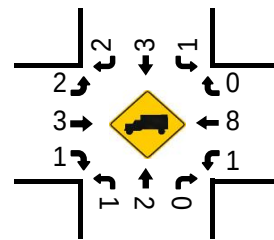
Pedestrians (Crosswalks)



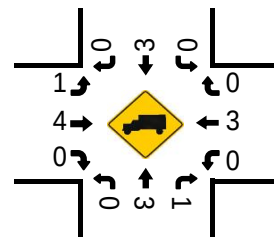
Total Trucks (AM)



Total Trucks (NOON)



Total Trucks (PM)



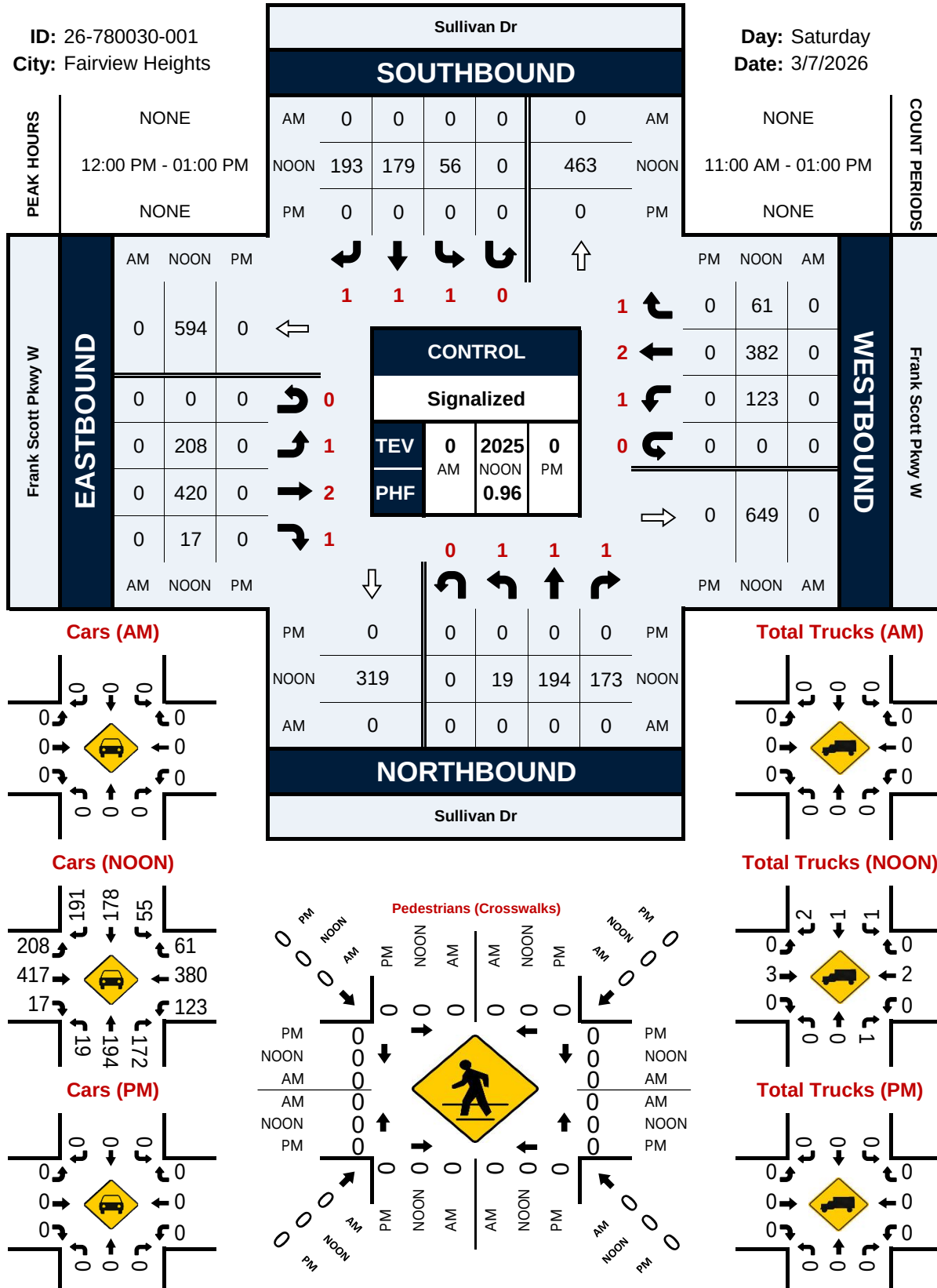
Prepared by National Data & Surveying Services

Sullivan Dr & Frank Scott Pkwy W

Peak Hour Turning Movement Count

ID: 26-780030-001
City: Fairview Heights

Day: Saturday
Date: 3/7/2026



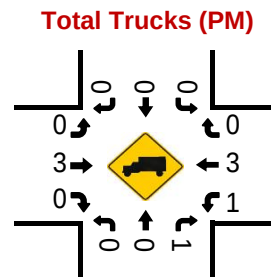
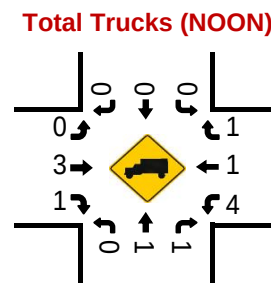
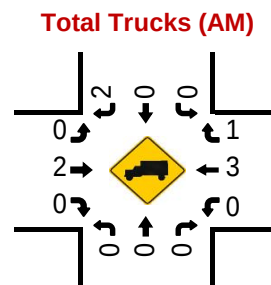
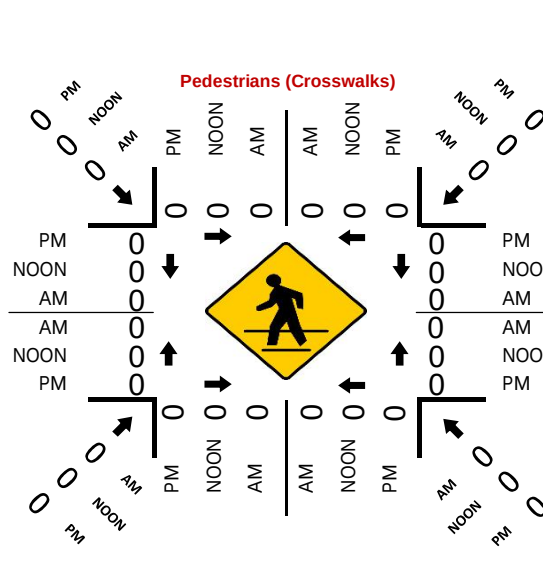
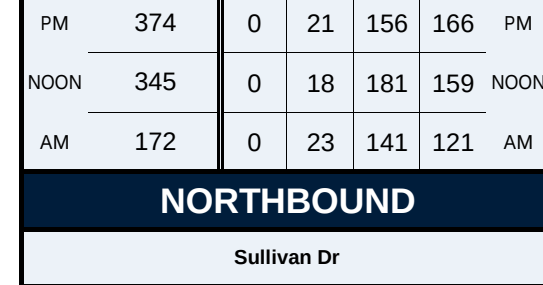
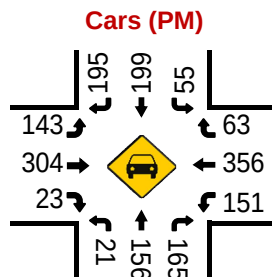
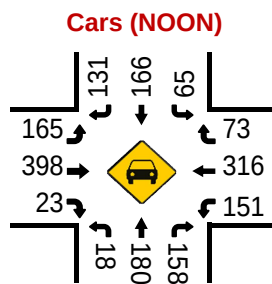
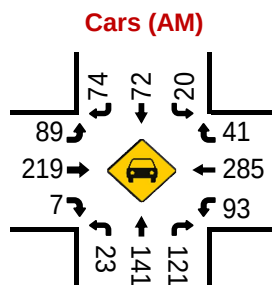
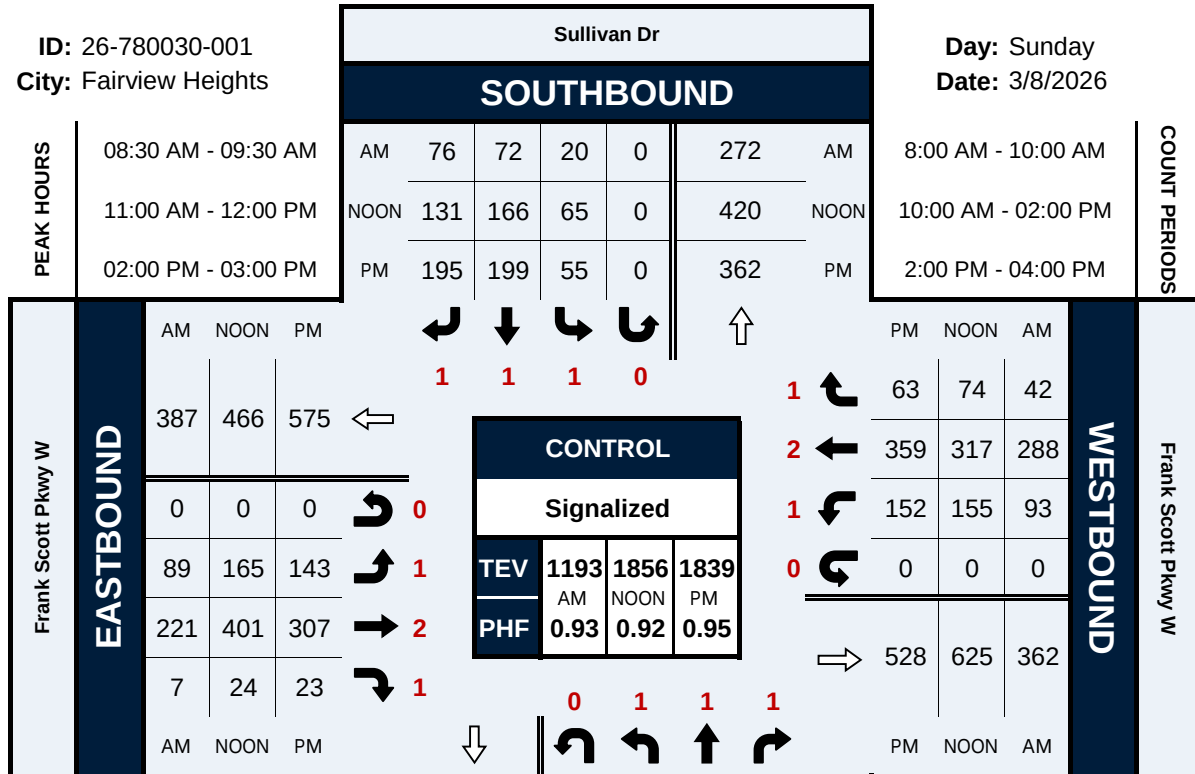
Prepared by National Data & Surveying Services

Sullivan Dr & Frank Scott Pkwy W

Peak Hour Turning Movement Count

ID: 26-780030-001
City: Fairview Heights

Day: Sunday
Date: 3/8/2026



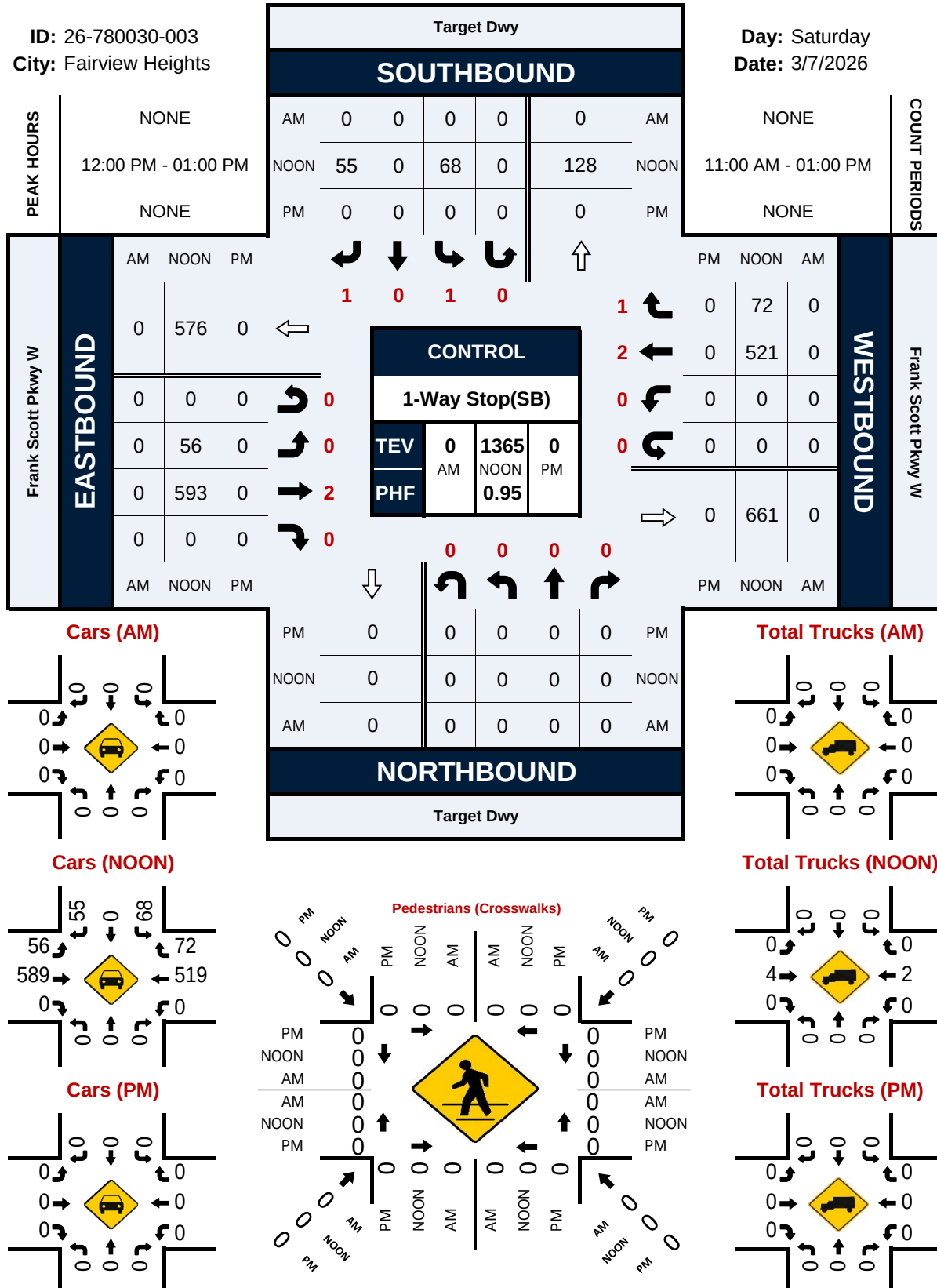
Prepared by National Data & Surveying Services

Target Dwy & Frank Scott Pkwy W

Peak Hour Turning Movement Count

ID: 26-780030-003
City: Fairview Heights

Day: Saturday
Date: 3/7/2026



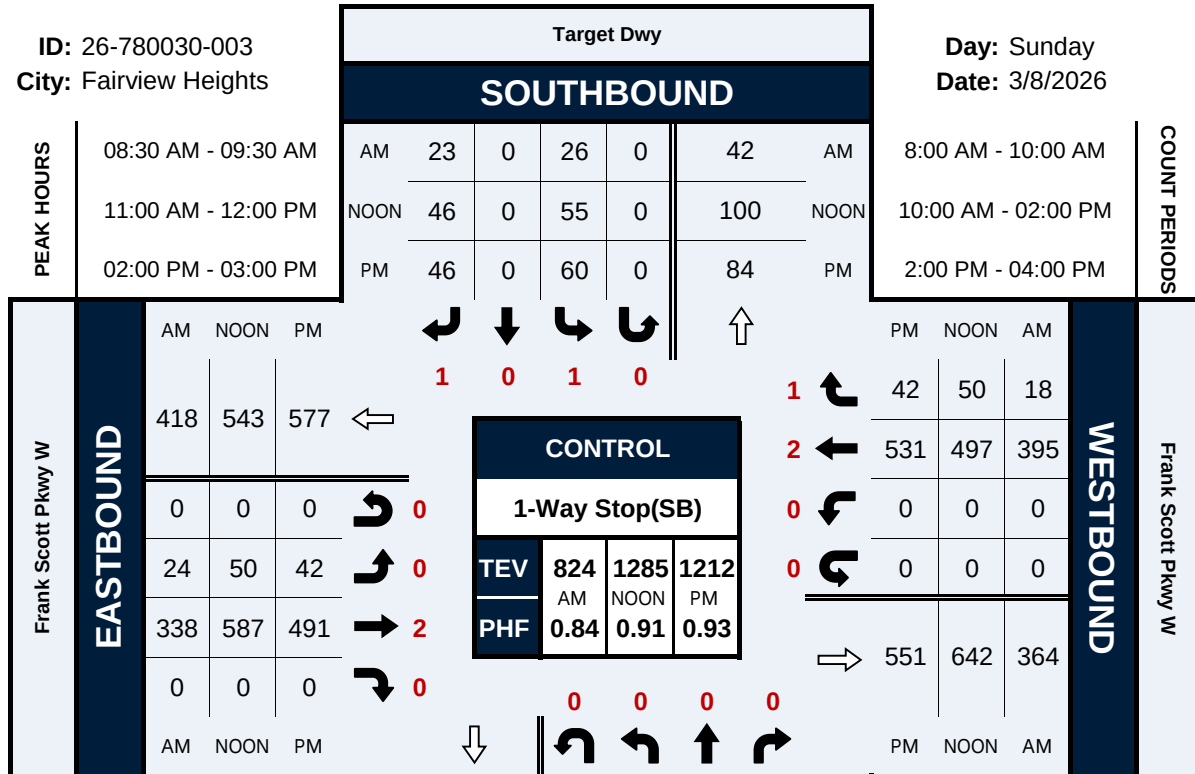
Prepared by National Data & Surveying Services

Target Dwy & Frank Scott Pkwy W

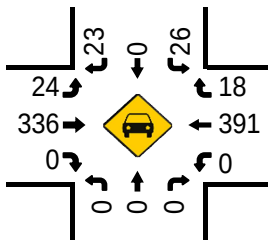
Peak Hour Turning Movement Count

ID: 26-780030-003
City: Fairview Heights

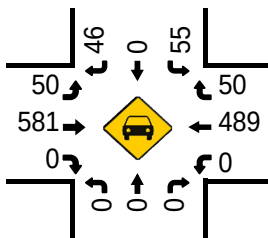
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Date: 3/8/2026



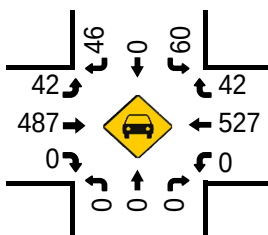
Cars (AM)



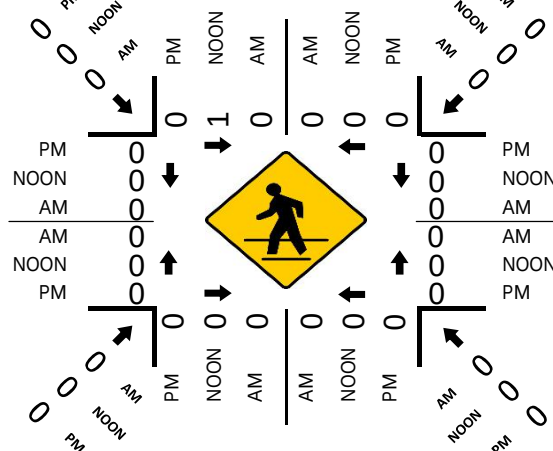
Cars (NOON)



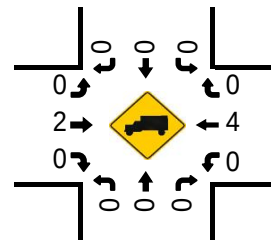
Cars (PM)



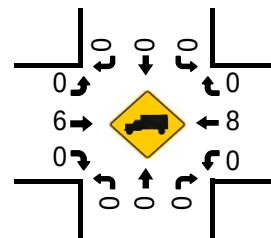
Pedestrians (Crosswalks)



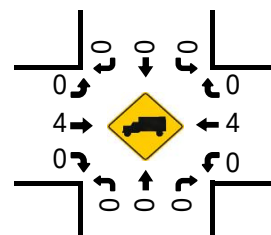
Total Trucks (AM)



Total Trucks (NOON)



Total Trucks (PM)



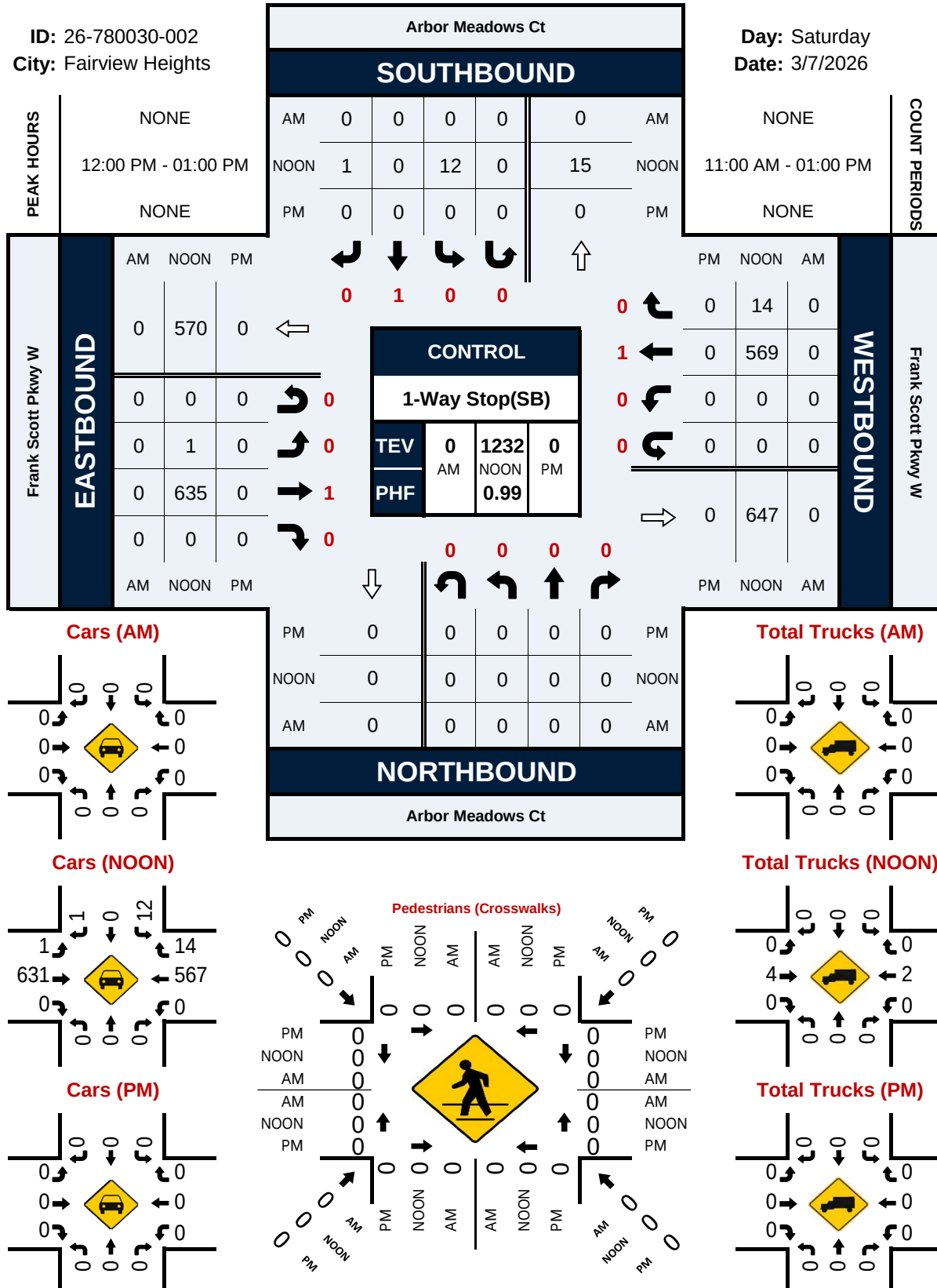
Prepared by National Data & Surveying Services

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



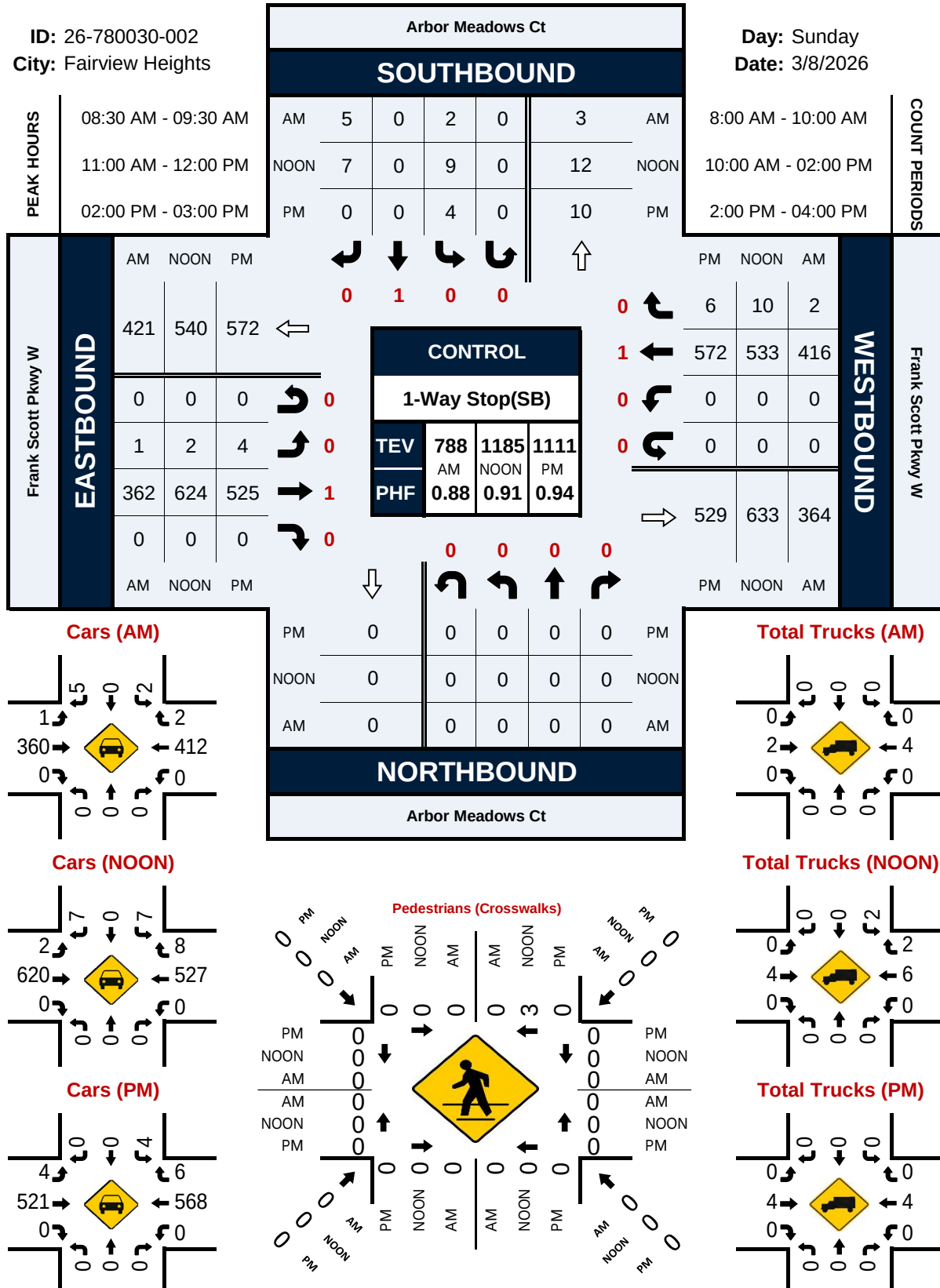
Prepared by National Data & Surveying Services

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



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							
Approach Delay, s/veh	32.2				33.5				28.5							
Approach LOS	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			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			
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

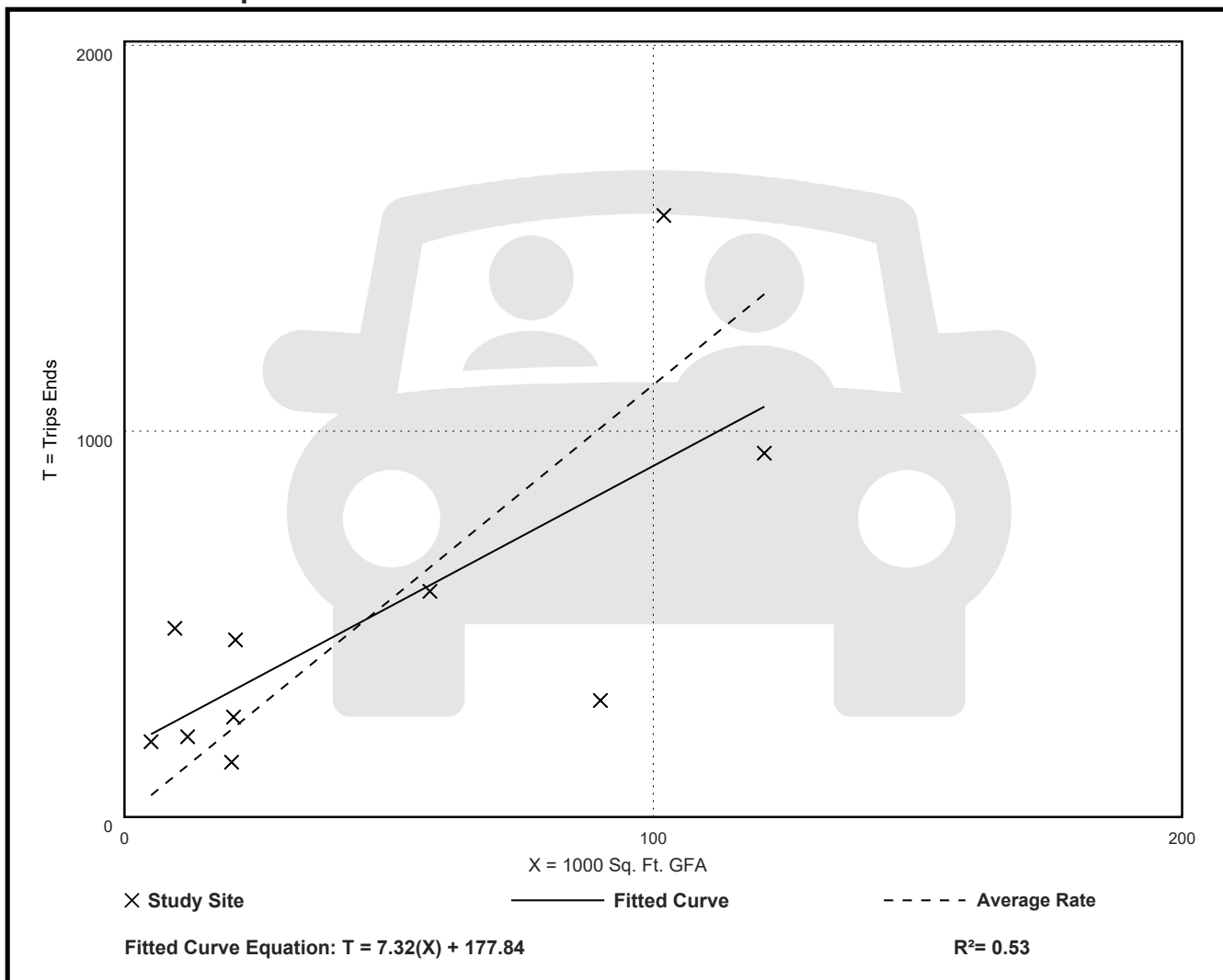
Avg. 1000 Sq. Ft. GFA: 46

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

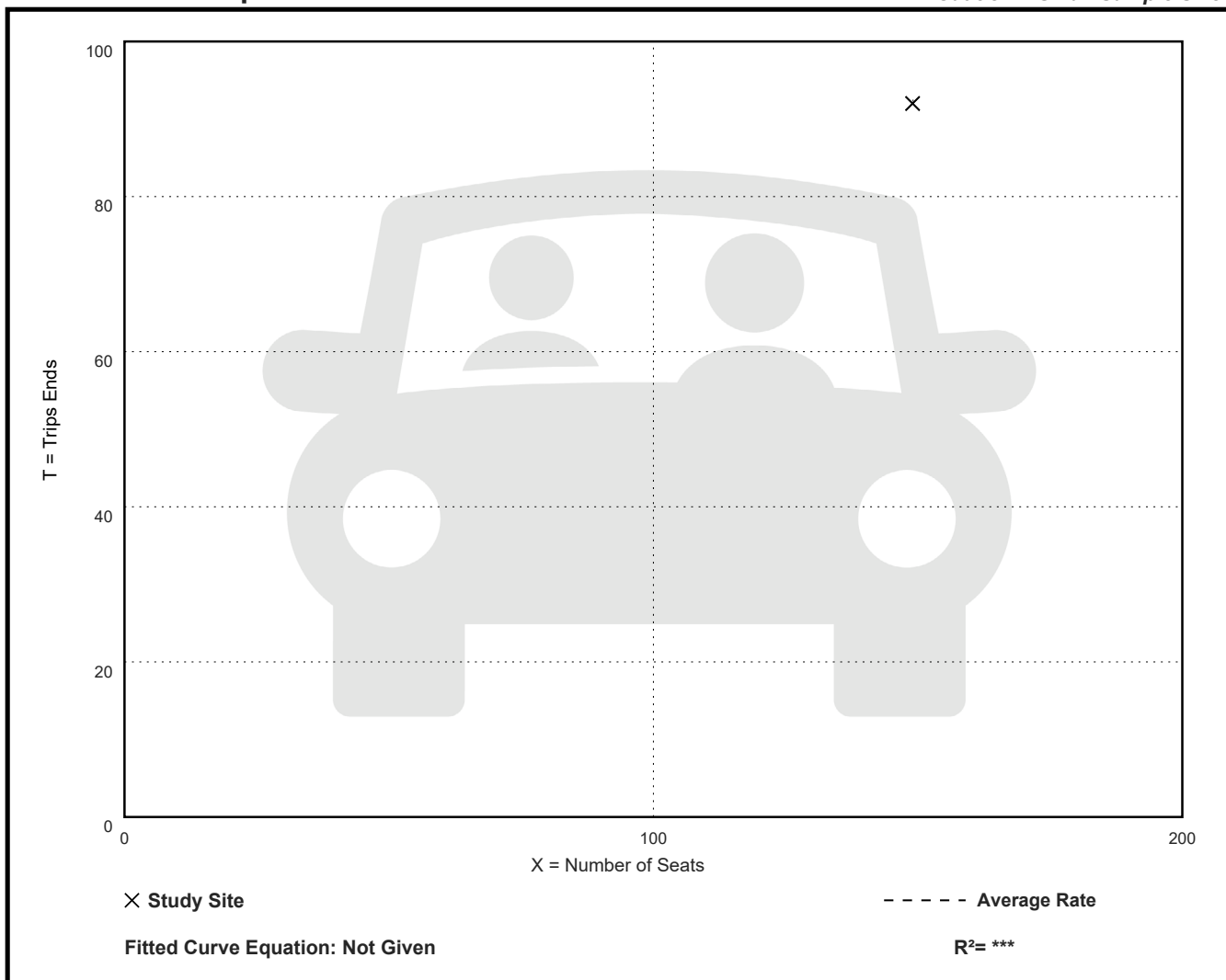
Directional Distribution: 50% entering, 50% exiting

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

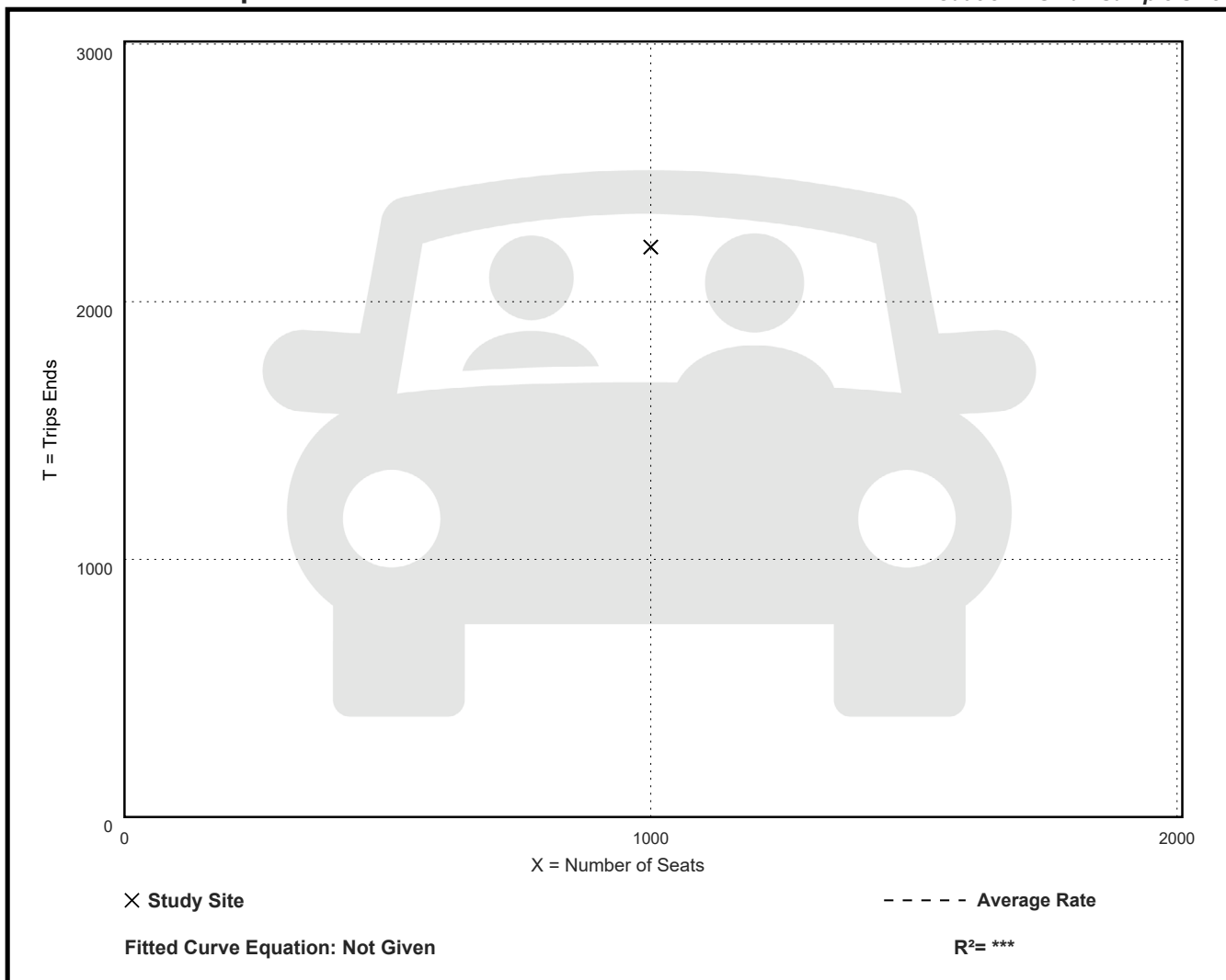
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. Num. of Seats: 1000
 Directional Distribution: 50% entering, 50% exiting

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

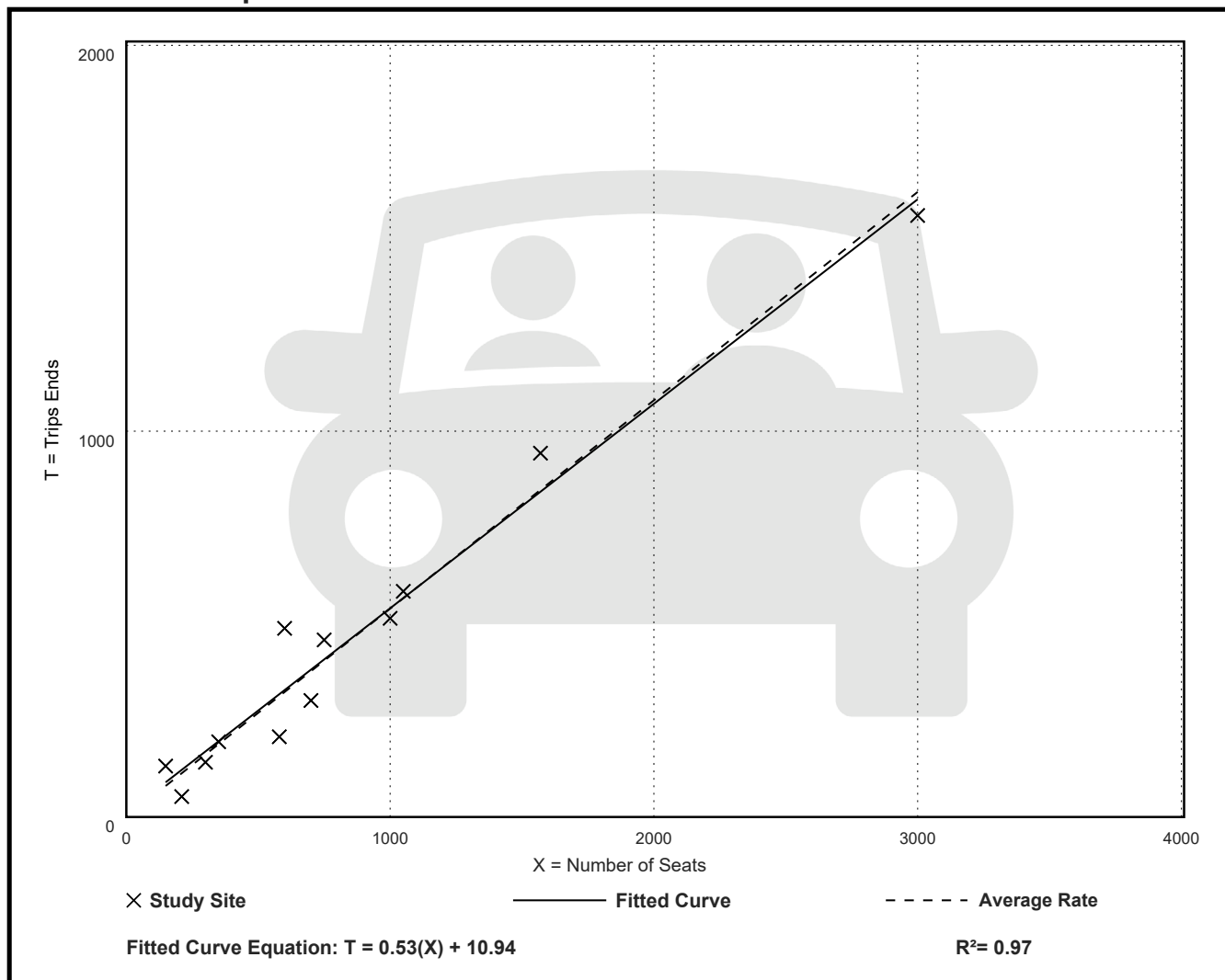
Avg. Num. of Seats: 855

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+l1), 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		448	
Approach Delay, s/veh	21.6				21.9				29.9		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	9.1	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									

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

Future (2027) No Build Traffic Volumes
Saturday Peak Hour

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	

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

Future (2027) No Build 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	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+I), 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											

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

Future (2027) No Build Traffic Volumes
Sunday Peak Hour

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	

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

Future (2027) No Build 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	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											

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

Future (2047) No Build Traffic Volumes
Saturday Peak Hour

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	

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

Future (2047) No Build Traffic Volumes
Saturday Peak Hour

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											

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

Future (2047) No Build Traffic Volumes
Sunday Peak Hour

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	

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

Future (2047) No Build Traffic Volumes
Sunday Peak Hour

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+l1), 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			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	20.0	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									

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

Future (2027) Build Traffic Volumes
Saturday Peak Hour

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	

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

Future (2027) Build Traffic Volumes
Saturday Peak Hour

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

HCM 7th TWSC
410: Frank Scott Parkway & West Access

Future (2027) Build Traffic Volumes
Saturday Peak Hour

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	

HCM 7th TWSC
420: Frank Scott Parkway & East Access

Future (2027) Build Traffic Volumes
Saturday Peak Hour

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											

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

Future (2027) Build Traffic Volumes
Sunday Peak Hour

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	

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

Future (2027) Build 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	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

HCM 7th TWSC
410: Frank Scott Parkway & West Access

Future (2027) Build Traffic Volumes
Sunday Peak Hour

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	

HCM 7th TWSC
420: Frank Scott Parkway & East Access

Future (2027) Build Traffic Volumes
Sunday Peak Hour

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		W	
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+l1), 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+I), 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									

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

Future (2047) Build Traffic Volumes
Saturday Peak Hour

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	

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

Future (2047) Build Traffic Volumes
Saturday Peak Hour

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

HCM 7th TWSC
410: Frank Scott Parkway & West Access

Future (2047) Build Traffic Volumes
Saturday Peak Hour

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	

HCM 7th TWSC
420: Frank Scott Parkway & East Access

Future (2047) Build Traffic Volumes
Saturday Peak Hour

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			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											

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

Future (2047) Build Traffic Volumes
Sunday Peak Hour

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	

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

Future (2047) Build Traffic Volumes
Sunday Peak Hour

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

HCM 7th TWSC
410: Frank Scott Parkway & West Access

Future (2047) Build Traffic Volumes
Sunday Peak Hour

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	

HCM 7th TWSC
420: Frank Scott Parkway & East Access

Future (2047) Build Traffic Volumes
Sunday Peak Hour

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				



LMAC Holdings, LLC

"Quality residential and commercial real estate services"

M.B.E. Certified

May 15, 2026

Re: 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

Dear Mr. Alley,

Thank you again for meeting with us this morning to discuss the status of our application and the recent Planning and Zoning Commission proceedings. We appreciate your time, candid feedback, and willingness to discuss the available paths forward for the project.

After further discussion with our team, we have decided to proceed with withdrawing the current annexation and zoning application in order to avoid the potential complications associated with a formal denial and the resulting one-year waiting period. We believe this approach will allow us the opportunity to strengthen our presentation materials and return with a more comprehensive submittal following the Illinois Housing Development Authority LIHTC award announcements anticipated on June 26, 2026.

As discussed during the meeting, we remain fully committed to developing this site in Fairview Heights and believe the project aligns with the broader goals of providing additional senior and workforce housing opportunities within the community. We also appreciate your guidance regarding future communication and coordination throughout the process.

To assist in providing additional background on the development team, we have attached our Statement of Qualifications package highlighting LMAC's development experience, completed projects, and information regarding our principal, Mr. Lewis McKinney. We hope this information will help provide additional familiarity with our organization and our track record of successful developments.

Additionally, attached please find the draft withdrawal letter for the application as discussed during today's meeting.

We appreciate your assistance and look forward to continuing to work collaboratively with the City as we prepare for resubmittal later this summer.

Sincerely,

Lewis McKinney Jr.
LMAC Holdings, LLC



DEPARTMENT OF LAND USE AND ECONOMIC DEVELOPMENT

INTEROFFICE MEMORANDUM

To: Fairview Heights City Council
 From: Dallas Alley, Land Use and Economic Development Director
 Subject: Monthly Director's Report (Land Use) – April 2026
 Date: May 15, 2026

Major Department Activities.

Planning and Zoning

- The Planning Commission considered two cases in April:
- The Zoning Board of Appeals considered one case in April.

Plan Review

- Commercial Plan Review in the pre-permitting phase
 - 6308 N Illinois Street (7 Brew) – New Construction – Ward 4
 - 5909 N Illinois Street (Firehouse Subs) – Tenant Finish – Ward 3 **PERMIT ISSUED**
 - 134 St. Clair Square Suite 190 (DTLR) – Tenant Finish – Ward 4 **PERMIT ISSUED**

Action Items

- **Planning Commission Case PC 03-26**

Planning Commission held the necessary public meeting to discuss a special use request for XXX Frank Scott Parkway (PPN: 03-33.0-404-031) the Commission voted eight (8) in favor, zero (0) against and two (2) absent to recommend approval of the application, with the stipulation that the applicant comply with all requirements of the St. Clair County Highway Department relating to the ingress and egress onto the property from Frank Scott Parkway **Recommendation that the Planning Committee forward to City Council PC 03-26 with the recommendation of approval with a stipulation that the applicant comply with all requirements of the St. Clair County Highway Department relating to the ingress and egress onto the property from Frank Scott Parkway.**

Please let me know if there are questions or concerns.

Enc –

- Monthly Project Report – April 2026
- Monthly Inspection Report -April 2026



Monthly Project Details Report

Permit Issued Date Time from Projects feed: 04/01/2026 - 04/30/2026

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Building Permit (C)	26-000523	Add a 44'x12' addition to the west side of our building to be used for storage and future equipment	5110 N Illinois St	Steve Campo, 6185677942, scampo34@gmail.com	04/13/2026 at 10:51 AM
Building Permit (C)	26-000458	Remodeling the previous Firehouse Subs to reopen as Firehouse Subs, where construction will be more of a remodel than physical work (nothing structural to be moved), remodeling for the new location to be reopened for the standards of Firehouse Subs corporate. Paint ceiling and replace ceiling tiles, paint all walls and trim, paint bathroom walls, baby changing table replaced to ADA standards, adding new lights throughout, adding a walk-in cooler/freezer, replacing hand sinks, make sure HVAC is in working order and up to standards, make sure all electrical and plumbing are up to standards, regrouting the entire floor, add decor to walls, add all new equipment into the space, add a fire monitor system, retile where needed, add new plumbing for an additional produce sink in the back, add additional electrical for another outlet.	5909 N Illinois St	Christopher Steinacher, Firehouse Subs, 6182105192, chris.steinacher@firehousesubs.com	04/24/2026 at 11:04 AM
Building Permit (C)	26-000398	This system is not recognizing the location address: 10 Lincoln Hwy, Suite 100, Fairview Heights, IL 62208. (this is the old Sketchers across from the mall) Updating interior buildout as an Uptown Cheapskate store. We are resizing the restrooms, routing electrical wire the counter area, updating/installing new lighting fixtures, along with installing shelving, racks, dressing room area, and beautification of space. We will be painting all the walls including the ceiling and installing flooring throughout. We are moving the mop sink out of the restroom to the backspace to comply with code and installing a filtered water fountain as well. The rear garage door will be replaced with a double door system and we are installing an office space into the rear space near the restroom.	10 Lincoln Hwy, 100	Mark Byham, Uptown Cheapskate of Edwardsville LLC, 7574079256, fairviewheights@uptowncheapskate.com	04/06/2026 at 4:08 PM
Building Permit (R)	26-000472	This project is a renovation of the master bedroom and bathroom. It will include tear out/replacement of both bedroom and bathroom flooring, replacement of bathroom fixtures (vanities, toilet, cabinetry), drywall and trim repair/paint, plumbing for sinks, drains, tub and shower, shower installation, minor electrical for vanity mirrors and bedroom closet light.	6804 Dunhill Dr	Joshua Cyrus, Cyrus Plumbing LLC, 6182108560, cyrusplumbingllc@gmail.com	04/07/2026 at 10:19 AM
Building Permit (R)	26-000450	INSTALLING 14KW GENERATOR WITH 200A TRANSFER SWITCH AND NEW GAS LINE	209 Toulon Ct	Charlie Wallace, TSWT Acquisition Inc, 5733391800, PERMITS@TRISTATEWATER.COM	04/06/2026 at 9:23 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Building Permit (R)	26-000591	Installation of sump pump and fast track drain in basement	9121 Lynwood Ln	Cherissa Marzano-Gabriel, Acculevel, Inc, 8666693349, cherissa@acculevel.com	04/24/2026 at 10:37 AM
Building Permit (R)	26-000482		9149 Basswood Dr	Tony Knittig, Country-TeK Homes, 6364959399, tknittig@countrytekhomes.com	04/20/2026 at 9:05 AM
Building Permit (R)	26-000582	Installing push piers for foundation settlement	404 Veach Dr	Candi Shrum, Woods Basement Systems, 6183462716, candi@getwoods.com	04/28/2026 at 10:47 AM
Building Permit (R)	26-000559	Install portion of foundation	217 N Ruby Ln	Michael Mason	04/17/2026 at 11:25 AM
Building Permit (R)	26-000402	Having an above ground pool installed Having deck built around pool	125 Crystal Ln	Scott Forrest, 5055069553, micrylthe@yahoo.com	04/02/2026 at 8:32 AM
Building Permit (R)	26-000473	15 by 16 backyard deck addition	205 Nottingham Ct	Dewitt Rule, 6182100665, dewitrule@yahoo.com	04/23/2026 at 8:53 AM
Building Permit (R)	26-000507	Deck repair	39 Potomac Dr	L'S Rental Property Inc, Wayne Rong, 1234567891, lsrentalproperty2001@gmail.com	04/21/2026 at 11:40 AM
Building Permit (R)	26-000465	Residential single family new construction	16 Camden Ct	Sarah DeMond, JLP Design and Build LLC, 6187813281, sarah@jlpdesignandbuild.com	04/09/2026 at 3:09 PM
Building Permit (R)	25-001881	Deck Replacement 15X26	228 Oak Ridge Ct	Tojunda McClain, 3147661336, tpmcclain@hotmail.com	04/14/2026 at 9:42 AM
Building Permit (R)	26-000514	Finishing off basement with drywall, lighting and outlets	900 Fields End Ct	Renee Hood, 6185584939, rchood618@gmail.com	04/15/2026 at 9:58 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Building Permit (R)	26-000532	Remodel after a fire in garage and sunroom. Electrical rewire, structural beam 2, replacement of bottom cords, new wall, replumb bathroom and laundry room, plaster board, plaster, flooring, insulation, bring home up to current codes per pre inspection - will attach full scope to building permit. See attached breakdown of the entire scope of work with drawings of the floor layout. Fire occurred in the garage / family room area noted on the floor plan. Smoke damage mitigated to the kitchen, living room, foyer, and small hallway inside the home. Clean up only occurred inside the home in these areas which included chemical wipe down, vacuuming, and odor control in these areas. Main construction will be done inside the garage, laundry, bathroom, and family room area. Code up grades include new wired smoke alarms in main house, Structural lamination beam to support the load of the bottom cords for the stick build truss system a triple laminated beam in the garage to carry the span, and a triple laminated beam in the family room to carry the span across with hurricane clips to be secured to each cord / beam. The replacement of the 2 x 6 bottom cord which was burnt. New wall in the garage to create a hallway going into the family room. Note the exterior and additional wall in the bathroom to run plumbing through on the exterior wall will be installed, plumbing will be rerouted to the inside of the walls instead of the attic space above where it is currently installed to ensure that it does not freeze during winter months. New plumbing vents will be installed to properly vent out sewer gases in the bathroom and laundry room area and replumbed per code. New electrical heaters will be installed to replace existing heater units, along with rewire of the garage, family room up to code. 5/8 plaster board to be installed in the ceiling and walls and will have a layer of plaster installed over the top of them. New steel door going into the garage that is fire rated will be installed per code. See xactimate attached. Note approximately 510 sq feet to be remodeled in the family room, stair case area, laundry room, bathroom room area	8 Monticello PI	Scott Ross, Absolute Clean and Restoration Inc., 6184028225, absolutescleanpres@gmail.com	04/15/2026 at 9:35 AM
Building Permit (R)	26-000484	Building a deck replacing siding doors. 18x26	104 Debra Dr	Rod Bynum, 6155093171, roddbynum@gmail.com	04/08/2026 at 10:17 AM
Electrical Permit (C)	26-000509	Obtain electrical permit to correct all deficiencies from inspection report: Obtain an electrical permit to correct all electrical deficiencies, ie, broken/painted switches or receptacles. Replace all missing faceplates. Remove all extension/ appliance cords going through cabinets. Replace all plastic boxes. Remove the double switch box extension cord (s). Repair/ replace the plug-in strip on the wall. Due to improper testing. The kitchen receptacles need to be placed on a GFCI protected circuit.	515 Lincoln Hwy, 7	Andrew Cole, 6189175351, popcornnsuch@gmail.com	04/10/2026 at 12:43 PM
Electrical Permit (C)	26-000557	Install RV box on side of building	5326 N Illinois St	Kohrmann Electric, Kohrmann Electric Co. Inc., 6187652345, contact@kohrmannelectric.com	04/17/2026 at 8:35 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Electrical Permit (C)	26-000556	Correct electrical items on report	39 Potomac Dr	keith williams, True Light Electric, LLC, 6185308673, truelightelectric64@yahoo.com	04/16/2026 at 2:15 PM
Electrical Permit (C)	26-000555	Meter base and rough- in inspection	9608 Old Lincoln Trl	keith williams, True Light Electric, LLC, 6185308673, truelightelectric64@yahoo.com	04/16/2026 at 2:16 PM
Electrical Permit (C)	26-000503	Replace existing canopy lights with led canopy light fixtures	10246 Lincoln Trl	David Braswell, DM Electric Heating and Cooling, 6186163204, dmelectric@hotmail.com	04/09/2026 at 3:20 PM
Electrical Permit (C)	26-000461	correct code issues from city inspection	815 Lincoln Hwy, Suite 110	Leonard Durnell, The Durnell Company, 6187814518, ljdurnell@gmail.com	04/09/2026 at 11:22 AM
Electrical Permit (C)	26-000553	Install electrical panel, lights and outlets in the utility room.	5319 N Illinois St, 2	Vernon Trustee Dulaney	04/16/2026 at 10:57 AM
Electrical Permit (C)	26-000525	200 amp service upgrade.	1 Susan Ct	James Hickman, Shortbusters Electric co., 3143128377, masterelectrician82@yahoo.com	04/13/2026 at 1:00 PM
Electrical Permit (C)	26-000495		24 Sharilane Dr	DOUGLAS JOHANSEN, MAC ELECTRIC, 6186326672, jennymacelectric@yahoo.com	04/09/2026 at 9:34 AM
Electrical Permit (R)	26-000456	Changing electric service from 100 amp to 200 amp.	27 Judith Ln	James Langenstein, 6189794132, LangensteinJames@gmail.com	04/08/2026 at 8:33 AM
Electrical Permit (R)	26-000608	Install (4) new 2 gang meters and (8) new 100 amp panels. This will be for units 1-8	5312 N Illinois	Brian Cregger, Jarvis Electric, 6188060217, BRIAN@JARVIS-ELECTRIC.COM	04/29/2026 at 4:22 PM
Electrical Permit (R)	26-000592	change outletreplace wiring from meter to panel	9/10 Ram Ct	LEANN BASSLER, Glaenzer Electric Inc., 16182772500, lbassler@glaenzerelectric.com	04/24/2026 at 11:41 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Electrical Permit (R)	26-000500	Removal and re-install of panels, no changes in the layout.	972 Clemson Ave	Dustin Bishop, Contemporary Contracting LLC dba Sunsant Solar, 6367573083, ops@sunsant.com	04/09/2026 at 11:57 AM
Electrical Permit (R)	26-000501	Removal and re-install of panels, No changes in the layout	9405 Marbarry Dr	Dustin Bishop, Contemporary Contracting LLC dba Sunsant Solar, 6367573083, ops@sunsant.com	04/09/2026 at 1:04 PM
Electrical Permit (R)	26-000441	Oversee One Planet Solar Inc. on the reinstall of solar panels	821 Columbia Ave	keith williams, True Light Electric, LLC, 6185308673, truelightelectric64@yahoo.com	04/07/2026 at 8:52 AM
Electrical Permit (R)	26-000601	Wiring for 2 rooms and hallway in basement area	23 Pleasant Ln	Leonard Durnell, The Durnell Company, 6187814518, ljdurnell@gmail.com	04/29/2026 at 8:34 AM
Electrical Permit (R)	26-000395	7.790 KW DC ROOF MOUNT SOLAR PV SYSTEM WITH 19 Q CELLS Q.PEAK DUO BLK ML-G10.C1+/AC 410W PV MODULES WITH 19 Q CELLS Q.MI.349B-G1 MICROINVERTERS (240V)	854 Saybrook Falls Dr	Samantha Rutledge, EWD Energy Solutions LLC, 3146011556, srutledge@ewdennergysolutions.com	04/08/2026 at 8:51 AM
Electrical Permit (R)	26-000281	Installing rooftop solar panels	168 Frey Ln	Patricia Pulliam, GreenGrids, 8153253892, patricia.pulliam@greengridssolar.com	04/06/2026 at 4:56 PM
Electrical Permit (R)	26-000469	200 amp overhead service replacement	9857 Old Lincoln Trl	Michael Cushing, CMC Electric, 6183452008, info@cmcelectricinc.com	04/07/2026 at 3:11 PM
Mechanical Permit (C)	26-000487	Replacement of 3 HVAC Rooftop units. 1 12.5 ton, 1 10 Ton, 1 3 Ton	10261 Lincoln Trl	Greg Bruyere, Tri State Mechanical Services, 3144235555, ar@tristate-stl.com	04/13/2026 at 10:29 AM
Occupancy Permit (C)	25-001647		13 Executive Dr, 16	Meg Cummins, Meg & Sprinks, LLC, 4152790051, meg@megandsprinks.com	04/24/2026 at 10:20 AM
Occupancy Permit (C)	26-000126		134 St Clair Sq, 220	Danyell Binford, Binford Girls Boutique, 6187892345, danyell.y.binford@gmail.com	04/22/2026 at 11:25 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Occupancy Permit (C)	26- 000332		525 Lincoln Hwy , Booth 11	Prechetous Warren, Milli B Brows, 6186807115, prechetous3121@yahoo.com	04/08/2026 at 2:08 PM
Occupancy Permit (C)	26- 000235		5801 Old Collinsville Rd, A	Jennifer Driscoll, Driscoll's Believers Boxing Academy LLC, 3147803596, jenhen110@msn.com	04/14/2026 at 2:25 PM
Occupancy Permit (C)	26- 000177		4539 N Illinois St	Yolonda Willis, 3143278768, yolonda.willis65@gmail.com	04/13/2026 at 4:25 PM
Occupancy Permit (C)	26- 000389		134 St Clair Sq, 154 B	Manoj Adhikari, 6187267171	04/08/2026 at 2:07 PM
Occupancy Permit (R)	26- 000583		41E Emerald Ln	Kevin Sun, 5858026549, ksun@usgci.com	04/22/2026 at 12:19 PM
Occupancy Permit (R)	26- 000610		217 Jubaka Dr	Jacob Niles-Smith, 6189755174	04/29/2026 at 11:39 AM
Occupancy Permit (R)	26- 000612		202 Oxford Ave	Rachael Edgington, 6185046688	04/29/2026 at 12:24 PM
Occupancy Permit (R)	26- 000615		10 Meckfessel Dr	Leticia Hernandez, 4043998638	04/29/2026 at 3:26 PM
Occupancy Permit (R)	26- 000554		22 Hampton Dr	James McNealy, 6185502622, james.mcnealy@charter.net	04/16/2026 at 10:09 AM
Occupancy Permit (R)	26- 000551		204 Primrose Ln	David Addison, 3142807704, davidaddison70@gmail.com	04/15/2026 at 11:18 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Occupancy Permit (R)	26- 000617		867 Harbor Woods Dr	Crystal Riley-Peterson, 6185809440, crystaldriley1@gmail.com	04/30/2026 at 10:18 AM
Occupancy Permit (R)	26- 000549		414 Winchester Pl	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/20/2026 at 9:04 AM
Occupancy Permit (R)	26- 000621		01-22 Northbrook Cir	Dawn Williams, 2185913207, dawnwilliams0829@gmail.com	04/30/2026 at 12:49 PM
Occupancy Permit (R)	26- 000547		5109 N Illinois St, 123	Stephen Yurco, 6184162910	04/15/2026 at 9:55 AM
Occupancy Permit (R)	26- 000545		4 Jennifer Dr	Mariah Mack, 7249960672, mariahnmack97@gmail.com	04/15/2026 at 9:23 AM
Occupancy Permit (R)	26- 000624		846 Harbor Woods Dr	Edward Lamm, 8082828900, edward.lamm@gmail.com	04/30/2026 at 3:29 PM
Occupancy Permit (R)	26- 000542		221 Jubaka Dr	Robert Jones, 3143194129, laches1944@gmail.com	04/14/2026 at 4:10 PM
Occupancy Permit (R)	26- 000558		9957 South Rd	Holly Kuhl, kuhlholly99@gmail.com	04/17/2026 at 9:39 AM
Occupancy Permit (R)	26- 000609		39 Peachtree Ln	Jonathan Denzmore, 6184202487, jonathandenzmore1983@icloud.com	04/29/2026 at 10:41 AM
Occupancy Permit (R)	26- 000539		83 Peachtree Ln	Brian Andrews, 5612600204, bandrews.chef@gmail.com	04/14/2026 at 2:56 PM
Occupancy Permit (R)	26- 000596		22 Lexington Dr	Dakin Vencil, 3145804847, dakinvencil8@gmail.com	04/27/2026 at 10:09 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Occupancy Permit (R)	26- 000586		58 Peachtree Ln	Deborah Haynes, 6188663090	04/22/2026 at 2:33 PM
Occupancy Permit (R)	26- 000581		269 Winchester PI	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/27/2026 at 8:33 AM
Occupancy Permit (R)	26- 000580		303 Winchester PI	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/27/2026 at 8:34 AM
Occupancy Permit (R)	26- 000578		478 Winchester PI	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/27/2026 at 8:34 AM
Occupancy Permit (R)	26- 000576		215 Dogwood Ln	Tyra Wilson, 6186223343	04/21/2026 at 4:14 PM
Occupancy Permit (R)	26- 000587		106 Fairfield Dr	Logan Zacharias, 8159991848	04/22/2026 at 2:41 PM
Occupancy Permit (R)	26- 000593		517 Anita Dr	Miguel Pacheco, 6189604204	04/24/2026 at 10:27 AM
Occupancy Permit (R)	26- 000573		10 Hyde Park Rd	Alexis Rickert, 6183340946, alexis.rickert@yahoo.com	04/21/2026 at 9:22 AM
Occupancy Permit (R)	26- 000560		41S Sapphire Ln	Michael Nicholson, 3144899923, michael.nicholson2200@gmail.com	04/17/2026 at 11:59 AM
Occupancy Permit (R)	26- 000572		919 Auburn Ct	Corey Hill-Dixon, 3133527569, coreyhd08@gmail.com	04/20/2026 at 4:01 PM
Occupancy Permit (R)	26- 000571		4 Briar Cliff Dr	Shivapriya Dilip Kumar, 6188023091, shivapriyabogstad@gmail.com	04/20/2026 at 3:51 PM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Occupancy Permit (R)	26- 000597		449 Winchester Pl	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/28/2026 at 8:43 AM
Occupancy Permit (R)	26- 000598		1414 third Ave	Caruan Christian, 3145807297, caruan63@gmail.com	04/27/2026 at 11:31 AM
Occupancy Permit (R)	26- 000599		17E Emerald Ln	Morgan Brown, 6185937352	04/27/2026 at 11:55 AM
Occupancy Permit (R)	26- 000562		75-22 Northbrook Cir	Erika Enos, 6182089434, erkaenos19@gmail.com	04/17/2026 at 4:25 PM
Occupancy Permit (R)	26- 000603		709 Wild Horse Creek Dr	Joe Hitchcock, 7039940454	04/28/2026 at 9:50 AM
Occupancy Permit (R)	26- 000561		7366 Timberwolf Trl	David Hoffman, 3144523589, davidhoffman6@gmail.com	04/17/2026 at 12:53 PM
Occupancy Permit (R)	26- 000540		7438 Wolfrun Trl	Yolanda Watts, 3145859753, yolanda.watts1@gmail.com	04/14/2026 at 3:13 PM
Occupancy Permit (R)	26- 000513		59-11 Northbrook Cir	Michael Spier, 6185700308, spiermichael35@gmail.com	04/13/2026 at 9:09 AM
Occupancy Permit (R)	26- 000537		9931 South Rd	Susan McCormack, 6368754206, poshpitties@gmail.com	04/14/2026 at 2:09 PM
Occupancy Permit (R)	26- 000454		291 Winchester Pl	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/07/2026 at 10:42 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Occupancy Permit (R)	26- 000476		440 Winchester Pl	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/27/2026 at 8:35 AM
Occupancy Permit (R)	26- 000534		9723 Greenridge Hgts	Aysha Burns, 6189605268, shaythemermaid@icloud.com	04/14/2026 at 11:02 AM
Occupancy Permit (R)	26- 000474		56 Pine Trl	Jade Gardner, 6188188758, jaderolf16@gmail.com	04/07/2026 at 9:12 AM
Occupancy Permit (R)	26- 000471		417 Joseph Dr, A	Timmy Williams, 7197157023, tim.lott056@gmail.com	04/06/2026 at 4:22 PM
Occupancy Permit (R)	26- 000470		212 Dogwood Ln	Sabrina Pirtle, 3014522252, k9plus1@msn.com	04/06/2026 at 3:57 PM
Occupancy Permit (R)	26- 000463		13 Stacy Dr	Willis Wright, 6187959109, w_wrightuno_1906@yahoo.com	04/06/2026 at 11:35 AM
Occupancy Permit (R)	26- 000453		34E Emerald Ln	Athena Shelley, 6622661261, shuntelshelley@gmail.com	04/02/2026 at 2:16 PM
Occupancy Permit (R)	26- 000489		708 Harbor Woods Dr, A	Laura Hanna, 9289259038, destinyawaits0015@gmail.com	04/08/2026 at 11:22 AM
Occupancy Permit (R)	26- 000452		27-26 Northbrook Cir	Adajah Smith, 1111111111, adaja.smith@icloud.com	04/02/2026 at 11:14 AM
Occupancy Permit (R)	26- 000449		117 Primrose Ln	Alexander DeBourge, 6185417915	04/02/2026 at 10:11 AM
Occupancy Permit (R)	26- 000446		9 Hyde Park Rd	Robert Schrand, 3093105475, schrand17@gmail.com	04/01/2026 at 3:32 PM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Occupancy Permit (R)	26-000443		76 Peachtree Ln	Natalie Welch, 6189723894, nataliewelch2024@yahoo.com	04/01/2026 at 9:51 AM
Occupancy Permit (R)	26-000287		452 Winchester PI	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/27/2026 at 8:35 AM
Occupancy Permit (R)	26-000076		313 Winchester PI	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/27/2026 at 8:36 AM
Occupancy Permit (R)	26-000071		389 Winchester PI	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/27/2026 at 8:37 AM
Occupancy Permit (R)	26-000480		225 Merriweather Ln	Awstun Galligan, 6187700219, awstung@gmail.com	04/07/2026 at 11:02 AM
Occupancy Permit (R)	26-000475		10023 St Clair Ave, A	Naser Ansari, 3147023111, domansari91@gmail.com	04/07/2026 at 9:18 AM
Occupancy Permit (R)	26-000491		1411 Magdalena St	Cami McConnell, 3145741252	04/08/2026 at 12:56 PM
Occupancy Permit (R)	26-000519		11-13 Northbrook Cir	Jazyia Morgan, 6189602959, jazyiamorgan1@gmail.com	04/13/2026 at 9:39 AM
Occupancy Permit (R)	26-000533		5194 De Paul Dr	Finley Martin, 3144099650, stlchuck@outlook.com	04/14/2026 at 10:55 AM
Occupancy Permit (R)	26-000530		861 Foxgrove Dr	Courtney Walker, 6185587849, cvwalker70@gmail.com	04/13/2026 at 2:15 PM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Occupancy Permit (R)	26- 000528		903 Coral Dr	Braiontis Jackson, 5807304507	04/13/2026 at 12:04 PM
Occupancy Permit (R)	26- 000524		29-17 Northbrook Cir	Leslie White, 3149103403, leslie- 618@yahoo.com	04/13/2026 at 10:56 AM
Occupancy Permit (R)	26- 000520		431 Winchester Pl	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/14/2026 at 8:45 AM
Occupancy Permit (R)	26- 000625		15-38 Northbrook Cir	Julianna Harn, 7194332419, juliannaharn@gmail.com	04/30/2026 at 4:23 PM
Occupancy Permit (R)	26- 000510		333 Winchester Pl	Robert Hintz, Winchester Place Apartments, 6182341100, winchestermgr@middiv.com	04/10/2026 at 12:32 PM
Occupancy Permit (R)	26- 000504		717 Tower Grove Dr, A	Cory Cissell., 6189171533, llessic17@gmail.com	04/09/2026 at 2:42 PM
Occupancy Permit (R)	26- 000502		102 Brittany Dr	Mark Ringgenberg, 7632227971	04/09/2026 at 11:00 AM
Occupancy Permit (R)	26- 000508		104 Debra Dr	Rod Bynum, 6155093171, roddbynum@gmail.com	04/10/2026 at 9:18 AM
Occupancy Permit (R)	26- 000506		410 Marcinah Ln, 6	Christopher Jenkins, 6189733219, chrisjnkns0@gmail.com	04/10/2026 at 11:37 AM
Occupancy Permit (R)	26- 000505		39E Emerald Ln	Robert Forest, 6183818501, robertforest316@gmail.com	04/09/2026 at 2:59 PM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Permanent Sign Permit (C)	25-001891	The sigh is made of wood letters; there is no electrical connection necessary to install the sigh.	724 Lincoln Highway	ERIK ARIAS, ARIAS BROS JIUJITSU LLC, 6184202583, erikarias800@gmail.com	04/08/2026 at 8:34 AM
Permanent Sign Permit (C)	26-000435	Install one sign at the front top of the building.	51 Lincoln Hwy	Sean Lin, 9182199366, sean6467171515@gmail.com	04/02/2026 at 2:58 PM
Permanent Sign Permit (C)	26-000437	Install a sign at the back top of the building.	51 Lincoln Hwy	Sean Lin, 9182199366, sean6467171515@gmail.com	04/02/2026 at 2:59 PM
Permanent Sign Permit (C)	26-000438	Install a sign at the left side of the building.	51 Lincoln Hwy	Sean Lin, 9182199366, sean6467171515@gmail.com	04/02/2026 at 2:58 PM
Permanent Sign Permit (C)	26-000440	Install a sign at the right side top of the building.	51 Lincoln Hwy	Sean Lin, 9182199366, sean6467171515@gmail.com	04/02/2026 at 3:11 PM
Permanent Sign Permit (C)	26-000511	fabricate & install one internally illuminated capsule sign on wall	5909 N Illinois St	tom kumpis, Mason Sign Co, 3144231608, tkgi@earthlink.net	04/13/2026 at 9:10 AM
Plumbing Permit (C)	26-000448	Customer called and stated he had a worker try and install a hand sink in loft 18. Upon arrival we found the unit to not have a mixing valve or even be secured. We re-installed the sink bowl and faucet along with adding a mixing valve for the faucet. We need this inspected so the tenants can move into the space.	525 Lincoln Hwy , 1	Kyle Gruner, Priority Plumbing Services, 6182071647, kyle@priorityplmb.com	04/06/2026 at 9:19 AM
Plumbing Permit (R)	26-000594	replacing water service from the meter to the home.	9140 Forest Dr	Jim LeCuyer, Embrich Plumbing Co, 6183439899, jim@embrichplumbing.com	04/24/2026 at 2:30 PM
Plumbing Permit (R)	26-000543	Install 50gal tall gas water heater	6816 Wellington Valley Ct	Christian Telford, Hoffmann Brothers, 3148807459, pinstall2@hoffmannbros.com	04/15/2026 at 10:08 AM

TEMPLATE NAME	PERMIT NUMBER	PERMIT DESCRIPTION	PROJECT ADDRESS	APPLICANT	PERMIT ISSUED DATE TIME
Plumbing Permit (R)	26-000488	Install 40gal gas water heater	29 Fairview Dr	Christian Telford, Hoffmann Brothers, 3148807459, pinstall2@hoffmannbros.com	04/09/2026 at 10:28 AM
Solar Permit (R)	26-000305	7.790 KW DC ROOF MOUNT SOLAR PV SYSTEM WITH 19 Q CELLS Q.PEAK DUO BLK ML-G10.C1+/AC 410W PV MODULES WITH 19 Q CELLS Q.MI.349B-G1 MICROINVERTERS (240V)	854 Saybrook Falls Dr	Samantha Rutledge, EWD Energy Solutions LLC, 3146011556, srutledge@ewdennergysolutions.com	04/07/2026 at 9:34 AM
Solar Permit (R)	26-000280	Installing rooftop solar panels.	168 Frey Ln	Patricia Pulliam, GreenGrids, 8153253892, patricia.pulliam@greengridssolar.com	04/06/2026 at 4:21 PM
Special Event Permit	26-000445		10207 Lincoln Trl	Eileen Gammon, 6183981722	04/01/2026 at 1:22 PM
Temporary Sign Permit (C)	26-000517	advertising open house happening on April 17	5100 N Illinois St	Emily Rye, Berean Christian School, 6188250609, office@bereanchristianschool.net	04/13/2026 at 8:39 AM
Temporary Sign Permit (C)	26-000516	Advertising Open House happening on 4/17/26	5100 N Illinois St	Anita Gajewski, Legacy Christian Academy, 6183459571, info@legacychristianacademy.info	04/13/2026 at 8:39 AM
Yard Sale Permit	26-000563	Stonewolf community Yard Sale on May 1st and 2nd, 2026	7345 Wolfrun Trl	Margery Farner, 4348259710, margeryfarner@gmail.com	04/20/2026 at 8:47 AM
TOTAL					128



Monthly Building Permit Report - Inspection Summary by Template (new)

This report summarizes activity by permit type.

from feed: 04/01/2026 - 04/30/2026

PROJECT TYPE	PASSED	FAILED	# OF RESULTS
Building Permit (C)	7	0	9
Building Permit (R)	37	1	53
Electrical Permit (C)	5	2	7
Electrical Permit (R)	11	4	20
Mechanical Permit (C)	0	0	1
Occupancy Inspection (R)	63	36	105
Occupancy Permit (C)	6	3	9
Plumbing Permit (C)	1	0	1
Plumbing Permit (R)	1	0	1
Solar Permit (C)	0	1	1
Solar Permit (R)	6	7	20