





















I-85/I-385 Interchange Improvements
2035 No-Build PM

21: Frontage Rd & US 276

						
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	69	160	50	2770	2206	71
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	77	178	56	3078	2451	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					1009	
pX, platoon unblocked	0.58	0.58	0.58			
vC, conflicting volume	4141	1265	2530			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4977	0	2185			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	71	58			
cM capacity (veh/h)	0	620	132			
Direction, Lane #	WB 1	SE 1	SE 2	SE 3	NW 1	NW 2
Volume Total	254	56	1539	1539	1634	896
Volume Left	77	56	0	0	0	0
Volume Right	178	0	0	0	0	79
cSH	0	132	1700	1700	1700	1700
Volume to Capacity	634.92	0.42	0.91	0.91	0.96	0.53
Queue Length 95th (ft)	Err	46	0	0	0	0
Control Delay (s)	Err	50.6	0.0	0.0	0.0	0.0
Lane LOS	F	F				
Approach Delay (s)	Err	0.9			0.0	
Approach LOS	F					
Intersection Summary						
Average Delay		430.4				
Intersection Capacity Utilization		96.9%		ICU Level of Service		F
Analysis Period (min)		15				












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22: US 276 & St Josephs Dr

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	2290	549	113	1784	493	348
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2544	610	126	1982	548	387
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				861		
pX, platoon unblocked					0.55	
vC, conflicting volume			3154		4092	1577
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3154		4988	1577
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	0
cM capacity (veh/h)			92		0	95
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	
Volume Total	1696	1458	786	1321	934	
Volume Left	0	0	126	0	548	
Volume Right	0	610	0	0	387	
cSH	1700	1700	92	1700	0	
Volume to Capacity	1.00	0.86	1.36	0.78	Err	
Queue Length 95th (ft)	0	0	231	0	Err	
Control Delay (s)	0.0	0.0	298.8	0.0	Err	
Lane LOS			F		F	
Approach Delay (s)	0.0		111.5		Err	
Approach LOS					F	
Intersection Summary						
Average Delay			Err			
Intersection Capacity Utilization			189.5%		ICU Level of Service	H
Analysis Period (min)			15			














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29: Rothwell Dr & E Butler Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	30	8	2	1101	1518	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	33	9	2	1223	1687	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		5				
Median type				TWLT	TWLT	
Median storage (veh)				2	2	
Upstream signal (ft)				1175	377	
pX, platoon unblocked	0.89	0.83	0.83			
vC, conflicting volume	2304	844	1689			
vC1, stage 1 conf vol	1688					
vC2, stage 2 conf vol	616					
vCu, unblocked vol	1627	404	1421			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	98	99			
cM capacity (veh/h)	148	488	382			
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	42	2	612	612	1124	564
Volume Left	33	2	0	0	0	0
Volume Right	9	0	0	0	0	2
cSH	187	382	1700	1700	1700	1700
Volume to Capacity	0.23	0.01	0.36	0.36	0.66	0.33
Queue Length 95th (ft)	21	0	0	0	0	0
Control Delay (s)	31.3	14.5	0.0	0.0	0.0	0.0
Lane LOS	D	B				
Approach Delay (s)	31.3	0.0			0.0	
Approach LOS	D					
Intersection Summary						
Average Delay		0.5				
Intersection Capacity Utilization		52.0%		ICU Level of Service		A
Analysis Period (min)		15				




















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32: New Commerce Ct & E Butler Road

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 		 	 
Volume (veh/h)	80	91	1531	6	80	2399
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	89	101	1701	7	89	2666
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			369			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	3215	854			1708	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3255	450			1465	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	78			76	
cM capacity (veh/h)	4	461			372	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	190	1134	574	89	1333	1333
Volume Left	89	0	0	89	0	0
Volume Right	101	0	7	0	0	0
cSH	9	1700	1700	372	1700	1700
Volume to Capacity	21.18	0.67	0.34	0.24	0.78	0.78
Queue Length 95th (ft)	Err	0	0	23	0	0
Control Delay (s)	Err	0.0	0.0	17.7	0.0	0.0
Lane LOS	F			C		
Approach Delay (s)	Err	0.0		0.6		
Approach LOS	F					
Intersection Summary						
Average Delay		408.7				
Intersection Capacity Utilization		83.0%		ICU Level of Service		E
Analysis Period (min)		15				

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33: E Butler Road & Brookfield Pkwy

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	23	1593	6	2	2187	14	3	0	267	25	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	26	1770	7	2	2430	16	3	0	297	28	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		939										
pX, platoon unblocked				0.84			0.84	0.84		0.84	0.84	0.84
vC, conflicting volume	2446			1777			3385	4270	1223	3341	4274	888
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2446			1542			3459	4514	1223	3406	4519	483
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			0	100	0	0	100	98
cM capacity (veh/h)	180			346			2	1	167	0	1	438
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SE 1	SE 2	NW 1	NW 2			
Volume Total	26	1180	597	1217	1231	3	297	28	7			
Volume Left	26	0	0	2	0	3	0	28	0			
Volume Right	0	0	7	0	16	0	297	0	7			
cSH	180	1700	1700	346	1700	2	167	0	438			
Volume to Capacity	0.14	0.69	0.35	0.01	0.72	1.89	1.78	Err	0.02			
Queue Length 95th (ft)	12	0	0	0	0	31	535	Err	1			
Control Delay (s)	28.3	0.0	0.0	0.4	0.0	3573.0	420.1	Err	13.4			
Lane LOS	D			A		F	F	F	B			
Approach Delay (s)	0.4			0.2		455.1		Err				
Approach LOS						F		F				
Intersection Summary												
Average Delay				Err								
Intersection Capacity Utilization			90.8%		ICU Level of Service				E			
Analysis Period (min)			15									