Appendix I

Truck-to-Rail Diversion and Intermodal Facility Traffic

This appendix includes detailed information on the approach that OEA used to analyze the impact of the Proposed Acquisition on truck-to-rail diversion and intermodal facility traffic, as summarized in *Section 3.4, Truck-to-Rail Diversion* and *Section 3.5, Intermodal Facility Traffic*. In addition, detailed tables showing the results of the analysis are included. **Table I.0-1** lists the data sources used for the analysis.

Table I.0-1. Data Sources

Source Name	**Description**
Illinois Annual Average Daily Traffic (AADT) Maps	Statewide, Chicago Area, and East St. Louis AADT Traffic Maps
Minnesota Department of Transportation (DOT)	AADT for Minnesota
Michigan DOT	Michigan Traffic Volumes Map
Michigan DOT	Michigan Traffic Volumes Sources
Kansas DOT	AADT for Kansas
HPMS Generalized Service Volume Tables	Freeway, multilane, signalized, unsignalized generalized service volume table
Federal Highway Administration (FHWA)/Oak Ridge National Laboratory, Freight Analysis Framework	Freight movement among states and major metropolitan areas
FHWA, Highway Performance Monitoring System (HPMS)	National level highway information system database
USDOT TRB, Highway Capacity Manual, 6th Edition	Volume and capacity calculation procedure and standards
FHWA/Cambridge Systematics, Inc., Simplified Highway Capacity Calculation Method for the HPMS	Simplified Highway Capacity Calculation Method for the HPMS
HPMS Field Manual Appendix N	Estimating highway capacity

I.1 Roadway Capacity Formula

I.1.1 Freeway Capacity

Based on *Highway Capacity Manual (6th Edition)* (HCM) (Transportation Research Board 2016), the capacity of a basic freeway segment varies with the Free Flow Speed (FFS), which is determined based on roadway design speed under ideal conditions with reductions applied due to lane width, right side clearance, and interchange ramp density when these parameters are under less-than-ideal conditions.

$$FFS = BFFS - f_{LW} - f_{RLC} - 3.22 \times TRD^{0.84}$$

$$c \text{ (basic freeway segment)} = 2{,}200 + 10 \times (FFS_{adj} - 50)$$

Where:

FFS	=	free-flow speed (miles per hour)
BFFS	=	base free-flow speed (miles per hour)
f_{LW}	=	adjustment for lane width (miles per hour)
f_{RLC}	=	adjustment for right side lateral clearance (miles per hour)
TRD	=	total ramp density (ramps per mile)
c	=	capacity (passenger cars per mile per lane)
FFS_{adj}	=	adjusted free flow speed (miles per hour)

I.1.2 Multilane Highway Capacity

The capacity of a multilane highway is similarly related to the FFS, while speed and capacity reductions are factored with lane width, total clearance, type of median, and access density.

$$FFS = BFFS - f_{LW} - f_{TLC} - f_M - f_A$$

$$c \text{ (multilane highway segment)} = 1{,}900 + 20 \times (FFS_{adj} - 45)$$

Where:

FFS	=	free-flow speed (miles per hour)
BFFS	=	base free-flow speed (miles per hour)
f_{LW}	=	adjustment for lane width (miles per hour)

f_{TLC} = adjustment for total lateral clearance (miles per hour)

f_M = adjustment for median type (miles per hour)

f_A = adjustment for access point density (miles per hour)

c = capacity (passenger cars per mile per lane)

FFS_{adj} = adjusted free flow speed (miles per hour)

I.1.3 Two-Lane Highway Capacity

The capacity calculation of a two-lane highway is more complicated in the HCM. In addition to the FFS with reduction factors due to lane width, right side clearance, type of median, and access density, the average travel speed is also affected by other factors such as traffic mix, terrain, and passing opportunities. For the planning level analysis, a fixed value of 1,490 passenger cars per hour is recommended (FHWA 2017) which is used in this analysis for two-lane highways.

I.1.4 Signalized Highways

The capacity of signalized highways is determined not only by roadway geometrics, but also traffic signal types, timings, and lane use regulations such as parking, bike lane, and transit stops. For simplicity purposes (FHWA 2017), the product of 1,900 passenger cars per lane and the ratio of green time for through movement over cycle length is used in this analysis.

$$\text{Capacity} = \frac{g}{c} \times lanes \times 1{,}900$$

Where:

g / c = proportion of dwell time during effective green time

Lastly, it should be noted that in traffic flow theory, highway capacity is defined by the maximum number of passenger cars that can be processed by a highway facility without causing unacceptable levels of traffic congestion. To calculate actual capacity of a specific roadway facility, a heavy vehicle factor needs be applied to account for capacity impacts due to terrain and vehicle mix. Based on the HCM, heavy vehicle factors are determined based on vehicle mix (proportion of heavy vehicles) and terrain passenger car equivalent are different for level, rolling and mountainous terrain (Transportation Research Board 2016):

$$f_{HV} = \frac{1}{(1 + PT \times (ET - 1))}$$

Where: f

HV = heavy vehicle adjustment factor (decimal)

PT = proportion of heavy vehicles in traffic stream (decimal)

ET = passenger car equivalent of one heavy vehicle in traffic stream

Capacity calculations are conducted for each roadway segment, and the performance measures such as Vehicle Miles Traveled (VMT), truck miles diverted, and Volume Over Capacity (V/C) ratios are aggregated using a roadway length weighted average. A summary table of roadway V/C, as well as some key variables and default value assumptions, are included in **Table I.1-1** through **Table I.1-4** below.

I.1.5 Truck to Rail Diversion – Table I.1-1 to Table I.1-4

Traffic data in the Applicants' application included approximately 115 origin destination pairs covering approximately seven Canadian Metropolitan Areas (CMA) in Canada, seven Business Economic Areas (BEA) in the U.S., and eight states in Mexico. OEA conducted traffic assignment between these origins and destinations (O/D) pairs on the Freight Analysis Framework (FAF) roadway network, and the results are mostly consistent with the truck-to-rail diversion network map provided in the application.

Table I.1-1. Freight Analysis Framework Origin and Destination Pairs

O\D	Vancouver, BC	Calgary, AB	Edmonton, AB	Regina, SK	Winnipeg, MB	Toronto, ON	Montreal, PQ	Minneapolis, MN	Chicago, IL	Detroit, MI	Columbus, OH	Kansas City, MO	Dallas, TX	San Antonio, TX	Michoacán	Nuevo Leon	Queretaro	Federal District	Guanajuato	San Luis Potosi	State of Mexico	Coahuila De Zaragoza	Total
Vancouver, BC	0	0	0	0	0	0	0	0	0	0	0	6	127	19	0	0	0	0	0	0	0	0	152
Calgary, AB	0	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0	14
Edmonton, AB	0	0	0	0	0	0	0	0	0	0	0	46	520	94	0	0	0	0	0	0	0	0	660
Winnipeg, MB	0	0	0	0	0	0	0	0	0	0	0	86	97	21	0	0	0	0	0	0	0	0	204
Toronto, ON	0	0	0	0	0	0	0	0	0	0	0	402	2,368	583	0	0	0	0	0	0	0	0	3,353
Montreal, PQ	0	0	0	0	0	0	0	0	0	0	0	132	301	80	0	0	0	0	0	0	0	0	513
Minneapolis, MN	0	0	0	0	0	0	0	0	0	0	0	0	6,586	2,105	63	2,158	425	277	213	481	522	135	12,965
Chicago, IL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	4,401	719	1,419	0	0	0	0	6,560
Detroit, MI	0	0	0	0	0	0	0	0	0	0	0	0	3,833	0	52	102	1,113	417	722	0	334	0	6,573
Columbus, OH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1,568	245	205	299	74	951	190	3,535
Kansas City, MO	22	0	24	1	118	660	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	838
Dallas, TX	86	23	472	6	125	1,339	46	6,586	0	2,348	0	0	0	0	0	0	0	0	0	0	0	0	11,031
San Antonio, TX	72	4	114	2	101	856	31	856	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,036
Michoacán	0	0	0	0	0	0	0	48	29	41	13	0	0	0	0	0	0	0	0	0	0	0	131
Nuevo Leon	0	0	0	0	0	0	0	1,646	0	1,307	579	0	0	0	0	0	0	0	0	0	0	0	3,532
Queretaro	0	0	0	0	0	0	0	276	652	1,003	268	0	0	0	0	0	0	0	0	0	0	0	2,199

Table I.1-1. Freight Analysis Framework Origin and Destination Pairs

O\D	Vancouver, BC	Calgary, AB	Edmonton, AB	Regina, SK	Winnipeg, MB	Toronto, ON	Montreal, PQ	Minneapolis, MN	Chicago, IL	Detroit, MI	Columbus, OH	Kansas City, MO	Dallas, TX	San Antonio, TX	Michoacán	Nuevo Leon	Queretaro	Federal District	Guanajuato	San Luis Potosi	State of Mexico	Coahuila De Zaragoza	Total
Federal District	0	0	0	0	0	0	0	341	1,353	598	244	0	0	0	0	0	0	0	0	0	0	0	2,536
Guanajuato	0	0	0	0	0	0	0	109	0	870	296	0	0	0	0	0	0	0	0	0	0	0	1,275
San Luis Potosi	0	0	0	0	0	0	0	159	0	0	179	0	0	0	0	0	0	0	0	0	0	0	338
State of Mexico	0	0	0	0	0	0	0	478	117	1,462	728	0	0	0	0	0	0	0	0	0	0	0	2,785
Coahuila De Zaragoza	0	0	0	0	0	0	0	81	1,405	1,054	248	0	0	0	0	0	0	0	0	0	0	0	2,788
Total	180	27	610	9	344	2,855	90	10,580	3,556	8,683	2,555	672	13,843	2,905	139	8,229	2,502	2,318	1,234	555	1,807	325	64,018

Table I.1-2. Truck-to-Rail Diversion Projections by State

	Impacted Transportation Network (Facilities in Miles)				Sorted by Truck Percentages (Facilities in Miles)					Sorted by Truck-to-Rail Diversion Annual Projections Proposed Acquisition (Facilities in Miles)				
	Freeway	**Multilane Highway**	**Two Lane Highway**	**Signalized Corridor**	**<5%**	**5-15%**	**15-25%**	**25-40%**	**40+%**	**<1,500**	**1,500-4,000**	**4,000-8,000**	**8,000-20,000**	**20,000+**
U.S.	8,058.72	1,003.57	647.58	55.51	79.56	1,439.1	2,617.7	3,691.2	1,937.6	2,630.43	2,278.88	1,704.75	1,595.12	1,556.19
TX	1,280.22	345.23	357.65	20.04	31.83	320.74	293.18	633.58	723.79	623.18	574.50	0.00	356.37	449.08
OK	718.09	122.52	0.00	16.81	0.00	52.37	151.04	551.94	102.06	62.88	299.54	0.00	362.89	132.11
MO	636.06	0.00	0.00	0.00	0.00	53.38	74.97	358.65	149.06	0.00	0.00	88.19	141.28	406.59
KS	295.68	21.33	38.68	0.00	4.40	35.13	144.58	164.81	6.78	0.00	125.54	0.00	230.15	0.01
IA	375.50	71.60	0.00	0.00	0.00	45.74	185.93	215.15	0.29	0.00	228.62	0.00	0.00	218.49
NE	0.00	7.02	41.22	0.00	0.00	0.00	23.06	25.18	0.00	0.00	48.24	0.00	0.00	0.00
MN	108.43	0.00	8.25	0.00	12.39	41.76	45.59	16.94	0.00	0.00	8.25	0.00	20.19	88.24
IL	834.04	0.00	0.00	0.00	0.95	19.47	108.89	334.35	370.38	208.95	0.15	298.95	64.31	261.68
IN	261.45	11.54	0.00	0.00	0.43	45.87	34.10	151.41	41.18	0.00	0.00	227.29	45.70	0.00
MI	421.61	0.00	0.00	0.00	1.57	74.22	155.78	163.76	26.29	0.00	0.00	313.40	108.21	0.00
OH	157.75	35.05	0.00	0.12	0.00	24.08	77.73	79.21	11.90	0.00	0.00	192.92	0.00	0.00
KY	385.54	0.00	0.00	0.00	0.00	44.08	99.46	224.50	17.50	0.00	0.00	385.54	0.00	0.00
TN	38.69	83.25	1.48	2.70	0.00	61.24	31.25	32.64	0.99	0.00	0.00	126.12	0.00	0.00
AR	338.36	0.00	0.00	0.00	0.00	0.43	111.30	39.42	187.21	0.00	0.00	72.34	266.02	0.00
NM	164.32	284.01	7.58	9.65	0.00	304.21	145.81	0.10	15.43	0.00	465.56	0.00	0.00	0.00
AZ	370.81	0.00	0.00	0.00	0.00	22.84	81.32	228.31	38.34	0.00	370.81	0.00	0.00	0.00
CA	157.68	0.00	0.00	0.00	9.36	84.05	43.59	16.64	4.03	0.00	157.68	0.00	0.00	0.00
CO	171.55	0.14	0.00	0.00	0.00	95.46	23.59	52.64	0.00	171.69	0.00	0.00	0.00	0.00
WY	359.17	0.00	0.00	0.00	0.00	34.92	203.94	50.27	70.04	359.17	0.00	0.00	0.00	0.00
MT	222.90	21.88	192.72	6.19	12.62	30.18	289.35	97.89	13.64	443.69	0.00	0.00	0.00	0.00
UT	41.73	0.00	0.00	0.00	0.00	0.00	0.00	0.98	40.75	41.73	0.00	0.00	0.00	0.00
ID	275.60	0.00	0.00	0.00	0.37	27.66	74.43	119.00	54.14	275.60	0.00	0.00	0.00	0.00
OR	209.33	0.00	0.00	0.00	0.00	0.00	12.17	133.32	63.84	209.33	0.00	0.00	0.00	0.00
WA	233.64	0.00	0.00	0.00	5.63	21.30	206.70	0.00	0.00	233.64	0.00	0.00	0.00	0.00

Table I.1-3. Projected Future Year V/C Percent Summary by State

	Sorted by Future Year V/C% No-Action (Facilities in Miles)[1]					Future Year V/C% With Proposed Acquisition (Facilities in Miles)				
	<0.25	**0.25-0.5**	**0.5-0.8**	**0.8-1**	**1+**	**<0.25**	**0.25-0.5**	**0.5-0.8**	**0.8-1**	**1+**
U.S.	3,565.39	3,637.28	1,529.52	377.49	655.70	3,565.65	3,638.05	1,528.48	377.66	655.53
TX	768.43	540.48	290.81	121.94	281.47	768.43	540.48	290.81	122.11	281.31
OK	77.75	559.07	136.93	41.57	42.10	77.75	559.07	136.93	41.57	42.10
MO	126.94	208.51	243.44	26.00	31.18	126.94	209.55	242.40	26.00	31.18
KS	133.51	192.85	12.33	3.22	13.79	133.51	192.85	12.33	3.22	13.79
IA	215.05	180.64	40.03	6.26	5.13	215.32	180.37	40.03	6.26	5.13
NE	6.88	27.93	13.43	0.00	0.00	6.88	27.93	13.43	0.00	0.00
MN	8.25	67.72	17.89	15.86	6.96	8.25	67.72	17.89	15.86	6.96
IL	144.18	542.88	88.00	30.14	28.85	144.18	542.88	88.00	30.14	28.85
IN	0.09	108.66	97.55	18.56	48.13	0.09	108.66	97.55	18.56	48.13
MI	30.79	197.67	164.26	27.92	0.98	30.79	197.67	164.26	27.92	0.98
OH	0.02	75.92	75.21	17.44	24.33	0.02	75.92	75.21	17.44	24.33
KY	218.32	27.93	79.67	8.56	51.05	218.32	27.93	79.67	8.56	51.05
TN	59.76	44.66	14.10	3.56	4.05	59.76	44.66	14.10	3.56	4.05
AR	0.00	159.95	141.71	15.82	20.88	0.00	159.95	141.71	15.82	20.88
NM	354.45	109.44	1.67	0.00	0.00	354.45	109.44	1.67	0.00	0.00
AZ	215.49	102.31	36.46	10.34	6.22	215.49	102.31	36.46	10.34	6.22
CA	103.93	33.54	3.98	8.20	8.02	103.93	33.54	3.98	8.20	8.02
CO	45.11	53.46	9.37	6.50	57.26	45.11	53.46	9.37	6.50	57.26
WY	344.91	14.26	0.00	0.00	0.00	344.91	14.26	0.00	0.00	0.00
MT	418.43	14.87	7.90	1.02	1.47	418.43	14.87	7.90	1.02	1.47
UT	41.73	0.00	0.00	0.00	0.00	41.73	0.00	0.00	0.00	0.00
ID	66.48	174.90	9.99	7.69	16.54	66.48	174.90	9.99	7.69	16.54
OR	179.56	29.77	0.00	0.00	0.00	179.56	29.77	0.00	0.00	0.00
WA	4.77	169.89	44.79	6.89	7.30	4.77	169.89	44.79	6.89	7.30

V/C Range Conditions: <0.25=Ideal Conditions; 0.25-0.5=Acceptable Conditions; 0.5-0.8=Allowable Conditions; 0.8-1.0=Nearing Capacity; 1.0+=Over Capacity

Table I.1-4. Truck Diversion Summary by State

	Impacted Roadway Length	Annual VMT	Truck-Mile Diversion	Truck-to-Rail Diversion %
U.S.	9,765	113,019,175,71	80,371,708	0.071%
TX	2,003	28,000,035,464	20,096,753	0.072%
OK	857	10,000,494,303	11,391,351	0.114%
MO	636	8,122,131,353	12,228,607	0.151%
KS	356	2,981,369,159	3,204,537	0.107%
IA	447	3,735,126,704	5,243,207	0.140%
NE	48	136,549,884	130,578	0.096%
MN	117	1,874,641,899	2,099,572	0.112%
IL	834	9,344,978,370	8,637,622	0.092%
IN	273	6,171,413,685	2,393,629	0.039%
MI	422	7,141,276,983	3,818,716	0.053%
OH	193	3,880,947,039	1,315,116	0.034%
KY	386	5,067,674,899	2,347,935	0.046%
TN	126	921,304,689	768,071	0.083%
AR	338	5,068,282,509	3,094,745	0.061%
NM	466	1,915,174,780	1,206,426	0.063%
AZ	371	4,044,459,634	606,268	0.015%
CA	158	1,577,569,164	257,799	0.016%
CO	172	3,838,197,416	225,090	0.006%
WY	359	1,048,828,302	470,876	0.045%
MT	444	814,789,059	581,672	0.071%
UT	42	174,904,509	13,853	0.008%
ID	276	3,042,156,837	91,499	0.003%
OR	209	1,097,967,985	69,499	0.006%
WA	234	3,017,969,765	77,567	0.003%

I.1.6 Truck-to-Rail Diversion – Figure I.1-1 to Figure I.1-3

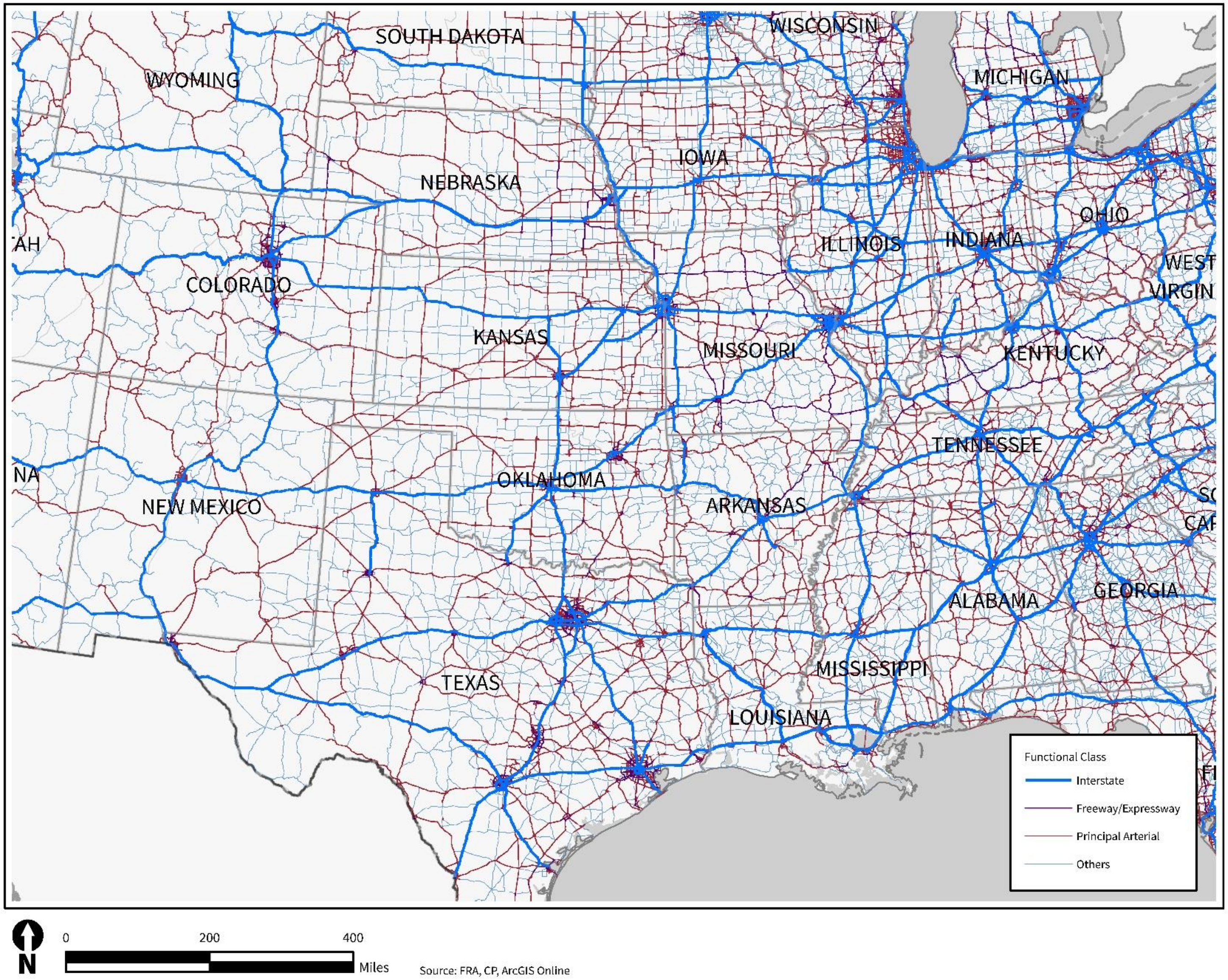
The FAF is a transportation modeling tool produced through a partnership between the Bureau of Transportation Statistics and the Federal Highway Administration (FHWA) that integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. For truck-to-rail diversion analysis, Annual Average Daily Traffic (AADT) data are available from HPMS files as well as AADT for single unit trucks and composite trucks. OEA applied a growth rate of 1.5 percent to project the collected AADT to the base year of 2022. HPMS also has D-Factor[1] and K-Factor[2] for most highways.

OEA conducted additional evaluation by merging the FAF framework with roadway geometrics and traffic data included in the HPMS. The HPMS is a national level highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways. The HPMS contains administrative and extent of system information on all public roads, while information on other characteristics is represented in HPMS as a mix of universe and sample data for arterial and collector functional systems. HPMS data were available in ArcGIS format, and OEA used the spatial merging function to fetch relevant information based on geolocation data.

Note that, based on the data and illustrations provided by the Applicants, some routes are discontinuous. OEA understands that this is because the traffic assignment algorithms for some O/D pairs resulted in predicted truck traffic volumes that would fall below the thresholds for environmental analysis. These discontinuous routes are retained as such in this analysis to be consistent with the methodology in the Applicants' application, while excluding highway segments below thresholds is not expected to impact the conclusions of this analysis.

[1] Directional Distribution (D)-Factor - The proportion of traffic traveling in the peak direction during a selected hour
[2] K-Factor - The proportion of the AADT occurring in the peak hour

Figure I.1-1. Freight Analysis Framework Network and Commodity Flow Survey Areas



Source: FRA, CP, ArcGIS Online

Figure I.1-2. Highway Performance Monitoring System Selected Roadways

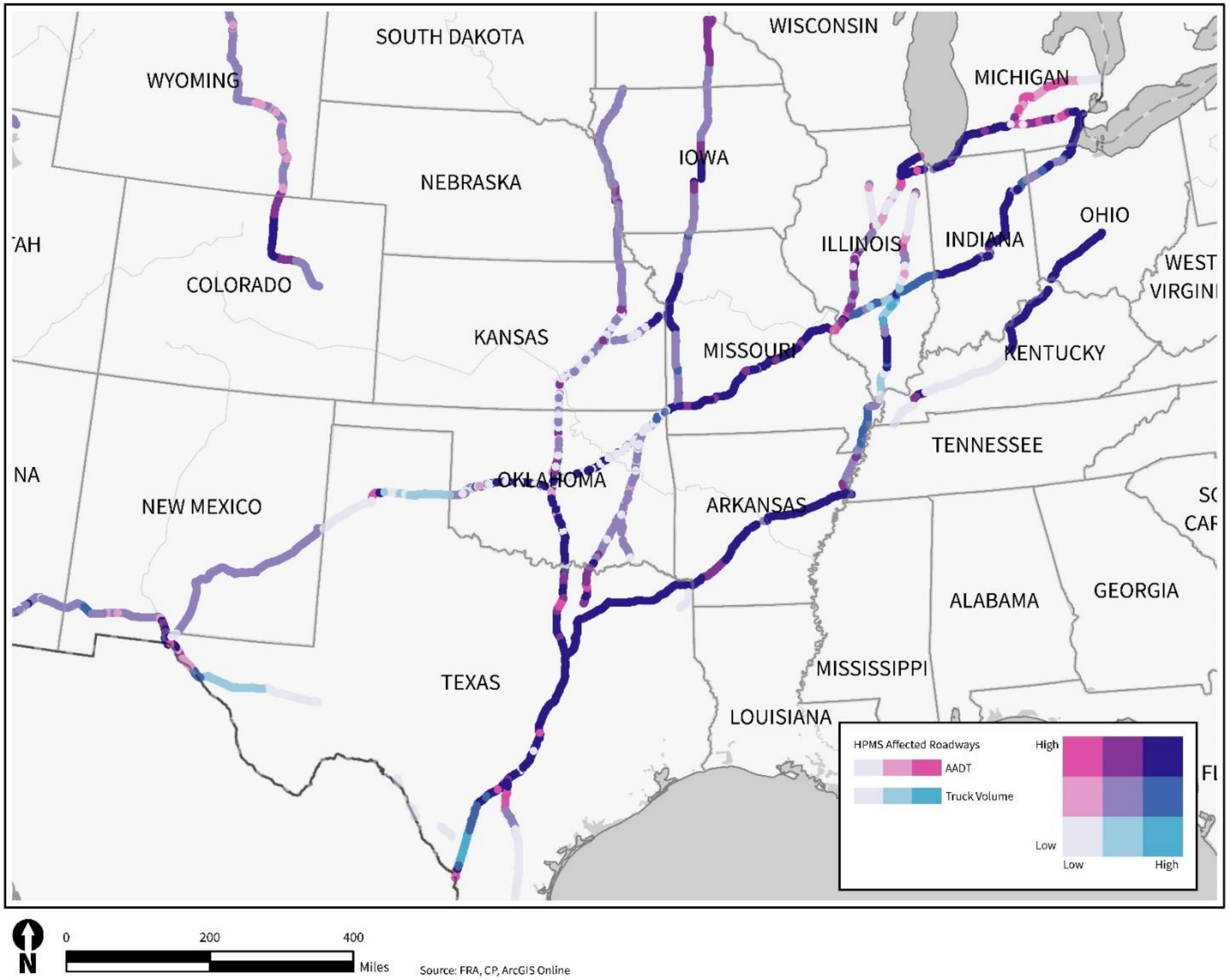
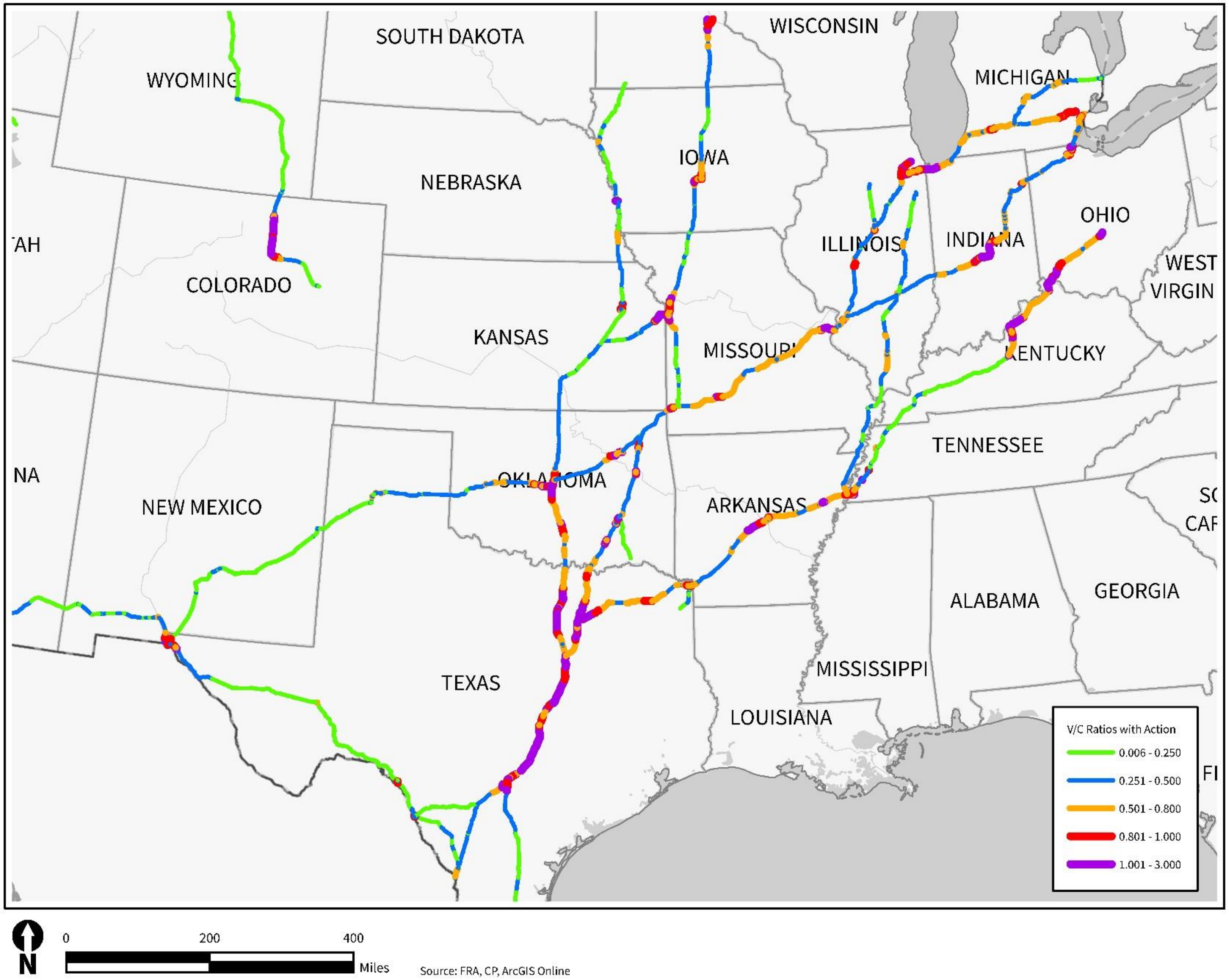


Figure I.1-3. Network V/C Ratio



I.2 Intermodal Facility Traffic

I.2.1 Local Roadway Effects – Table I.2-1 to Table I.2-9

OEA used available state and local resources to identify the AADT on roadways in the study area. Along roadways where truck data was not available, OEA used the HCM to determine the default truck percentages for identified segments. OEA obtained the service volumes used in the capacity evaluations by using the FHWA's Simplified Highway Capacity Calculation Method for the HPMS. The additional truck trips as a result of the Proposed Acquisition were distributed along the identified routes based on a combination of AADT distribution, proximity to freeways and major regional routes, and engineering judgement. The AADT distribution was used to identify a historical baseline distribution of trips along the existing network. The route proximity to freeways and major regional routes as well as any additional collected information, (e.g., the designation of truck routes) was used in conjunction with engineering judgement to determine appropriate deviations from the historical data.

Along roadways where truck data, D-Factor, and K-Factor are not available, OEA used the HCM to determine the default truck percentages for the identified segments. OEA used the state specific default values from Exhibits 26-1 and 26-2 for Illinois, Kansas, Michigan, Minnesota, Missouri, and Texas. OEA utilized the approach outlined in Chapter 3 of the HCM to characterize the roadway type for each segment.

The service volumes used in the capacity evaluations were obtained using the Simplified Highway Capacity Calculation Method for the Highway Performance Monitoring System. The values are published by FHWA's Office of Highway Policy Information. The service volumes used in the analysis are associated with the vehicle capacity Level of Service E for the roadway types.

Table I.2-1. Intermodal Facility Truck ~~Traffic~~ Unit Projections

Terminal	State	2019 Truck Traffic	2027 Truck Traffic Under the No-Action	2027 Truck Traffic Under the Proposed Acquisition	Truck Per Day Increase	Percent Increase
Bensenville Intermodal management system (IMS)	IL	303	383	698	315	82%
Detroit Container Terminal	MI	111	141	228	87	62%
Minneapolis IMS	MN	221	279	332	53	19%
Schiller East IMS	IL	150	190	324	134	70%
International Freight Gateway	MO	41	51	104	53	103%
Jackson	MS	5	6	6	0	0%

Table I.2-1. Intermodal Facility Truck ~~Traffic~~ Unit Projections

Terminal	State	2019 Truck Traffic	2027 Truck Traffic Under the No-Action	2027 Truck Traffic Under the Proposed Acquisition	Truck Per Day Increase	Percent Increase
Kendleton	TX	9	12	12	0	0%
Laredo	TX	25	31	31	0	0%
Wylie	TX	258	326	474	148	45%

Note: Applicant's traffic projections indicate that truck traffic at six intermodal facilities would increase by 50 trucks per day, 10 percent of the average number of trucks per day, or both.

Table I.2-2. Intermodal Facility V/C Summary Table

Terminal	Description	2022 Base Year	2027 No-Action	2027 Proposed Acquisition
Bensenville IMS	Total Approach Segments	16	16	16
	Number of Segments V/C ≥ 1.0	0	0	0
	Average V/C per Mile	0.435	0.469	0.473
Detroit Container Terminal	Total Approach Segments	15	15	15
	Number of Segments V/C ≥ 1.0	0	0	0
	Average V/C per Mile	0.184	0.198	0.199
Minneapolis IMS	Total Approach Segments	14	14	14
	Number of Segments V/C ≥ 1.0	1	1	1
	Average V/C per Mile	0.497	0.604 ~~0.536~~	0.605 ~~0.536~~
Schiller East IMS	Total Approach Segments	9	9	9
	Number of Segments V/C ≥ 1.0	0	0	0
	Average V/C per Mile	0.700	0.754	0.756
International Freight Gateway	Total Approach Segments	28	28	28
	Number of Segments V/C ≥ 1.0	1	2	2
	Average V/C per Mile	0.491	0.529	0.529
Wylie	Total Approach Segments	25	25	25
	Number of Segments V/C ≥ 1.0	2	4	4
	Average V/C per Mile	0.390	0.421	0.422

Table I.2-3. Intermodal Facility Truck Trip Increase Summary

Terminal	Minimum Truck Trip % per Segment Increase	Maximum Truck Trip % per Segment Increase	Average Truck Trip Increase per Mile
Bensenville IMS	0.030%	5.63%	1.01%
Detroit Container Terminal	0.024%	4.91%	1.40%
Minneapolis IMS	0.000%	0.56%	0.15%
Schiller East IMS	0.045%	0.53%	0.22%
International Freight Gateway	0.003%	0.43%	0.06%
Wylie	0.053%	1.15%	0.48%

Table I.2-4. Wylie Intermodal

Roadway Name	From West/North	To East/South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
State Hwy 78	1,000 ft N of US 380	1,000 ft S of US 380	0.39	Rural	Multi-lane	50	4	12	Rolling	0	9,694	10,444	75,420	0.13	0.14	16	0.15%	10,460	0.14	0.000
State Hwy 78	1,000 ft S of US 380	3,500 ft S of Hwy 78 Bus	5.50	Rural	Two-Lane	65	2	13	Rolling	0	6,705	7,223	34,500	0.19	0.21	83	1.15%	7,306	0.21	0.002
State Hwy 78	3,500 ft S of Hwy 78 Bus	Lake Rd/Farm to Market 6	3.18	Rural	Two-Lane	60	2	13	Rolling	0	9,667	10,414	29,300	0.33	0.36	83	0.80%	10,497	0.36	0.003
State Hwy 78	Lake Rd/Farm to Market 6	200 ft S of Moore Ln	1.34	Rural	Multi-lane	60	6	12	Rolling	0	17,446	18,794	113,160	0.15	0.17	83	0.44%	18,877	0.17	0.001
State Hwy 78	200 ft S of Moore Ln	100 ft W of Atlantis Blvd	1.40	Rural	Multi-lane	50	6	12	Rolling	0	23,886	25,732	113,160	0.21	0.23	83	0.32%	25,815	0.23	0.001
State Hwy 78	100 ft W of Atlantis Blvd	N Kreymer Ln	3.05	Rural	Multi-lane	55	6	12	Rolling	0	26,509	28,557	113,160	0.23	0.25	157	0.55%	28,714	0.25	0.001
State Hwy 78	N Kreymer Ln	Oak St	1.69	Urban	Signal	50	6	9	Rolling	50	29,784	32,086	64,400	0.46	0.50	157	0.49%	32,243	0.50	0.002
State Hwy 78	Oak St	1,000 ft S of Kirby St	1.02	Urban	Signal	40	6	9	Rolling	50	33,946	36,569	67,800	0.50	0.54	157	0.43%	36,726	0.54	0.002
State Hwy 78	1,200 ft S of Kirby St	800 ft S of Alanis Dr	1.01	Urban	Signal	50	6	9	Rolling	50	27,399	29,516	64,400	0.43	0.46	157	0.53%	29,673	0.46	0.002
State Hwy 78	800 ft S of Alanis Dr	1,200 ft S of Bunker Hill Rd	3.41	Urban	Signal	45	6	9	Rolling	50	37,178	40,051	66,800	0.56	0.60	157	0.39%	40,208	0.60	0.002
State Hwy 78	1,200 ft S of Bunker Hill Rd	1,100 ft N of Firewheel Pkwy	0.41	Urban	Signal	55	6	9	Rolling	50	42,219	45,481	65,000	0.65	0.70	157	0.35%	45,638	0.70	0.002

Table I.2-4. Wylie Intermodal

Roadway Name	From West/North	To East/South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
State Hwy 78	1,100 ft N of Firewheel Pkwy	Town Center Blvd	0.51	Urban	Signal	50	6	9	Rolling	50	42,219	45,481	64,400	0.66	0.71	157	0.35%	45,638	0.71	0.002
State Hwy 78	Town Center Blvd	650 ft S of President George Bush Tpke	0.44	Urban	Signal	50	4	9	Rolling	50	42,219	45,481	42,800	0.99	1.06	24	0.05%	45,505	1.06	0.001
President George Bush Tpke	E Brand Road	2,100 ft E of Firewheel Pkwy	1.86	Urban	Freeway	70	6	8	Rolling	0	47,096	50,735	119,800	0.39	0.42	133	0.26%	50,868	0.42	0.001
Audie Murphy Pkwy	2,000 ft W of State Highway 78	300 ft W of S Hamilton St	0.82	Rural	Multi-lane	50	4	12	Rolling	0	18,567	20,002	75,420	0.25	0.27	67	0.33%	20,069	0.27	0.001
State Hwy 205	State Highway 78	100 ft N of Lavon Circle	0.42	Rural	Two-Lane	45	2	13	Rolling	0	16,127	17,374	13,900	1.16	1.25	56	0.32%	17,430	1.25	0.004
State Hwy 205	100 ft N of Lavon Circle	1,000 ft S of N John King Blvd	2.85	Rural	Two-Lane	60	2	13	Rolling	0	16,127	17,374	29,300	0.55	0.59	56	0.32%	17,430	0.59	0.002
State Hwy 205	1,000 ft S of N John King Blvd	E Fork Road	2.53	Urban	Signal	50	2	9	Rolling	50	13,500	14,543	21,100	0.64	0.69	30	0.21%	14,573	0.69	0.001
State Hwy 205	E Fork Road	250 ft S of W Heath St	0.34	Urban	Signal	45	2	9	Rolling	50	22,389	24,119	22,000	1.02	1.10	30	0.12%	24,149	1.10	0.001
State Hwy 205	250 ft S of W Heath St	350 ft N of Olive St	0.13	Urban	Signal	35	2	9	Rolling	50	22,389	24,119	23,600	0.95	1.02	30	0.12%	24,149	1.02	0.001
State Hwy 205	350 ft N of Olive St	W Interurban St	0.09	Urban	Signal	35	4	9	Rolling	50	22,389	24,119	47,600	0.47	0.51	30	0.12%	24,149	0.51	0.001

Table I.2-4. Wylie Intermodal

Roadway Name	From West/North	To East/South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
State Hwy 205	W Interurban St	300 ft N of Lake Meadows Dr	0.33	Urban	Signal	35	4	9	Rolling	50	22,389	24,119	47,600	0.47	0.51	30	0.12%	24,149	0.51	0.001
State Hwy 205	300 ft N of Lake Meadows Dr	100 ft N of Boydstun Ave	0.24	Urban	Signal	35	6	9	Rolling	50	39,571	42,629	71,500	0.55	0.60	30	0.07%	42,659	0.60	0.000
State Hwy 205	100 ft N of Boydstun Ave	Interstate 30	1.24	Urban	Signal	40	6	9	Rolling	50	29,521	31,803	67,800	0.44	0.47	30	0.09%	31,833	0.47	0.000
N John King Blvd	State Highway 205	Interstate 30	5.25	Urban	Signal	45	4	12	Rolling	50	11,950	12,873	44,400	0.27	0.29	26	0.20%	12,899	0.29	0.001

Table I.2-5. IFG Intermodal

Roadway Name	From West/North	To East/ South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
MO 150	1,500 ft W of Rte 7	Rte 7	0.29	Rural	Two-Lane	45	2	9	Rolling	0	4,766	5,134	13,900	0.34	0.37	2	0.04%	5,136	0.37	0.000
MO 150	Court Dr	1,500 ft W of Rte 7	3.48	Rural	Two-Lane	55	2	9	Rolling	0	4,766	5,134	24,200	0.20	0.21	2	0.04%	5,136	0.21	0.000
MO 150	Doc Henry Rd	Court Dr	1.60	Rural	Two-Lane	35	2	9	Rolling	0	4,766	5,134	13,900	0.34	0.37	2	0.04%	5,136	0.37	0.000
MO 150	1,500 ft E of Rte 291	Doc Henry Rd	0.51	Rural	Signal	45	2	9	Rolling	50	15,863	17,089	22,000	0.72	0.78	2	0.01%	17,091	0.78	0.000
MO 150	SW Raintree Dr	1,500 ft E of Rte 291	0.50	Rural	Signal	45	4	9	Rolling	50	17,877	19,258	44,400	0.40	0.43	2	0.01%	19,260	0.43	0.000
MO 150	600 ft W of SW Ward Rd	SW Raintree Dr	1.13	Rural	Signal	35	4	9	Rolling	50	17,877	19,258	47,600	0.38	0.40	7	0.04%	19,265	0.40	0.000
MO 150	900 ft E of White Ave	600 ft W of SW Ward Rd	6.50	Rural	Signal	45	4	9	Rolling	50	22,080	23,786	44,400	0.50	0.54	7	0.03%	23,793	0.54	0.000
MO 150	500 ft E of Andrews Rd	900 ft E of White Ave	0.68	Rural	Signal	35	6	9	Rolling	50	18,415	19,838	71,500	0.26	0.28	85	0.43%	19,923	0.28	0.001
MO 150	1,000 ft W of Andrews Rd	500 ft E of Andrews Rd	0.28	Rural	Multi-lane	45	6	12	Rolling	0	27,392	29,509	113,160	0.24	0.26	85	0.29%	29,594	0.26	0.001

Table I.2-5. IFG Intermodal

Roadway Name	From West/North	To East/ South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
MO 150	1,200 E of Botts Rd	1,000 ft W of Andrews Rd	0.20	Rural	Multi-lane	60	6	12	Rolling	0	27,392	29,509	113,160	0.24	0.26	85	0.29%	29,594	0.26	0.001
MO 150	3,500 ft W of Holmes Rd	1,200 E of Botts Rd	3.00	Rural	Multi-lane	60	4	12	Rolling	0	27,392	29,509	75,420	0.36	0.39	85	0.29%	29,594	0.39	0.001
MO 150	500 ft S of Wyandotte St	3,500 ft W of Holmes Rd	0.63	Rural	Multi-lane	55	4	12	Rolling	0	21,166	22,801	75,420	0.28	0.30	11	0.05%	22,812	0.30	0.000
MO 150	State Line Rd	500 ft S of Wyandotte St	0.98	Urban	Signal	45	4	12	Rolling	50	21,166	22,801	44,400	0.48	0.51	11	0.05%	22,812	0.51	0.000
W 135th St	Roe Ave	State Line Rd	1.71	Urban	Signal	45	4	8	Rolling	50	18,364	19,783	44,400	0.41	0.45	11	0.06%	19,794	0.45	0.000
W 135th St	Switzer Rd	Roe Ave	3.27	Urban	Signal	45	6	8	Rolling	50	36,873	39,722	66,800	0.55	0.59	11	0.03%	39,733	0.59	0.000
W 135th St	S Mur-Len Rd	Switzer Rd	4.26	Urban	Signal	45	4	8	Rolling	50	22,570	24,314	44,400	0.51	0.55	6	0.02%	24,320	0.55	0.000
W 135th St	150 ft E of N Cooper St	S Mur-Len Rd	1.57	Urban	Signal	35	4	8	Rolling	50	36,612	39,442	47,600	0.77	0.83	6	0.02%	39,448	0.83	0.000
W 135th St	N State St	150 ft E of N Cooper St	0.14	Urban	Signal	35	4	8	Rolling	50	36,612	39,442	47,600	0.77	0.83	1	0.00%	39,443	0.83	0.000

Table I.2-5. ***IFG Intermodal***

Roadway Name	From West/North	To East/ South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
W 135th St	N Woodland St	N State St	0.26	Urban	Signal	35	4	8	Rolling	50	19,831	21,363	47,600	0.42	0.45	1	0.00%	21,364	0.45	0.000
W 135th St	300 ft E of N Walnut	N Woodland St	0.32	Urban	Signal	25	4	8	Rolling	50	19,831	21,363	47,600	0.42	0.45	1	0.00%	21,364	0.45	0.000
W 135th St	N Parker Street	300 ft E of N Walnut St	0.68	Urban	Signal	35	4	8	Rolling	50	17,643	19,006	47,600	0.37	0.40	1	0.01%	19,007	0.40	0.000
MO 7	1,500 ft N of Rte 150	1,500 ft S of Rte 150	0.56	Rural	Two-Lane	45	2	9	Rolling	0	13,956	15,034	13,900	1.00	1.08	1	0.01%	15,035	1.08	0.000
Rte 291	3,500 ft N of Rte 150	3,900 ft S of Rte 150	1.40	Rural	Multi-lane	60	4	12	Rolling	0	33,459	36,045	75,420	0.44	0.48	4	0.01%	36,049	0.48	0.000
I-49	1,600 ft S of E 140th St	1,300 ft N of Arnold Ave	1.31	Urban	Freeway	65	6	29	Rolling	0	90,301	97,280	108,790	0.83	0.89	68	0.07%	97,348	0.89	0.001
US 69	1,000 ft N of W 132nd St	2,200 ft S of W 143rd St	2.10	Urban	Freeway	65	4	8	Rolling	0	79,325	85,456	79,880	0.99	1.07	3	0.00%	85,459	1.07	0.000
I-35	2,700 ft N of W 127th St	3,200 ft S of E Santa Fe St	2.19	Urban	Freeway	65	6	8	Rolling	0	71,055	76,546	119,800	0.59	0.64	2	0.00%	76,548	0.64	0.000

Table I.2-5. IFG Intermodal

Roadway Name	From West/North	To East/ South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
Parker St	200 ft N of W Spruce St	400 ft S of W Loula St	0.58	Urban	Multi-lane	40	4	8	Rolling	0	18,754	20,204	68,880	0.27	0.29	1	0.00%	20,205	0.29	0.000
Holmes Rd	MO 150	0.5 mile S of MO 150	0.56	Rural	Two-Lane	55	2	9	Rolling	0	4,331	4,666	24,200	0.18	0.19	10	0.21%	4,676	0.19	0.000

Table I.2-6. Minneapolis Intermodal

Roadway Name	From West/North	To East/South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
University Ave NE	NE 27th Avenue	Broadway St NE	1.26	Urban	Signal	30	4	6	Rolling	50	13,466	14,507	47,600	0.28	0.30	0	0.00%	14,507	0.30	0.000
University Ave NE	1,000 ft S of 32nd Ave NE	NE 27th Avenue	0.44	Urban	Signal	45	4	6	Rolling	50	13,358	14,391	44,400	0.30	0.32	5	0.03%	14,396	0.32	0.000
University Ave NE	600 ft N of 37th Ave NE	1,000 ft S of 32nd Ave NE	0.97	Urban	Signal	45	4	6	Rolling	50	14,759	15,899	44,400	0.33	0.36	16	0.10%	15,915	0.36	0.000
University Ave NE	1,500 ft N of Mississippi St NE	600 ft N of 37th Ave NE	3.68	Urban	Signal	50	4	6	Rolling	50	24,155	26,022	42,800	0.56	0.61	1	0.00%	26,023	0.61	0.000
I-694	East River Road	NE Central Ave	1.00	Urban	Freeway	60	6	4	Rolling	0	124,657	134,291	122,200	1.02	1.10	50	0.04%	134,341	1.10	0.000
Johnson St NE	NE Lowry Ave	NE 18th Ave	0.50	Urban	Signal	30	2	6	Rolling	50	19,283	20,774	23,600	0.82	0.88	36	0.17%	20,810	0.88	0.002
Broadway St NE	150 ft W of Polk St NE	Buchanan St NE	0.28	Urban	Signal	30	2	6	Rolling	50	19,391	20,890	23,600	0.82	0.89	1	0.00%	20,891	0.89	0.000
Broadway St NE	NE Jackson St	150 ft W of Polk St NE	0.22	Urban	Signal	30	4	6	Rolling	50	17,775	19,149	47,600	0.37	0.40	2	0.01%	19,151	0.40	0.000
Broadway St NE	4th Street NE	NE Jackson St	0.56	Urban	Signal	30	2	6	Rolling	50	16,590	17,872	23,600	0.70	0.76	0	0.00%	17,872	0.76	0.000
Broadway St NE	I-94	4th Street NE	1.14	Urban	Signal	30	4	6	Rolling	50	22,408	24,139	47,600	0.47	0.51	1	0.00%	24,140	0.51	0.000

Table I.2-6. Minneapolis Intermodal

Roadway Name	From West/North	To East/South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
NE Central Ave	Medtronic Pkwy NE	45th Avenue NE	1.47	Urban	Signal	40	4	6	Rolling	50	30,703	33,075	45,100	0.68	0.73	6	0.02%	33,081	0.73	0.000
NE Central Ave[1]	45th Avenue NE	Broadway St NE	3.54	Urban	Signal	30	2 4	6	Rolling	50	14,867	16,015	23,600 ~~47,600~~	0.31	0.68 ~~0.34~~	90	0.56%	16,105	0.68 ~~0.34~~	0.004 ~~0.002~~
NE Lowry Ave	I-94	NE Central Ave	1.72	Urban	Signal	30	4	6	Rolling	50	16,159	17,408	47,600	0.34	0.37	11	0.06%	17,419	0.37	0.000
NE Lowry Ave	NE Central Ave	175 ft E of NE McKinley St	0.97	Urban	Signal	30	2	6	Rolling	50	14,005	15,087	23,600	0.59	0.64	38	0.25%	15,125	0.64	0.002

[1] Analyses of future conditions reflect potential lane reduction associated with the Metro Transit F-Line bus rapid transit project.

Table I.2-7. Bensenville Intermodal

Roadway Name	From West/ North	To East/ South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
Green St	S York Road	County Line Road	1.06	Urban	Signal	30	4	9	Level	50	10,611	11,431	47,600	0.22	0.24	202	1.77%	11,633	0.24	0.004
Franklin Ave	County Line Road	450 ft E of RR Crossing	1.66	Urban	Signal	35	2	9	Level	50	13,692	14,750	23,600	0.58	0.63	336	2.28%	15,086	0.64	0.014
Franklin Ave	450 ft E of RR Crossing	Cenco Parkway	0.21	Urban	Signal	35	2	9	Level	50	12,729	13,713	23,600	0.54	0.58	294	2.14%	14,007	0.59	0.012
Franklin Ave	Cenco Parkway	Ernst Street	0.21	Urban	Signal	30	4	9	Level	50	12,729	13,713	47,600	0.27	0.29	30	0.22%	13,743	0.29	0.001
Cenco Pkwy	Franklin Ave	Belmont Ave	0.26	Urban	Signal	25	4	9	Level	50	4,352	4,688	47,600	0.09	0.10	264	5.63%	4,952	0.10	0.006
Belmont Ave	Cenco Parkway	Mannheim Road	0.08	Urban	Signal	25	2	9	Level	50	4,352	4,688	23,600	0.18	0.20	264	5.63%	4,952	0.21	0.011
York Rd	S Thorndale Ave	W Irving Park Rd	1.05	Urban	Signal	40	4	9	Level	50	31,216	33,628	45,100	0.69	0.75	91	0.27%	33,719	0.75	0.002
York Rd	W Irving Park Rd	Grand Ave	2.03	Urban	Signal	30	4	9	Level	50	16,587	17,869	47,600	0.35	0.38	202	1.13%	18,071	0.38	0.004
York Rd	Grand Avenue	W Lake Street	1.31	Urban	Signal	35	4	9	Level	50	16,175	17,425	47,600	0.34	0.37	52	0.30%	17,477	0.37	0.001
Mannheim Rd	Belmont Ave	W North Ave	2.00	Urban	Signal	35	6	9	Level	50	43,888	47,279	71,500	0.61	0.66	121	0.26%	47,400	0.66	0.002

Table I.2-7. Bensenville Intermodal

Roadway Name	From West/ North	To East/ South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
Mannheim Rd	675 ft S of Waveland Ave	Belmont Ave	0.57	Urban	Signal	40	6	9	Level	50	55,323	59,599	67,800	0.82	0.88	143	0.24%	59,742	0.88	0.002
Irving Park Rd	N York Road	S Access Road	0.39	Urban	Signal	35	4	9	Level	50	31,216	33,628	47,600	0.66	0.71	10	0.03%	33,638	0.71	0.000
Thorndale Ave	Supreme Dr	N York Road	0.77	Urban	Signal	35	4	9	Level	50	5,666	6,104	47,600	0.12	0.13	19	0.31%	6,123	0.13	0.000
Grand Ave	Church Road	S York Road	0.72	Urban	Signal	35	4	9	Level	50	15,453	16,648	47,600	0.32	0.35	49	0.29%	16,697	0.35	0.001
Grand Ave	W Lake Street	Church Road	0.79	Urban	Signal	45	4	9	Level	50	15,453	16,648	44,400	0.35	0.37	49	0.29%	16,697	0.38	0.001
County Line Rd	Franklin Ave	Grand Ave	1.25	Urban	Signal	45	2	9	Level	50	7,217	7,775	22,000	0.33	0.35	134	1.72%	7,909	0.36	0.006

Table I.2-8. Schiller Intermodal

Roadway Name	From West/ North	To East/ South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
Lawrence Ave	Mannheim Rd	N River Rd	0.83	Urban	Signal	35	4	9	Level	50	24,517	26,412	47,600	0.52	0.55	140	0.53%	26,552	0.56	0.003
Mannheim Rd	Delta Parkway	450 ft S of Seymour Ave	0.38	Urban	Signal	40	6	9	Level	50	50,088	53,959	67,800	0.74	0.80	26	0.05%	53,985	0.80	0.000
Mannheim Rd	975 ft N of W Irving Park Rd	Delta Parkway	0.37	Urban	Signal	40	6	9	Level	50	53,852	58,014	67,800	0.79	0.86	26	0.04%	58,040	0.86	0.000
Mannheim Rd	1,200 ft N of Coffey Road	975 ft N of W Irving Park Rd	2.39	Urban	Signal	50	6	9	Level	50	58,244	62,746	64,400	0.90	0.97	67	0.11%	62,813	0.98	0.001
N River Rd	175 ft S of Technology Blvd	Lawrence Ave	0.60	Urban	Signal	40	4	9	Level	50	30,780	33,158	45,100	0.68	0.74	140	0.42%	33,298	0.74	0.003
N River Rd	Balmoral Ave	175 ft S of Technology Blvd	0.16	Urban	Signal	35	4	9	Level	50	30,780	33,158	47,600	0.65	0.70	140	0.42%	33,298	0.70	0.003
N River Rd	150 ft N of W Bryn Mawr Ave	Balmoral Ave	0.28	Urban	Signal	35	6	9	Level	50	30,780	33,158	71,500	0.43	0.46	120	0.36%	33,278	0.47	0.002
N River Rd	Evenhouse Ave	150 ft N of W Bryn Mawr Ave	0.48	Urban	Signal	35	6	9	Level	50	38,740	41,734	71,500	0.54	0.58	25	0.06%	41,759	0.58	0.000
Balmoral Ave	I-294	N River Rd	0.36	Urban	Signal	25	4	9	Level	50	4,988	5,374	47,600	0.10	0.11	20	0.37%	5,394	0.11	0.000

Table I.2-9. Detroit Intermodal

Roadway Name	From West/North	To East/South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
Glendale St	Auburn St	Artesian St	0.37	Urban	Stop	25	2	8	Level	0	696	750	7,400	0.09	0.10	26	3.47%	776	0.10	0.004
Auburn St	Schoolcraft	Auburn St	0.32	Urban	Stop	25	2	8	Level	0	1,393	1,500	7,400	0.19	0.20	26	1.73%	1,526	0.21	0.004
Schoolcraft	400 ft W of Outer Drive NW	900 ft E of Outer Drive NW	0.24	Urban	Signal	30	2	8	Level	50	3,403	3,666	23,600	0.14	0.16	2	0.05%	3,668	0.16	0.000
Schoolcraft	900 ft E of Outer Dr NW	Patton St	0.52	Urban	Signal	30	2	8	Level	50	2,943	3,171	23,600	0.12	0.13	2	0.06%	3,173	0.13	0.000
Schoolcraft	1,000 ft E of Outer Dr NW	Patton St	0.48	Urban	Signal	30	2	8	Level	50	3,842	4,139	23,600	0.16	0.18	1	0.02%	4,140	0.18	0.000
Schoolcraft	250 ft W of Outer Dr NW	1,000 ft E of Outer Dr NW	0.24	Urban	Signal	30	2	8	Level	50	3,842	4,139	23,600	0.16	0.18	1	0.02%	4,140	0.18	0.000
Schoolcraft	Patton St	Vaughan St	0.27	Urban	Signal	30	2	8	Level	50	6,785	7,309	23,600	0.29	0.31	3	0.04%	7,312	0.31	0.000
Schoolcraft	Vaughan St	150 ft E of Plainview Ave	0.14	Urban	Signal	30	4	8	Level	50	7,939	8,552	47,600	0.17	0.18	3	0.04%	8,555	0.18	0.000
Schoolcraft	150 ft E of Plainview Ave	300 ft E of Southfield Rd	0.97	Urban	Signal	30	2	8	Level	50	7,939	8,552	23,600	0.34	0.36	7	0.08%	8,559	0.36	0.000
Evergreen Rd	Schoolcraft	400 ft S of Capitol St	0.77	Urban	Signal	30	6	8	Level	50	17,817	19,194	71,500	0.25	0.27	16	0.08%	19,210	0.27	0.000
Fullerton Ave	Southfield Fwy	Greenfield Rd	0.93	Urban	Signal	30	2	8	Level	50	1,889	2,035	23,600	0.08	0.09	60	2.95%	2,095	0.09	0.003

Table I.2-9. Detroit Intermodal

Roadway Name	From West/North	To East/South	Length (mi)	Area Type	Road Type	Speed Limit (mph)	No.of Lanes	Truck %	Terrain	% Green	2022 AADT	2027 AADT	Capacity (Vehicles per day)	2022 V/C Ratio	2027 V/C Ratio	New Truck Trips (per day)	% of Total Segment Trips	With Merger AADT	With Merger V/C Ratio	Change in V/C Ratio w/Merger
Greenfield Rd	Glendale St	475 ft N of Capitol St	0.28	Urban	Signal	35	2	8	Level	50	16,374	17,640	23,600	0.69	0.75	60	0.34%	17,700	0.75	0.003
Southfield Rd - SB	Kendall St	Fullerton Ave	0.61	Urban	Signal	30	2	8	Level	50	1,135	1,223	23,600	0.05	0.05	44	3.60%	1,267	0.05	0.002
Southfield Rd - NB	Kendall St	Fullerton Ave	0.61	Urban	Signal	25	2	8	Level	50	1,388	1,495	23,600	0.06	0.06	44	2.94%	1,539	0.07	0.002
Greenfield Service	Glendale St	Fullerton Ave	0.17	Urban	Signal	30	2	8	Level	50	1,135	1,223	23,600	0.05	0.05	60	4.91%	1,283	0.05	0.003

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