

# Existing Conditions Traffic Evaluation

## Glenbard East High School

Lombard, Illinois



Prepared For:



**KLOA**  
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# 1. Introduction

This report summarizes the preliminary findings of a traffic evaluation being conducted by Kenig, Lindgren, O'Hara Aboona, Inc. (KLOA, Inc.) for the Glenbard East High School located at 1014 S. Main Street in Lombard, Illinois.

The campus is generally bounded by Main Street on the east, Wilson Avenue on the north, and residential homes to the west and south. The purpose of this study is to document the current drop-off and pick-up activities at the school and prepare geometric and operational improvements to improve the drop-off and pick-up activities and limit the impact of the school loading activities on Main Street.

**Figure 1** shows an aerial view of Glenbard East High School in relation to the area roadway network and adjacent land uses.

The sections of this report present the following:

- Existing roadway conditions
- Existing campus operations
- Evaluation of the existing access system and drop-off/pick-up operations
- Traffic analyses for the weekday morning and weekday afternoon peak hours
- Prepared campus improvement alternatives to address concerns related to:
  - Improving the circulation of traffic through the consolidation of curb cuts.
  - Separating passenger vehicle and bus loading activities.
  - Creating designated loading and staging areas for buses.
  - Enhancing the available on campus parking for staff and students.
  - Reducing the need for student parking on Wilson Avenue.
  - Limiting the opportunity for drop-off/pick-up queues to extend onto Main Street.
- Evaluation of the campus improvement alternatives to determine their viability





Aerial View of Site

Figure 1

## 2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits, traffic counts, and observations conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

### Campus Location

The campus is located in the southwest corner of the intersection of Main Street with Wilson Avenue and is bounded by residential homes on the south and west. Land uses in the vicinity of the site are primarily residential in all directions with various commercial uses located along Main Street, such as the Lombard Pines Shopping Center located 1,500 feet southeast of the campus.

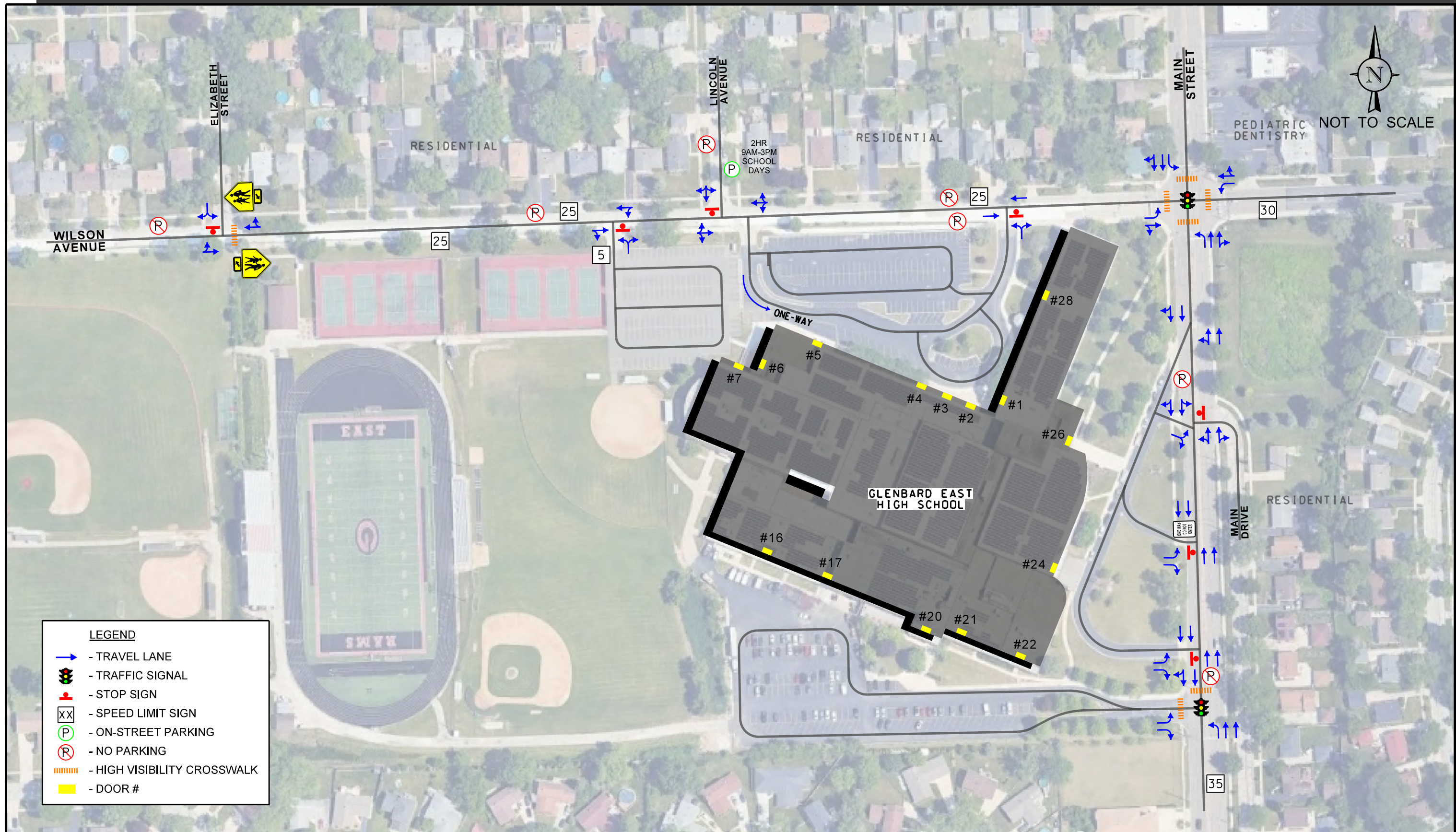
### Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 2** and described below. All of the roadway are under the jurisdiction of the Village of Lombard.

*Main Street* is a north-south roadway that provides two travel lanes in each direction and is classified as a minor arterial roadway in the 2014 Comprehensive Plan. At its signalized intersection with Wilson Avenue, Main Street provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. At its signalized intersection with the Glenbard East High School signalized access drive, Main Street provides an exclusive left-turn lane and two through lanes on the northbound approach and a through lane and a shared through/right-turn lane on the southbound approach. No exclusive turn lanes are provided on Main Street at the four unsignalized access drives serving Glenbard East High School. High visibility crosswalks are provided on the north and south legs of the signalized intersection of Main Street with Wilson Avenue and on the north leg of the signalized intersection of Main Street with the Glenbard East High School signalized access drive. Main Street carries an annual average daily traffic (AADT) volume of 13,100 vehicles (IDOT 2020), and has a posted speed limit of 35 miles per hour.

*Wilson Avenue* is an east-west roadway that provides one travel lane in each direction and is classified as a collector street in the 2014 Comprehensive Plan. At its signalized intersection with Main Street, Wilson Avenue provides an exclusive left-turn lane and a shared through/right-turn lane on the eastbound and westbound approaches. Wilson Avenue operates under free flow conditions at its unsignalized intersections with Lincoln Avenue, Elizabeth Street, and at the Glenbard East High School access drives and exclusive turn lanes are not provided along the roadway. High visibility crosswalks are provided on the east and west legs of the signalized intersection of Main Street with Wilson Avenue, and on the east leg of the unsignalized intersection of Wilson Avenue with Elizabeth Street. West of Lincoln Avenue, on-street parking is available for students along the south side of the roadway. Wilson Avenue carries an AADT volume of 2,900 vehicles (IDOT 2020) and has a posted speed limit of 25 miles per hour.





GLENBARD EAST  
HIGH SCHOOL  
LOMBARD, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS



*Elizabeth Street* is a north-south roadway that extends north from Wilson Avenue, provides one travel lane in each direction, and is classified as a collector roadway in the 2014 Comprehensive Plan. Elizabeth Street provides a single-lane approach and is under stop sign control at its intersection with Wilson Avenue.

*Lincoln Avenue* is a north-south roadway that extends north from Wilson Avenue, provides one travel lane in each direction, and is classified as a local roadway in the 2014 Comprehensive Plan. Lincoln Avenue provides a single-lane approach and is under stop sign control at its intersection with Wilson Avenue.

*Main Drive* is a north-south frontage roadway that runs parallel to Main Street north of Central Avenue. Approximately 800 feet north of Central Avenue, Main Drive curves west and intersects Main Street where it provides a single-lane approach under stop sign control.

### **Glenbard East High School Existing Characteristics**

Glenbard East High School has an enrollment of approximately 2,250 students ranging from Grades 9 to 12 and 180 faculty members. The school day starts at 7:35 A.M. with dismissal occurring at 2:35 P.M. Under existing conditions, the campus primarily consists of the school building, a football field, two tennis courts, approximately six various athletic fields, and three main surface parking locations as follows:

- South of the school building there is an approximately 162-space parking lot that is utilized for staff parking. Three of the parking spaces are ADA accessible spaces and 24 spaces are reserved spaces including spaces for small buses, maintenance personnel, and driver's education vehicles.
- North of the school building there is an approximately 137-space parking lot that is utilized for staff and visitor parking. Three of the parking spaces are ADA accessible spaces, two parking spaces are reserved for the Lombard Police Department, and six spaces are reserved for visitors.
- Northwest of the school building there is an approximately 113-space parking lot that is utilized for student permit parking between 6:00 A.M. and 2:30 P.M. Two of the parking spaces are ADA accessible spaces.

As previously indicated, additional student parking is permitted along the south side of Wilson Avenue west of Lincoln Avenue. This on-street parking can accommodate approximately 51 vehicles.

Access to the campus parking locations is provided via the following:

- A full movement, signalized access drive off Main Street located 375 feet north of Central Avenue and 800 feet south of Wilson Avenue. This access drive serves the staff parking lot on the south side of the school building and provides one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and an exclusive right-turn lane.



- An outbound only access drive on Wilson Avenue located approximately 280 feet west of Main Street. This access drive provides two outbound lanes striped to provide an exclusive left-turn lane and an exclusive right-turn lane with outbound movements under stop sign control.
- A full movement access drive on Wilson Avenue that is located 40 feet east of Lincoln Avenue and 690 feet west of Main Street. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control.
- A full movement access drive on Wilson Avenue located 165 feet west of Lincoln Avenue which provides one inbound lane and one outbound lane with outbound movements under stop sign control.

Furthermore, there is a circulation road located on the east side of the school building that is utilized during student drop-off and pick-up. This circulation drive provides a single inbound access drive located 245 feet south of Wilson Avenue and three outbound only access drives located approximately 335, 525, and 700 feet south of Wilson Avenue.

### Existing Drop-Off/Pick-Up Procedures

Drop-off activities for passenger vehicles primarily occur within the following locations:

- The parking lot located on the north side of the school building with queues forming within the vicinity of Door 1. A dedicated student loading area is provided within the north parking lot dedicated to drop-off/pick-up activities that keeps activities separate from the faculty/staff parking spaces. Vehicles enter the parking lot via the access drive located opposite Lincoln Avenue and exit via the eastern outbound only access drive.
- Within the circulation drive located on the east side of the school building within the vicinity of Door 24. Vehicles enter the circulation drive via the northern inbound only access drive and exit via either of the three outbound only access drives.

Secondary drop-off activities for passenger vehicles also occur within the following locations:

- The southern faculty/staff parking lot near the sidewalk connecting to Door 24 on the east side of the school building, within the student permit parking lot in which students will walk to Door 1, and along Wilson Avenue and Lincoln Avenue.

Drop-off activities for buses also occur within the staff/visitor parking lot located on the north side of the school building within the vicinity of Door 1.

Pick-up activities for buses occur within the northern parking lot and along the circulation drive located on the east side of the school building. As a result, pick-up activities for passenger vehicles primarily occur within the southern faculty/staff parking lot, behind buses in the circulation drive on the east side of the school building, within the faculty/staff parking areas within the north parking lot, along Wilson Avenue, and along Lincoln Avenue.

## Existing Traffic Volumes

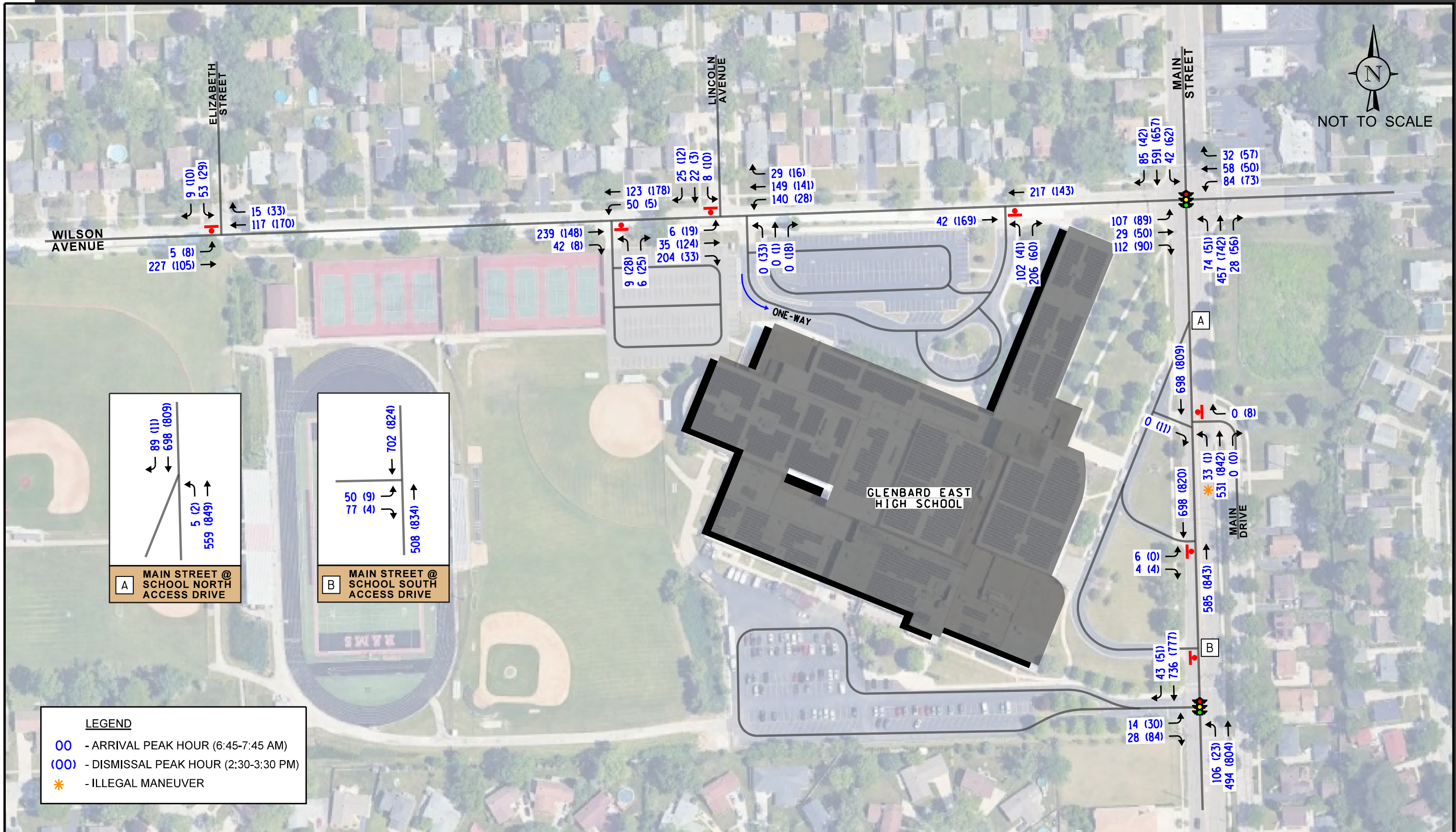
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts on Thursday, April 4, 2024 during the weekday morning (6:30 A.M. to 8:30 A.M.) and weekday afternoon (1:30 P.M. to 3:30 P.M.) peak periods at the following intersections:

- Main Street with Wilson Avenue
- Main Street with the Glenbard East Signalized Access Drive
- Wilson Avenue with Lincoln Avenue/Middle Access Drive
- Wilson Avenue with Elizabeth Street
- Wilson Avenue with West Access Drive
- Wilson Avenue with East Access Drive
- Main Street with Inbound Only Access Drive
- Main Street with Main Drive/North Outbound Only Access Drive
- Main Street with Middle Outbound Only Access Drive
- Main Street with South Outbound Only Access Drive

Based on the results of the traffic counts the weekday morning peak hour of school activity occurs between 6:45 A.M. and 7:45 A.M. and that the weekday afternoon peak hour of school occurs between 2:30 P.M. and 3:30 P.M. These traffic counts coincide with the arrival and dismissal start time of the school and were utilized for the purposes of this evaluation.

The existing peak hour traffic volumes are illustrated in **Figure 3** and the existing pedestrian and bicycle volumes are illustrated in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.





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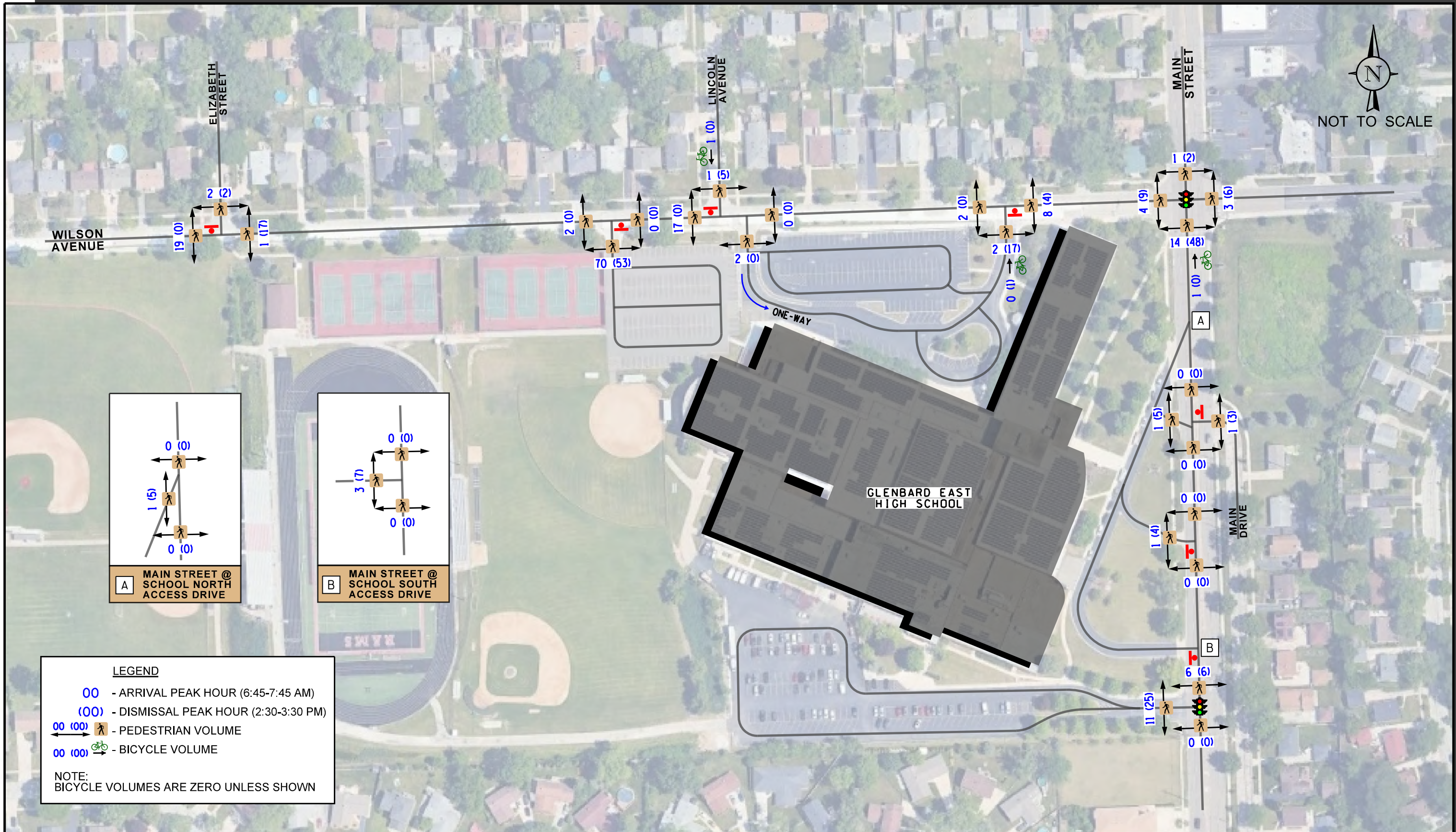
EXISTING TRAFFIC VOLUMES



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Figure: 3





GLENBARD EAST  
HIGH SCHOOL  
LOMBARD, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES



## On-Site Campus Observations

Observations were conducted during the arrival and dismissal periods on the same day as the traffic counts to determine the existing operations of arrival and dismissal procedures, determine on-site vehicle stacking, and to identify issues related to vehicle, bus, and pedestrian conflicts. The results of the observations and traffic counts indicated the following:

- During the morning arrival period, there were approximately 502 drop-off vehicles of which 308 vehicles utilized the northern staff/faculty parking lot, 137 vehicles utilized the drive aisle on east side of the school building, 42 vehicles utilized the southern staff/faculty parking lot, and 15 vehicles utilized the student permit parking lot.
  - The peak 30 minutes of activity occurs between 7:05 A.M. and 7:35 A.M. with all major activity concluding by 7:35 A.M. (school start time).
  - At the western access drive on Wilson Avenue, approximately 55 percent of the inbound trips arrived from the west, 40 percent arrived from the east, and five percent arrived from Lincoln Avenue.
    - During peak inbound school activity, inbound left-turn movements are required to yield for right-turn vehicles which results in vehicle queues on Wilson Avenue. Since no left-turn lane is provided, these queues would block the progression of through traffic along Wilson Avenue.
      - These queues extended beyond the east outbound only access drive two times momentarily (less than one minute) and one time for an extended duration for approximately five minutes between 7:25 A.M. and 7:30 A.M. However, courtesy gaps were provided for outbound left-turn vehicles from the access drive and outbound queues do not impact on-campus circulation of vehicles.
      - These queues were not observed to extend into the signalized intersection of Main Street with Wilson Avenue.
      - During these queues, students were observed to exit vehicles while the vehicle was stationary on Wilson Avenue.
      - These queues were a combination of westbound left-turn vehicles onto the campus at the middle access drive, outbound left-turn vehicles at the east access drive that are then traveling straight at Lincoln Avenue, and westbound through traffic on Wilson Avenue.

- During the peak queue, there were approximately 43 vehicles (no buses) queued on the north side of the campus consisting of 14 vehicles queued within the north parking lot, 18 vehicles queued to the east on Wilson Avenue, five vehicles queued to the west on Wilson Avenue, and six vehicles queued to the north on Lincoln Avenue. This peak queue is illustrated in **Figure A**. All lettered figures are included in the Appendix.
- While not striped, inbound vehicles at the middle access drive were observed to utilize the outbound lane of the access drive to either create a side-by-side loading queue or to access the staff/faculty parking spaces. No outbound vehicles were counted at the middle access drive during the peak hours.
- At the circulation drive located on the east side of the school building, approximately 73 percent of the inbound trips arrived from the north on Main Street and 27 percent of the inbound trips arrived from the south on Main Street.
  - The majority of the vehicles utilizing the circulation drive arrive from the north given the orientation of the single inbound only access drive.
  - 85 percent (33) of the vehicles arriving from the south utilize the northern outbound only access drive. This is likely due to the orientation of the inbound only access drive and/or the queue of vehicles limiting the ability for vehicles to turn left onto the circulation drive.
  - The majority of students are dropped off at Door 24 and as such, the majority of outbound traffic was utilizing the southern outbound only access drive. Due to the width of this driveway, for passenger vehicles it functions as two outbound lanes utilized as an exclusive left-turn lane and an exclusive right-turn lane.
  - During the peak queue, there were approximately 14 vehicles queued within the circulation drive of which one vehicle was queued back onto Main Street. At this time, there was one bus stopped on the circulation drive, but passenger vehicles were queued around it. This peak queue is illustrated in **Figure B**.
- At the signalized access drive on Main Street, approximately 70 percent of the inbound trips arrived from the south on Main Street and 30 percent arrived from the north on Main Street.
  - Vehicles utilizing this access drive for drop-off activities were observed to stop near the sidewalk that connects to Door 24 and inbound queues were not observed to extend to the signalized intersection of the access drive with Main Street.



- In lieu of circulating the parking lot via the designated drive aisles, the majority of drop-off vehicles were observed to utilize the vacant ADA accessible parking spaces to access the outbound lanes.
  - At the access drive serving the student permit parking lot, approximately 54 percent of vehicles arrived from the west and 46 percent arrived from the east.
    - Inbound vehicles (both left turns and right turns) must yield to pedestrians crossing the driveway.
    - Inbound left-turn vehicles must also yield to eastbound through movements which at times during the arrival period extended from the middle access drive west past the access drive serving the student permit lot.
    - When westbound left-turn vehicles are queued on Wilson Avenue waiting to turn left onto the access drives, these queues do not extend east to Lincoln Avenue/middle access drive.
- During the afternoon dismissal period, there were approximately 162 pick-up vehicles on campus of which 74 vehicles utilized the southern staff/faculty parking lot, 64 vehicles utilized the northern staff/faculty parking lot, 14 vehicles utilized the circulation drive on the east side of the school building, and 13 vehicles utilized the student permit parking lot. The remaining pick-up activity occurred along the south side of Wilson Avenue and on Lincoln Avenue with a few vehicles picking up students on Main Street.
  - The peak departure activity occurs between 2:35 P.M. (school dismissal) and 2:50 P.M.
  - At the signalized access drive on Main Street, approximately 26 percent of vehicles depart to the north and 74 percent of vehicles depart to the south.
    - Vehicles begin queueing at Door 20 starting at 2:05 P.M.
    - By 2:32 P.M., this queue extends onto Main Street with vehicles queueing in the southbound curbside lane.
    - Peak inbound queue occurs at 2:38 P.M. with three vehicles queueing on Main Street and these queues clear Main Street by 2:39 P.M. This peak queue is illustrated in **Figure C**.
      - Given the width of the inbound (westbound) lane, this queue blocks inbound vehicles from accessing the parking spaces within the southern parking lot. As such, inbound vehicles that are not queueing for pick-up activities and trying to access available parking spaces utilize the outbound only lane (south of the landscape median) and traverse the underutilized ADA accessible parking spaces to bypass the queue lane.

- At times inbound vehicles utilize any available lane to access the parking lot, as shown in **Figure D**, due to the queue of inbound vehicles.
  - It should be noted that on occasion, a police officer will pull in behind this vehicle queue with their lights on to bring awareness of the queue to southbound vehicles on Main Street.
  - Furthermore, on occasion, given the queue of vehicles originating from the south parking lot and the circulation drive (as discussed later), southbound queues on Main Street can extend north beyond Wilson Avenue.
- At the three outbound only access drives serving the circulation drive, approximately 32 percent of vehicles depart to the north and 68 percent of vehicles depart to the south.
    - The circulation drive is primarily utilized by buses (as discussed later) with vehicles filling in behind the buses starting at 2:00 P.M.
    - Given that buses queue and block outbound movements from the middle and south outbound only access drives, passenger vehicles queues start at the northern outbound only access drive, limiting available on-campus queueing (four or five vehicles).
    - By 2:24 P.M., this queue was observed to extend onto Main Street with vehicles queueing along the southbound curb lane.
    - The peak queue occurred at 2:36 P.M. with seven vehicles queued on Main Street. These queues extended to the signalized intersection of Main Street with Wilson Avenue, as illustrated in **Figure D**.
    - These queues cleared Main Street by 2:43 P.M. with vehicles either leaving the queue to proceed south onto Main Street or turning right from the northern outbound only access drive onto Main Street.
    - Several parents/guardians were observed to pick up students along Main Street.
  - At the northern parking lot one third of the outbound vehicles exited at the middle access drive and two thirds of the outbound vehicle exited at the eastern access drive. 48 percent of outbound vehicles departed to the west and 52 percent of vehicles departed to the east.
    - The circulation drives within the northern parking lot are primarily utilized by buses (as discussed later). However, some of the space within the drive aisles serving the parking lot or vacant parking spaces is utilized by passenger vehicles at locations that do not block parking spaces with vehicles arriving before 2:00 P.M.

- At the student permit parking lot, 53 percent of vehicles departed to the west and 47 percent of vehicles departed to the east
  - Overall, while outbound movements from the parking lot must yield to eastbound and westbound through traffic on Wilson Avenue as well as pedestrians crossing the driveway on the sidewalk, outbound movements from this parking lot operated with limited delays given at least 53 percent of vehicles were departing to the west and were not intermixing with the queueing of vehicles along Wilson Avenue east of the access drive.
- During the morning arrival period, there were 26 buses of which 25 buses utilized the northern faculty/staff parking lot and one bus utilized the circulation drive. Bus activity generally occurred between 7:05 A.M. and 7:20 A.M.
- During the afternoon dismissal period, there were 25 buses of which 11 buses utilized the circulation drive and 14 buses utilized the northern parking lot.
  - Buses begin queueing within the circulation drive starting at 2:00 P.M. with buses pulling up all the way to Main Street. These buses departed at 2:45 P.M. with the circulation drive clear by 2:47 P.M. Three buses turned right onto Main Street and eight buses turned left onto Main Street.
  - Supplemental observations during the afternoon dismissal period indicated that at times when a police officer is present along Main Street providing awareness to passenger vehicles queued within the roadway, this officer will help facilitate the outbound movements of buses from the circulation drive.
  - Buses begin queueing within the northern parking lot starting at 2:10 P.M. with buses pulling all the way forward to Wilson Avenue within the outbound right-turn only lane.
  - The peak bus queue within the northern parking lot was 14 vehicles, as illustrated in **Figure E**. Buses depart the parking lot at 2:45 P.M. with all bus activity concluding by 2:46 P.M. with buses able to enter Wilson Avenue with vehicles yielding right-of-way.
    - Given that buses queue within the outbound right-turn only lane during the bus dismissal period, conflicting left-turn movements occur between outbound buses and passenger vehicles exiting the north parking lot and turning onto Wilson Avenue.
- While the bus activity is separated within two locations to minimize impacts of bus queueing on the area roadway network, the utilization of two of the four available off-street loading areas for bus loading results in vehicles staging on Wilson Avenue (particularly with the no-parking zones provided on the south side of the roadway), along Lincoln Avenue, and may contribute to the number of passenger vehicles utilizing the south parking lot.



- Vehicles begin queueing along the south side of Wilson Avenue starting at 2:00 P.M.
- Vehicles queued along the south side of Wilson Avenue reduce the effective width of the roadway, particularly within the proximity of Lincoln Avenue in which the eastbound travel lane is only 14 feet wide.
- **Figure F** illustrates the peak queue for vehicles utilizing Wilson Avenue and Lincoln Avenue for afternoon pick-up activities.
- The majority of pedestrian activity was observed to occur at the following locations:
  - The sidewalk located on the south side of Wilson Avenue (up to 70 pedestrians)
  - The south leg of the intersection of Main Street with Wilson Avenue (up to 50 pedestrians)
  - The west leg of the intersection of Main Street with the signalized access drive (up to 25 pedestrians)
  - The west leg of the intersection of Wilson Avenue with Lincoln Avenue (up to 20 pedestrians)
  - Furthermore, approximately 20 pedestrians were observed crossing Wilson Avenue at Elizabeth Street.
- Students crossing Wilson Avenue at Lincoln Avenue mostly relied on vehicles yielding to allow them to cross.
- There were a limited number of bicyclists accessing the campus during the arrival and departure periods.

### 3. Evaluation of Existing Conditions

The following provides an evaluation conducted for the weekday morning (school arrival) and weekday afternoon (school dismissal) peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives operate and an evaluation of the on-site queueing and stacking. These observations will be utilized to determine any roadway improvements or modifications to the arrival and dismissal procedures that may be required to minimize the arrival and dismissal activities on the area roadway network.

#### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday afternoon peak hours for the existing traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. To determine the average overall vehicle delay and levels of service for the traffic signal-controlled intersections, actual cycle lengths and phasings were utilized for the intersections of Main Street with Wilson Avenue and the Glenbard East High School signalized access drive.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing conditions are presented in **Tables 1** through **3**. A discussion for the operations of the campus area follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 1

## CAPACITY ANALYSIS RESULTS – MAIN STREET WITH WILSON AVENUE

| Existing<br>Conditions   | Peak Hour            | Eastbound                    |           |                | Westbound |           |   | Northbound |           |   | Southbound |           |   | Overall  |
|--|----------------------|------------------------------|-----------|----------------|-----------|-----------|---|------------|-----------|---|------------|-----------|---|----------|
|  |                      | L                            | T         | R              | L         | T         | R | L          | T         | R | L          | T         | R |          |
|  | Weekday<br>Morning   | D<br>38.0                    | B<br>17.2 |                | C<br>34.0 | D<br>41.1 |   | A<br>9.0   | B<br>13.7 |   | A<br>8.0   | B<br>19.3 |   | C – 20.1 |
|  |                      | C – 27.4                     |           |                | D – 37.5  |           |   | B – 13.0   |           |   | B – 18.8   |           |   |          |
|  | Weekday<br>Afternoon | C<br>29.1                    | C<br>22.3 |                | C<br>24.7 | C<br>31.1 |   | B<br>11.8  | C<br>23.2 |   | B<br>10.6  | B<br>19.2 |   | C – 21.9 |
|  |                      | C – 25.3                     |           |                | C – 28.5  |           |   | C – 22.5   |           |   | B – 18.4   |           |   |          |
| Letter denotes Level of Service<br>Delay is measured in seconds. |                      | L – Left Turn<br>T – Through |           | R – Right Turn |           |           |   |            |           |   |            |           |   |          |

Table 2

## CAPACITY ANALYSIS RESULTS – MAIN STREET WITH SIGNALIZED ACCESS DRIVE

|  | Peak Hour            | Eastbound                    |          | Northbound     |          | Southbound |   | Overall |
|--|----------------------|------------------------------|----------|----------------|----------|------------|---|---------|
|  |                      | L                            | R        | L              | T        | T          | R |         |
| Existing<br>Conditions   | Weekday<br>Morning   | D<br>44.1                    | A<br>7.8 | A<br>5.1       | A<br>2.4 | A – 7.3    |   | A – 6.1 |
|  |                      | B – 19.2                     |          | A – 3.0        |          |            |   |         |
|  | Weekday<br>Afternoon | D<br>39.8                    | A<br>6.2 | A<br>3.5       | A<br>4.4 | A – 9.1    |   | A – 8.0 |
|  |                      | B – 19.2                     |          | A – 4.3        |          |            |   |         |
| Letter denotes Level of Service<br>Delay is measured in seconds. |                      | L – Left Turn<br>T – Through |          | R – Right Turn |          |            |   |         |



Table 3

## CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS

| Intersection  | Weekday Morning Peak Hour |       | Weekday Afternoon Peak Hour |       |
|---|---------------------------|-------|-----------------------------|-------|
|   | LOS                       | Delay | LOS                         | Delay |
| <b>Wilson Avenue with East Access Drive</b>                         |                           |       |                             |       |
| • Northbound Left Turn  | B                         | 13.4  | B                           | 13.8  |
| • Northbound Right-Turn   | B                         | 10.8  | B                           | 10.8  |
| <b>Wilson Avenue with Lincoln Avenue/Middle Access Drive</b>        |                           |       |                             |       |
| • Northbound Approach   | --                        | --    | C                           | 15.0  |
| • Southbound Approach   | D                         | 32.8  | B                           | 13.3  |
| • Eastbound Left Turn   | A                         | 7.8   | A                           | 7.7   |
| • Westbound Left Turn   | A                         | 8.6   | A                           | 7.8   |
| <b>Wilson Avenue with West Access Drive</b>                         |                           |       |                             |       |
| • Northbound Approach   | C                         | 21.6  | C                           | 15.2  |
| • Westbound Left Turn   | A                         | 9.5   | A                           | 8.1   |
| <b>Wilson Avenue with Elizabeth Street</b>                          |                           |       |                             |       |
| • Southbound Approach   | B                         | 14.0  | B                           | 11.8  |
| • Eastbound Left Turn   | A                         | 7.6   | A                           | 7.8   |
| <b>Main Street with South Outbound Only Access Drive</b>            |                           |       |                             |       |
| • Eastbound Approach  | B                         | 12.7  | C                           | 15.7  |
| <b>Main Street with Middle Outbound Only Access Drive</b>           |                           |       |                             |       |
| • Eastbound Approach  | D                         | 32.6  | B                           | 12.3  |
| <b>Main Street with Main Drive/North Outbound Only Access Drive</b> |                           |       |                             |       |
| • Eastbound Approach  | --                        | --    | B                           | 12.6  |
| • Westbound Approach  | --                        | --    | B                           | 12.1  |
| • Southbound Left Turn  | --                        | --    | --                          | --    |
| <b>Main Street with Inbound Only Access Drive</b>                   |                           |       |                             |       |
| • Northbound Left Turn  | A                         | 0.1   | A                           | 0.2   |
| LOS = Level of Service<br>Delay is measured in seconds.             |                           |       |                             |       |

## Evaluation of Existing Conditions

As can be seen from the results of the capacity analyses, the study area intersections and existing access drives serving the campus generally have sufficient capacity to accommodate the traffic generated during the weekday morning and afternoon peak periods of traffic. However, as previously indicated, based on a review of drop-off/pick-up activities for the school, the following results in capacity constraints for the campus and area roadway network, particularly during the weekday afternoon dismissal peak period:

- Westbound left-turn vehicles from Wilson Avenue onto the middle access drive are required to yield to eastbound right-turn vehicles and pedestrians on the sidewalk.
- The configuration of the intersection of Wilson Avenue with Lincoln Avenue/middle access drive results in numerous conflict points between inbound and outbound vehicles as well as pedestrians on the sidewalk. During peak times of activity, when on-site queueing results in queues extending onto Wilson Avenue, the right-of-way for conflicting vehicle movements (particularly northbound/southbound through movements) are not well established for all approaches.
- During the afternoon dismissal period, queueing of passenger vehicles in the south parking lot and circulation drive extended onto Main Street resulting in only a single southbound travel lane for through traffic along the school frontage, restricting the capacity of the roadway.
- While 45 percent of all outbound traffic on Wilson Avenue during the afternoon dismissal period departs to the west, the remaining surge of outbound traffic combined with the queue of pick-up vehicles on the south side of Wilson Avenue results in an eastbound vehicle queue that originates from the signalized intersection of Main Street with Wilson Avenue west of Lincoln Avenue. **Figure G** illustrates the peak queueing on Wilson Avenue that occurs due to the surge of outbound vehicles during the afternoon peak period.

## 4. Circulation and Parking Recommendations

In order to enhance the drop-off/pick-up activities for the school and limit their impact on the area roadway network, several recommendations were identified that focus on:

- Improving the circulation of traffic.
- Separating passenger vehicle and bus loading activities.
- Creating a single designated loading and staging areas for buses.
- Enhancing the available on-campus parking for staff and students.
- Reducing the need for student parking on Wilson Avenue.
- Limiting the opportunity for drop-off/pick-up queues to extend onto Main Street.

The following provides a description of identified alternatives/enhancements to the campus.

*Option 1 – South Side (Exhibit 1):* This option focuses on creating a dedicated drop-off/pick-up location for passenger vehicles, improving the flow along Main Street, and reducing the likelihood of vehicle queues extending into Main Street by:

- Eliminating the three outbound only curb cuts on Main Street serving the circulation drive-aisle, resulting in a single inbound only curb cut.
- Outbound movements from the drive aisle will be accommodated via a new proposed connection to the southern parking lot, which will allow vehicles to exit the campus via the signalized access drive on Main Street.
- Providing dedicated visitor parking spaces along the one-way circulation drive.
- In conjunction with this option, consideration should be given to acquiring the vacant lot located along Main Street, just south of the campus, and developing the lot to provide parking.
- The additional parking should be utilized for staff parking, which will consolidate as much staff parking as possible to the south parking lot resulting in additional parking on the north side of campus to be utilized for student parking.



*Option 2 – North Side:* In combination with Option 1, this option focuses on creating a dedicated drop-off/pick-up area for buses, taking into consideration the proposed building expansion.

Several alternatives have been prepared for Option 2 that look at utilizing the existing infrastructure (short term), to fully redeveloping the existing parking field (long term), as follows:

- Option 2a (**Exhibit 2**) modifies the existing loop drive to accommodate the proposed building expansion and dedicates the modified loop drive to bus activity only. The existing staff and student parking lots will remain as is and can continue to function as they do under existing conditions.
- Option 2b (**Exhibit 3**) builds on Option 2a by minimizing the interaction between passenger vehicles and buses by closing off the west connection of the eastern parking lot to the loop drive with cones during afternoon loading activities. This would result in the middle access drive on Wilson Avenue being restricted to inbound movements only and will allow staff to exit via the eastern access drive.
- Option 2c (**Exhibit 4**) builds on Option 2b by completely isolating the eastern parking lot from the loop drive with the construction of new landscaped medians and creating a fourth Wilson Avenue curb cut that would serve the parking lot only.
- Option 2d (**Exhibit 5**) consists of completely consolidating/redeveloping the available area to the north/west of the school building to create a longer dedicated bus loop that will be able to accommodate all but five existing school buses along the curbside, without the need to stack buses side by side. The remaining five buses can queue on Wilson Avenue, or can be accommodated on site through the use of double stacking.
  - This bus loop would utilize the existing western access drive on Wilson Avenue (which serves the student parking lot) as the inbound access drive and will continue to utilize the existing eastern access drive on Wilson Avenue as the outbound access drive.
  - The balance of the campus located between the bus loop and Wilson Avenue would be developed to provide a single parking lot. Access to this parking lot could continue to be provided via the existing middle access driveway on Wilson Avenue, however, it is recommended that this access drive be relocated and aligned opposite Lincoln Avenue.
  - The remaining parking from the existing student parking lot should be utilized for staff or other campus vehicles such as maintenance or transport vehicles.
- If needed, the existing student parking lot can be expanded to the south/west of the tennis courts to provide additional spaces.
  - Under Option 2a/b/c, this expanded parking lot could be utilized for off-street student parking.

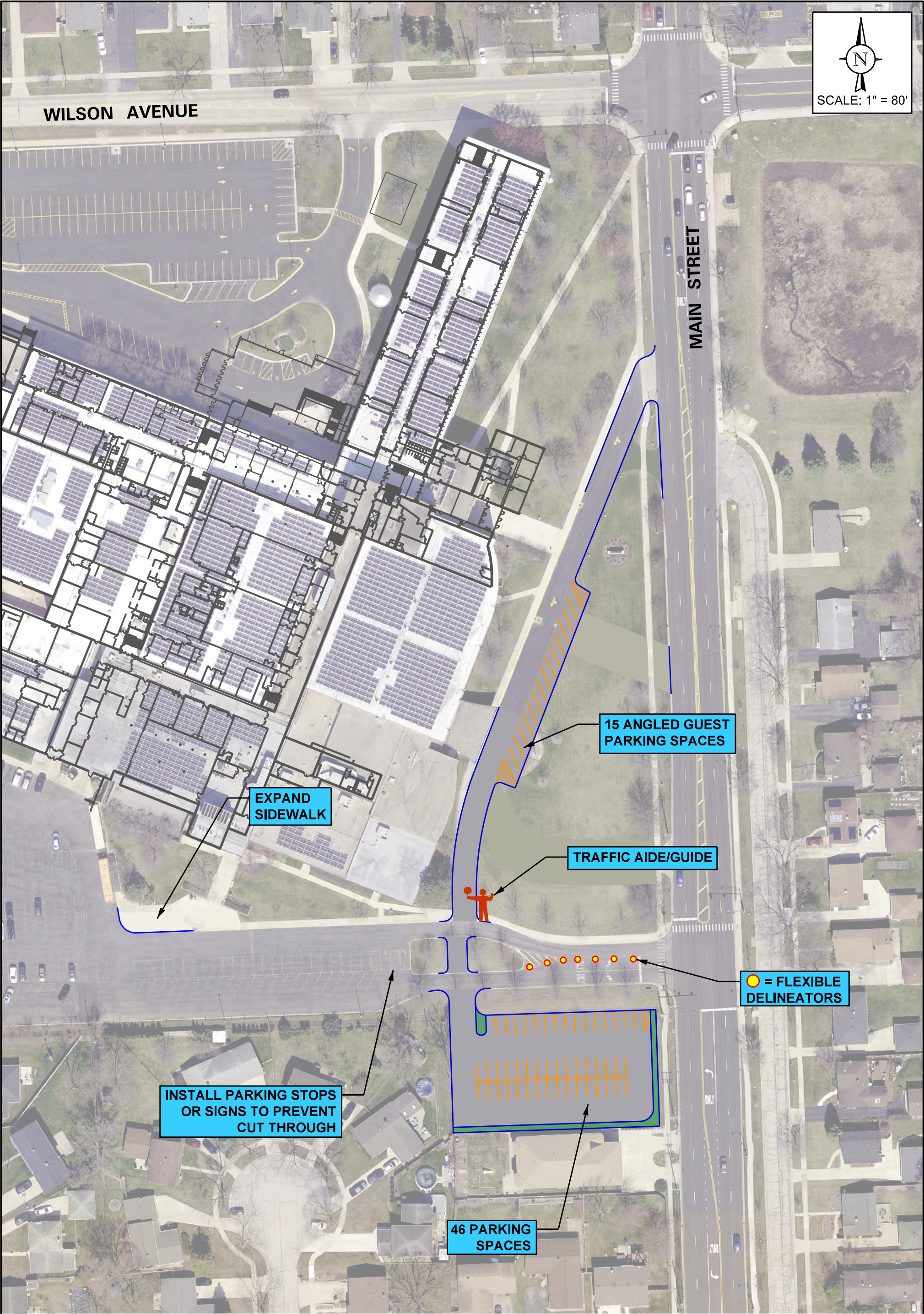
- With Option 2d, this expanded parking lot should only be utilized for staff/miscellaneous campus vehicles given its connection to the one-way bus loop.
- With any alternative of Option 2, should the additional parking lot be constructed on the south side of campus, staff parking should be relocated from the north side of campus to the south side of campus. The surplus of available parking that would result on the north side of campus should be utilized for additional off-street student parking.

*Option 3 (Exhibit 6):* This option focuses on connecting the campus parking lots, potentially limiting the volume of traffic traversing Main Street and its signalized intersections with the campus access drive and Wilson Avenue, by connecting the north and south parking lots. This connection would occur via a circulation roadway traversing the west side of the school building.

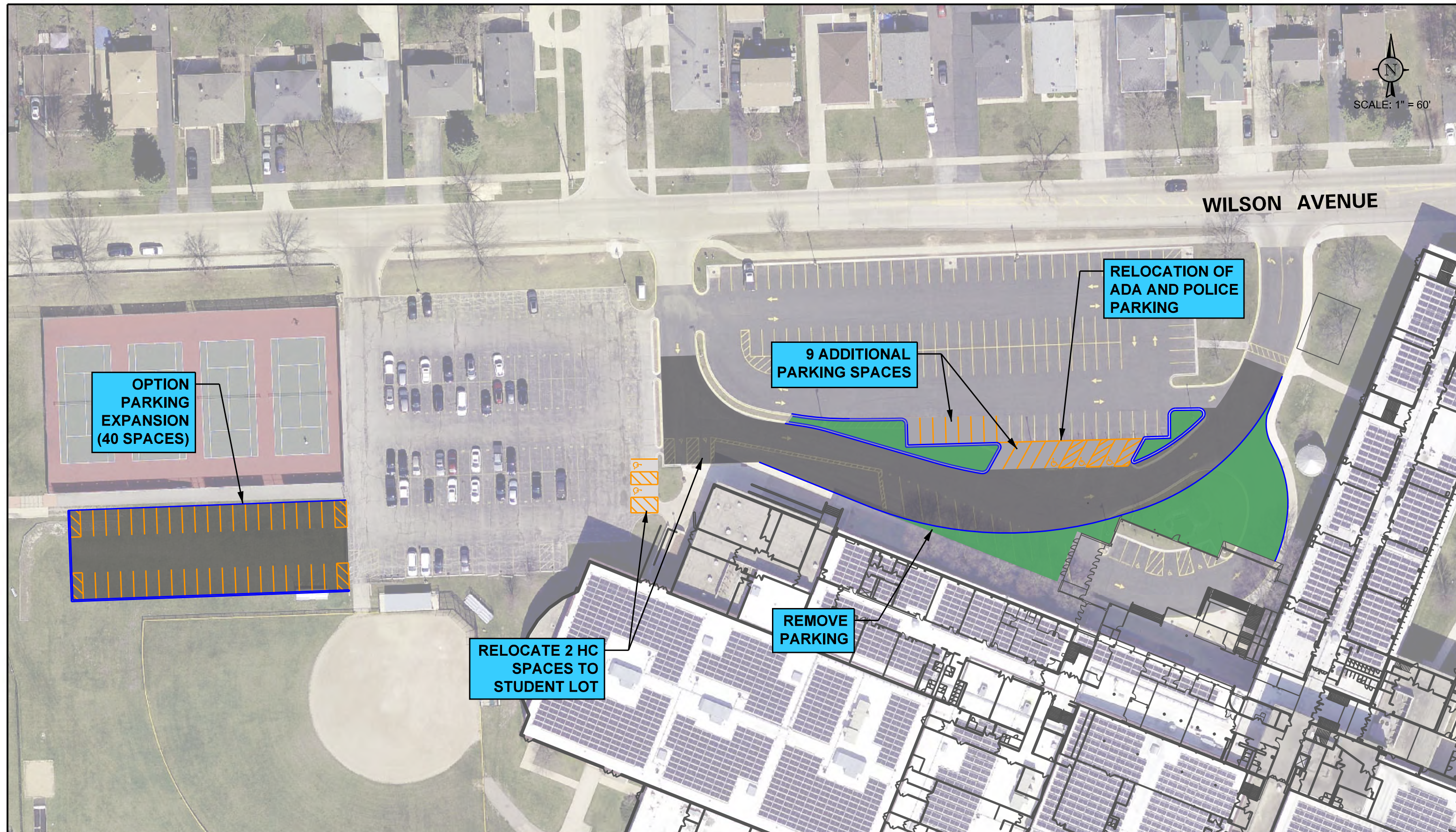
*Option 4 (Exhibit 7):* This option also focuses on increasing campus connectivity by creating an access roadway that connects the south parking lot to Wilson Avenue. This access roadway would traverse the south and west sides of the football field, connecting to Wilson Avenue aligned opposite Elizabeth Street. In the design of this roadway, parallel parking spaces could be provided to supplement available off-street student parking locations, reducing the number of vehicles parked on Wilson Avenue.

**Table 4** summarizes the alternatives and their benefits and drawbacks.

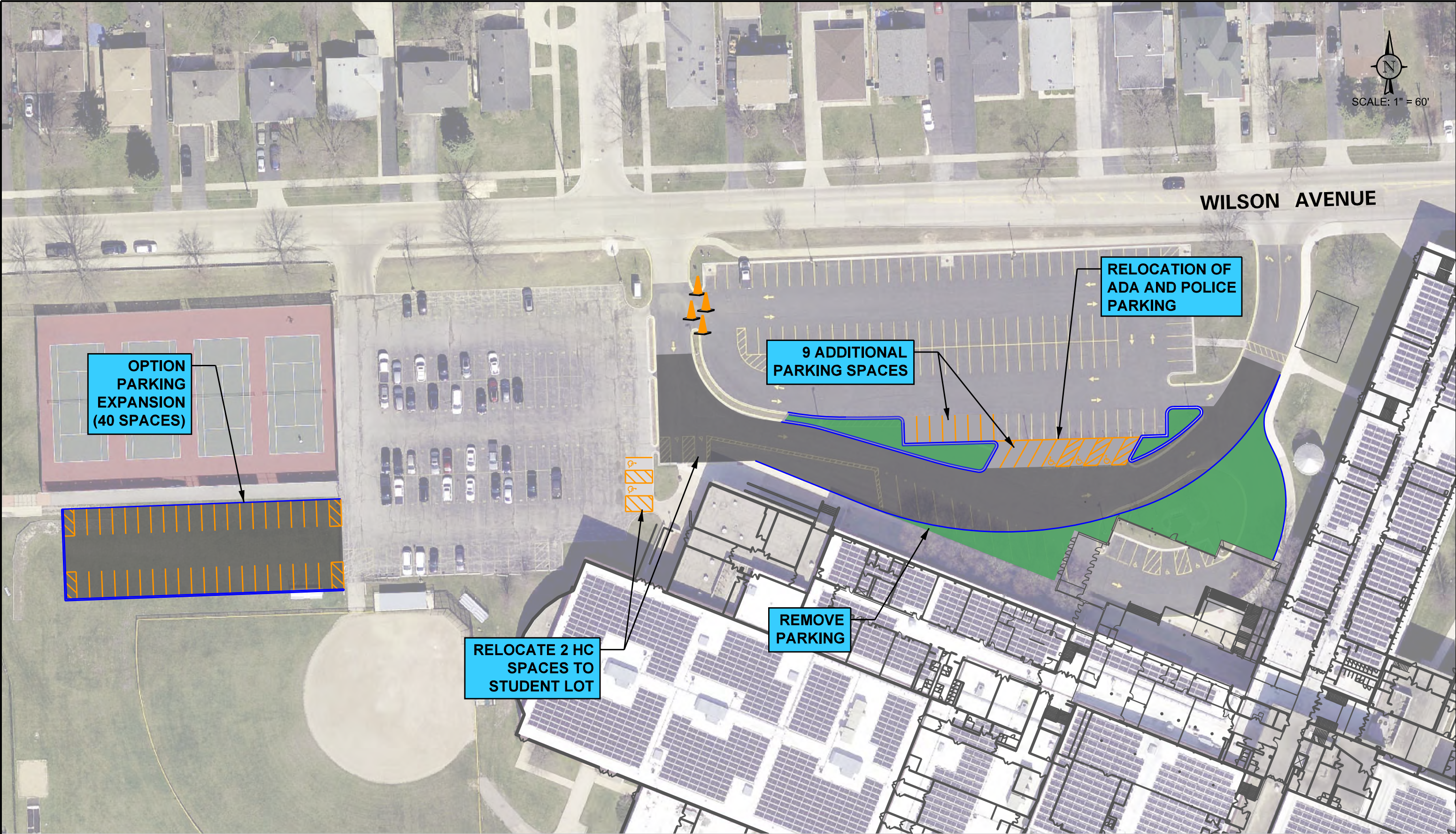














WILSON AVENUE

OPTION  
PARKING  
EXPANSION  
(40 SPACES)

REVISED PARKING LOT  
(SEE NOTE BELOW)

9 ADDITIONAL  
PARKING SPACES

RELOCATION OF  
ADA AND POLICE  
PARKING

NOTES:  
120 EXISTING PARKING SPACES  
9 PROPOSED PARKING SPACES  
5 PARKING SPACES LOST (NEW ENTRANCE)  
NET GAIN = 4 SPACES

GLENBARD EAST  
OPERATIONAL STUDY  
LOMBARD, ILLINOIS

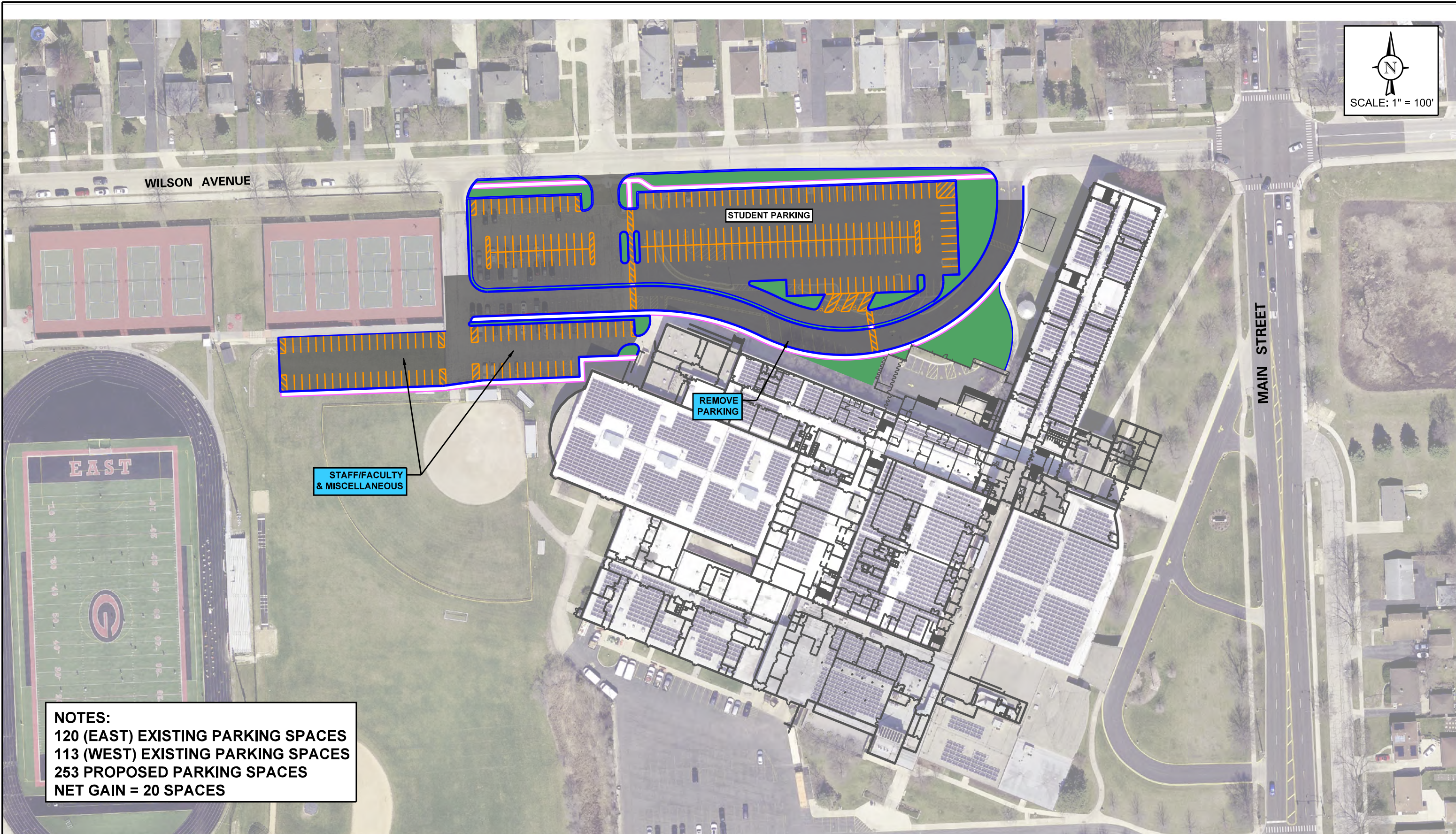
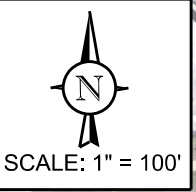
OPTION 2C - NORTH SIDE

DRAWN: MD  
DATE: 07-25-24  
PROJECT #: 24-093  
EXHIBIT: 4

CHECKED: BM  
REV: 03-12-25

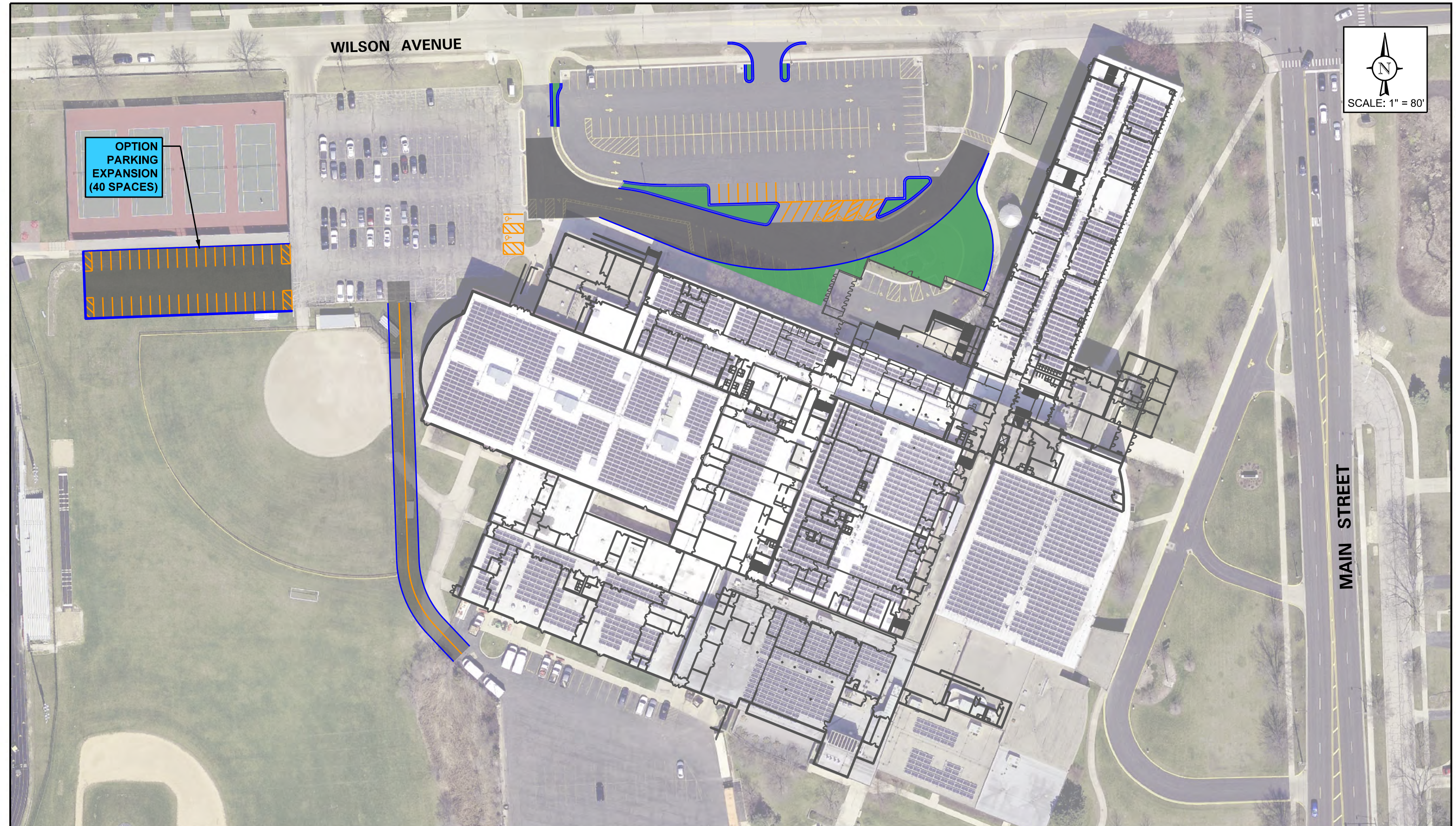
**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.



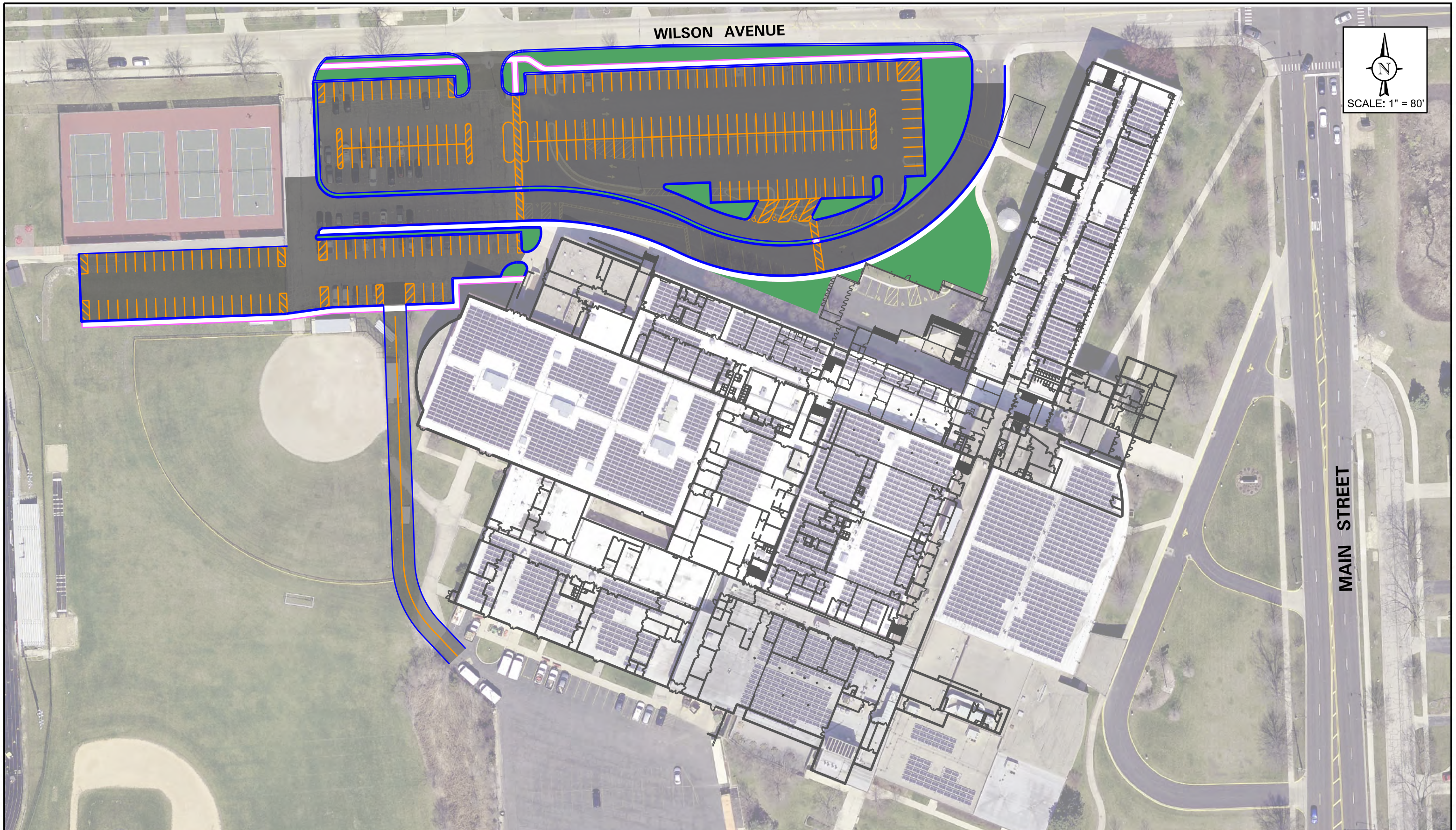


**NOTES:**  
120 (EAST) EXISTING PARKING SPACES  
113 (WEST) EXISTING PARKING SPACES  
253 PROPOSED PARKING SPACES  
NET GAIN = 20 SPACES

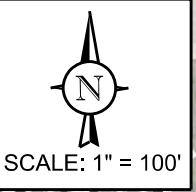
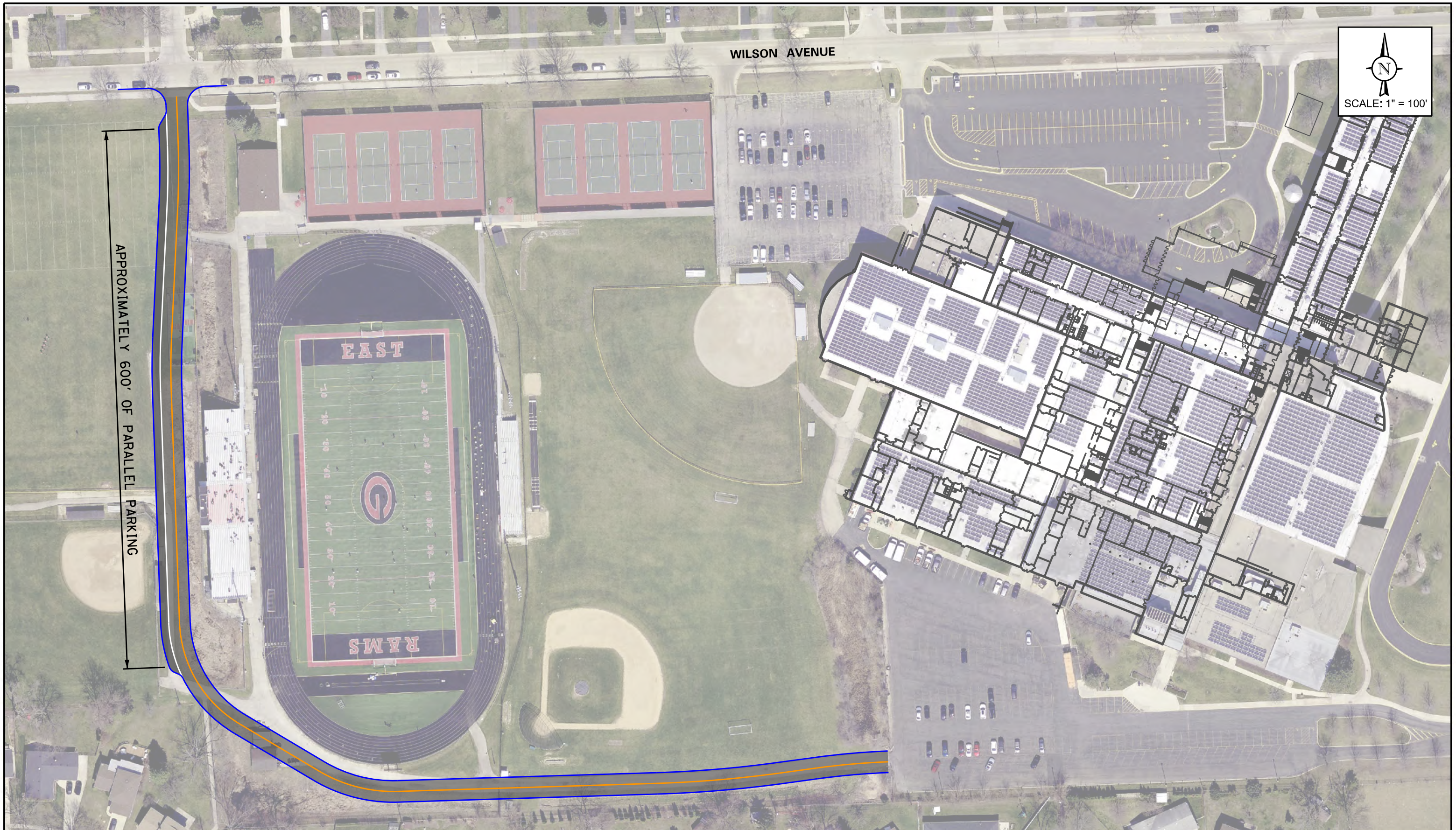












GLENBARD EAST  
OPERATIONAL STUDY  
LOMBARD, ILLINOIS

OPTION 4

DRAWN: MD  
DATE: 07-25-24  
PROJECT #: 24-093  
EXHIBIT: 7

CHECKED: BM  
REV: 03-12-25





Table 4  
SUMMARY OF ALTERNATIVES

|          | Description   | Benefits   | Drawbacks   |
|----------|---|--|---|
| Option 1 | <ul style="list-style-type: none"><li>• Connection of the one-way circulation roadway on the east side of the campus to the parking lot located on the south side of campus.</li><li>• Provide all passenger vehicle drop-off/pick-up via Main Street</li><li>• Provide all bus drop-off/pick-up via Wilson Avenue</li><li>• Modify the parking lot on the north side of school building to provide a dedicated bus lane that is wide enough to accommodate side-by-side buses.</li><li>• This option can be enhanced by:<ul style="list-style-type: none"><li>○ Providing angled guest parking along the one-way drive-aisle</li><li>○ Creating a second parking lot on the south side of the school building in the parcel of land located in the southwest corner of the intersection of Main Street with the signalized access drive.</li><li>○ Creating an expansion of the student parking lot to the south side of the tennis courts.</li><li>○ Fully isolating the staff/visitor parking on the north side of the school building and creating its own curb cut.</li><li>○ Restricting the Wilson Avenue access drive aligned opposite Lincoln Avenue to one-way in only during afternoon dismissal period.</li></ul></li></ul> | <ul style="list-style-type: none"><li>• Allows for on-site stacking for 42 personal vehicles.</li><li>• The additional southern parking lot allows for 46 additional parking space to be provided on-site</li><li>• The additional northern parking lot south of the tennis courts allows for 40 additional parking space to be provided on site</li><li>• The reconfiguration of the parking fields north of the school building, taking into consideration the building expansion, can accommodate between 11 and 19 additional parking spaces.</li><li>• The elimination of the three outbound curb cuts on Main Street allows for 15 angled visitor parking spaces to be provided on the east side of the school building.</li><li>• The provision of additional parking lots will allow for the reconfiguration of parking areas to allow for additional students to park on-campus in lieu of Wilson Avenue</li><li>• Reduces the number of curb cuts on Main Street, particularly the curb cut located 100 feet north of the signalized access drive.</li><li>• Consolidates all of the bus activity into one location, with approximately 25 buses able to be stacked on site through double stacking.</li></ul> | <ul style="list-style-type: none"><li>• Increases the volume of passenger vehicle traffic utilizing the parking lot on the south side of the school building.</li><li>• Requires all outbound passenger vehicle pick-up and drop off to utilize the signalized access drive on Main Street.</li></ul> |
| Option 2 | <ul style="list-style-type: none"><li>• Circulation roadway connecting the student parking lot with the parking lot on the south side of the school building.</li><li>• This circulation roadway should be gated and only utilized on-school days and sporting events to prevent regional cut through of local traffic.</li></ul>   | <ul style="list-style-type: none"><li>• Will allow for alternative ingress and egress for the student parking lot and the south parking lot.</li><li>• Will reduce the volume of traffic traversing the intersection of Wilson Avenue with Main Street</li></ul>   | <ul style="list-style-type: none"><li>• Increases the volume of traffic traversing the south campus parking lot and its signalized access drive with Main Street</li><li>• Results in a modification to the existing sports fields located to the west of the school building</li></ul>               |
| Option 3 | <ul style="list-style-type: none"><li>• Circulation roadway connecting the parking lot on the south side of the school building to Wilson Avenue aligned opposite Elizabeth Street.</li><li>• This circulation roadway should be gated and only utilized on school days to prevent regional cut through of local traffic.</li></ul>   | <ul style="list-style-type: none"><li>• Will allow for alternative ingress and egress for the south parking lot.</li><li>• Can be utilized for off-street parallel parking for students if restricted to one-way or widened</li><li>• Can be utilized for bus staging for visiting teams during sporting events</li></ul>  | <ul style="list-style-type: none"><li>• Increases the volume of traffic traversing the south campus parking lot and its signalized access drive with Main Street</li><li>• Creates a fourth leg to the signalized intersection of Wilson Avenue with Elizabeth Street</li></ul>                       |

## 5. Evaluation of Drop-off/Pick-up Alternatives

To determine the viability of Options 1 and 2, the existing drop-off/pick-up traffic was reassigned to the area roadway network and capacity analyses were conducted to determine the impact on Main Street. Furthermore, stacking exhibits were prepared to determine the projected off-street queueing spaces for vehicles and the existing and projected parking inventories were summarized to document the net change in available campus parking.

### Total Projected Traffic Volumes

The estimated weekday morning and weekday afternoon peak hour traffic volumes that are generated by Glenbard East High School were reassigned to the roadway system taking into consideration the separation of drop-off/pick-up activities for passenger vehicles and buses and consolidation of access driveways on Main Street. **Figure 5** illustrates the traffic reassignment. The traffic reassignment was added to the existing traffic volumes to determine the total projected traffic volumes as illustrated in **Figure 6**.

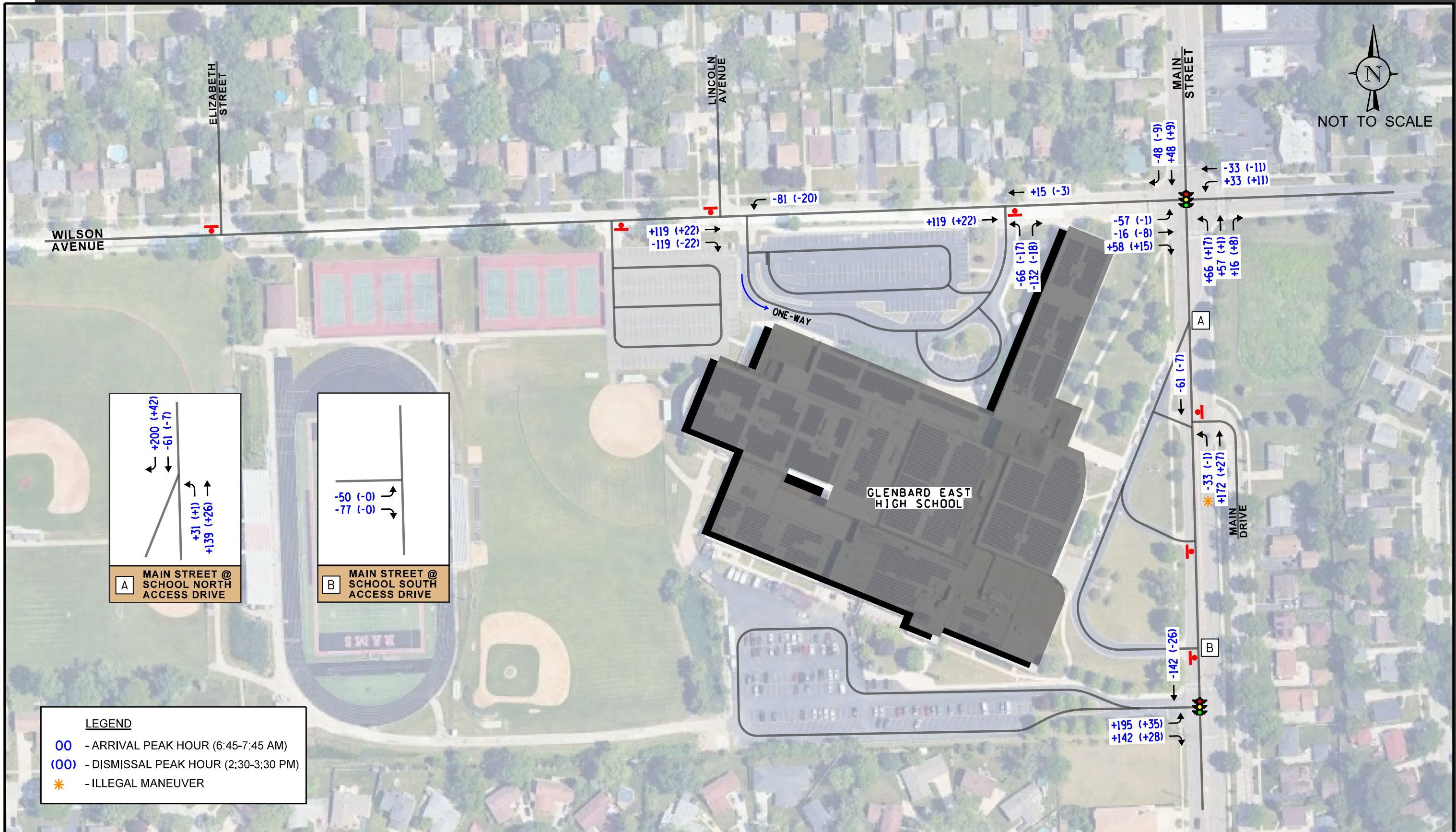
### Capacity Analysis of Projected Conditions

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday afternoon peak hours for the projected traffic volumes. Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the projected conditions of the signalized intersections along Main Street are presented in **Tables 5** and **6**, respectively. A discussion for the operations of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

As can be seen from Table 5, the intersection of Main Street with Wilson Avenue overall and all of the approaches are projected to continue operating at acceptable levels of service during the morning arrival and afternoon dismissal periods. The eastbound approach is anticipated to experience an approximately 25 percent reduction in delays, which is primarily a result of the reassignment of additional passenger vehicles to the Main Street drop-off/pick-up area. As can be seen from Table 6, the intersection of Main Street with the access drive serving Glenbard East High School overall and all of the approaches are projected to continue operating at acceptable levels of service during the morning arrival and afternoon dismissal periods. The northbound left-turn movement and southbound approach are projected to operate at an acceptable LOS D during the morning peak hour (LOS A under existing conditions), however, this level of service is a result of the additional green time allocated to the eastbound approach to accommodate the additional demand with the reassignment of passenger vehicles.

Overall, the signalized intersections along Main Street will be adequate in accommodating the reassignment of traffic volumes to the campus intersections. However, these signals should be monitored once projected traffic volumes are realized to determine if signal timing adjustments are required.





NOT TO SCALE

GLENBARD EAST  
HIGH SCHOOL  
LOMBARD, ILLINOIS

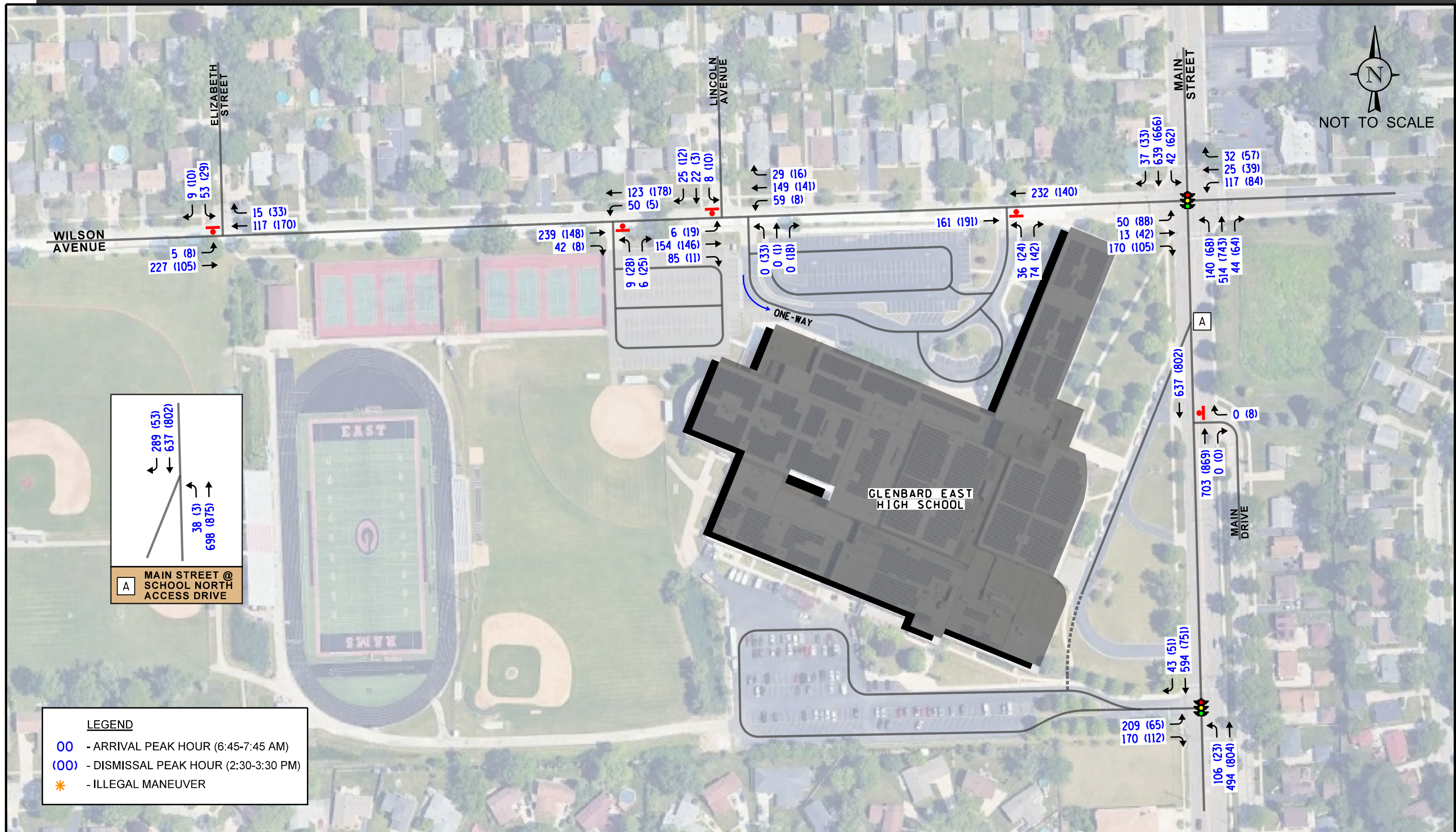
REASSIGNMENT OF EXISTING TRAFFIC VOLUMES



Job No: 24-093

Figure: 5





GLENBARD EAST  
HIGH SCHOOL  
LOMBARD, ILLINOIS

YEAR 2030 TOTAL TRAFFIC VOLUMES



Table 5

## CAPACITY ANALYSIS RESULTS – MAIN STREET WITH WILSON AVENUE

| Existing<br>Conditions   | Peak Hour            | Eastbound                    |           |   | Westbound      |           |   | Northbound |           |   | Southbound |           |   | Overall   |
|--|----------------------|------------------------------|-----------|---|----------------|-----------|---|------------|-----------|---|------------|-----------|---|-----------|
|  |                      | L                            | T         | R | L              | T         | R | L          | T         | R | L          | T         | R |           |
|  | Weekday<br>Morning   | C<br>30.4                    | B<br>16.5 |   | D<br>52.8      | C<br>24.2 |   | B<br>16.0  | B<br>11.0 |   | A<br>8.1   | C<br>22.1 |   | B<br>19.6 |
|  |                      | C – 20.1                     |           |   | D – 43.9       |           |   | B – 12.0   |           |   | C – 21.5   |           |   |           |
|  | Weekday<br>Afternoon | C<br>29.4                    | C<br>20.5 |   | C<br>28.8      | C<br>26.6 |   | B<br>15.7  | C<br>28.6 |   | A<br>9.9   | B<br>18.5 |   | C<br>23.3 |
|  |                      | C – 24.3                     |           |   | C – 27.7       |           |   | C – 27.6   |           |   | B – 17.7   |           |   |           |
| Letter denotes Level of Service<br>Delay is measured in seconds. |                      | L – Left Turn<br>T – Through |           |   | R – Right Turn |           |   |            |           |   |            |           |   |           |

Table 6

## CAPACITY ANALYSIS RESULTS – MAIN STREET WITH SIGNALIZED ACCESS DRIVE

|  | Peak Hour            | Eastbound                    |          | Northbound     |           | Southbound |   | Overall   |
|--|----------------------|------------------------------|----------|----------------|-----------|------------|---|-----------|
|  |                      | L                            | R        | L              | T         | T          | R |           |
| Existing<br>Conditions   | Weekday<br>Morning   | C<br>29.2                    | A<br>2.0 | D<br>35.5      | B<br>18.9 | D – 39.8   |   | C<br>26.6 |
|  |                      | B – 16.3                     |          | C – 22.6       |           |            |   |           |
|  | Weekday<br>Afternoon | D<br>37.7                    | A<br>4.3 | A<br>5.5       | A<br>7.4  | B – 15.6   |   | B<br>13.0 |
|  |                      | C – 21.3                     |          | A – 7.4        |           |            |   |           |
| Letter denotes Level of Service<br>Delay is measured in seconds. |                      | L – Left Turn<br>T – Through |          | R – Right Turn |           |            |   |           |

## Proposed Drop-Off and Pick-Up Stacking

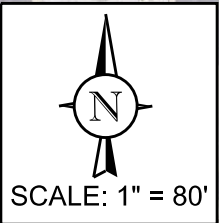
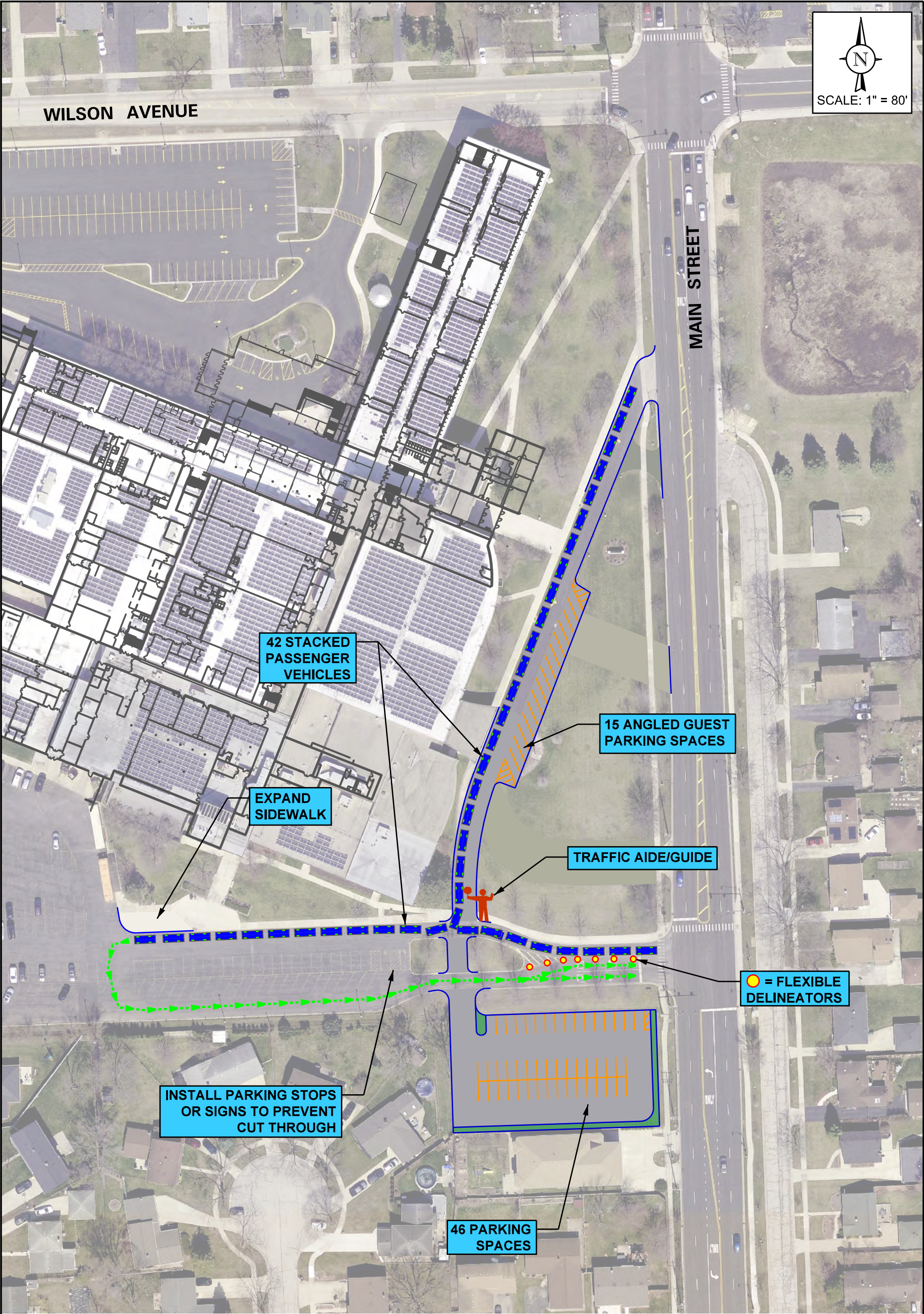
Stacking exhibits were prepared to estimate the number of vehicles able to stack in each of the designated areas. **Exhibits 8** through **11** illustrate the stacking for Option 1, Option 2a, Option 2c, and Option 2d, respectively. The following provides a summary of findings for the stacking exhibits.

- Option 1 provides stacking for approximately 42 passenger vehicles before vehicle queues extend onto Main Street. As observed, the peak queue of passenger vehicles at the Main Street access drives was approximately 34 vehicles (of which 10 vehicles extended onto Main Street). While the proposed 42-vehicle stacking on the east/south side of campus will accommodate this queue, the modifications to the north parking lot will reorient additional passenger vehicles to the proposed Main Street access drives. Should queues continue to extend onto Main Street, consideration should be given to the following:
  - Relocating the miscellaneous campus vehicles parked along the southwest side of the school building to the north parking lot and advancing the start of the passenger vehicle queue further to the west.
  - Widening the inbound (westbound) lanes at the signalized access drive on Main Street to provide two inbound travel lanes. This widening can occur via widening the drive aisle to the north or by reducing the width of the center channelizing island.
- Option 2a provides stacking of 21 buses on campus through the utilization of double stacking buses. As previously indicated, a total of 25 buses serve the campus and as such, four buses will be required to stage on Wilson Avenue.
- Option 2c, which isolates the staff parking lot, expands the available stacking for buses on campus to 25 with the use of double stacking and as a result, no buses will be staged on Wilson Avenue.
- Option 2d allows a total of 20 buses to stack in a single file on campus, with 17 buses staged along the walkway connecting to the school building. While this would result in five buses staging on Wilson Avenue, it eliminates the need for students that take buses to walk into the drive aisle to board or depart a bus. Should it be desired that all buses stage on campus, these five buses can be accommodated through double stacking at the rear of the line, which can then advance to a single file line of eight buses, following the dismissal of the first 17 buses.

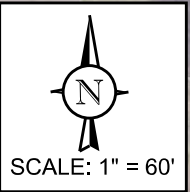
## Summary of Existing and Projected Parking Inventories

Under existing conditions, the campus provides a total of 412 parking spaces consisting of 267 staff parking spaces, 113 student parking spaces, six visitor parking spaces, and 26 miscellaneous parking spaces (Lombard Police Department, transport buses, maintenance personnel, and driver's education vehicles).









WILSON AVENUE

OPTION  
PARKING  
EXPANSION  
(40 SPACES)

OPTION 2A - BUS STACKING

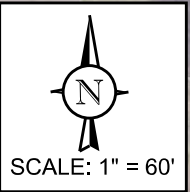
GLENBARD EAST  
OPERATIONAL STUDY  
LOMBARD, ILLINOIS

DRAWN: MD  
DATE: 07-25-24  
PROJECT #: 24-093  
EXHIBIT: 9

CHECKED: BM  
REV: 03-12-25



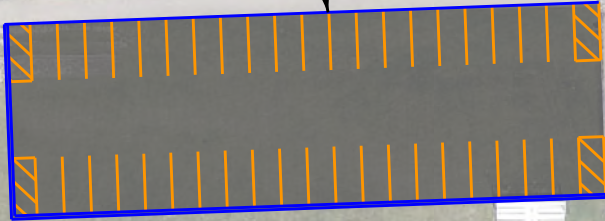




WILSON AVENUE

REVISED PARKING LOT  
(SEE NOTE BELOW)

OPTION  
PARKING  
EXPANSION  
(40 SPACES)



GLENBARD EAST  
OPERATIONAL STUDY  
LOMBARD, ILLINOIS

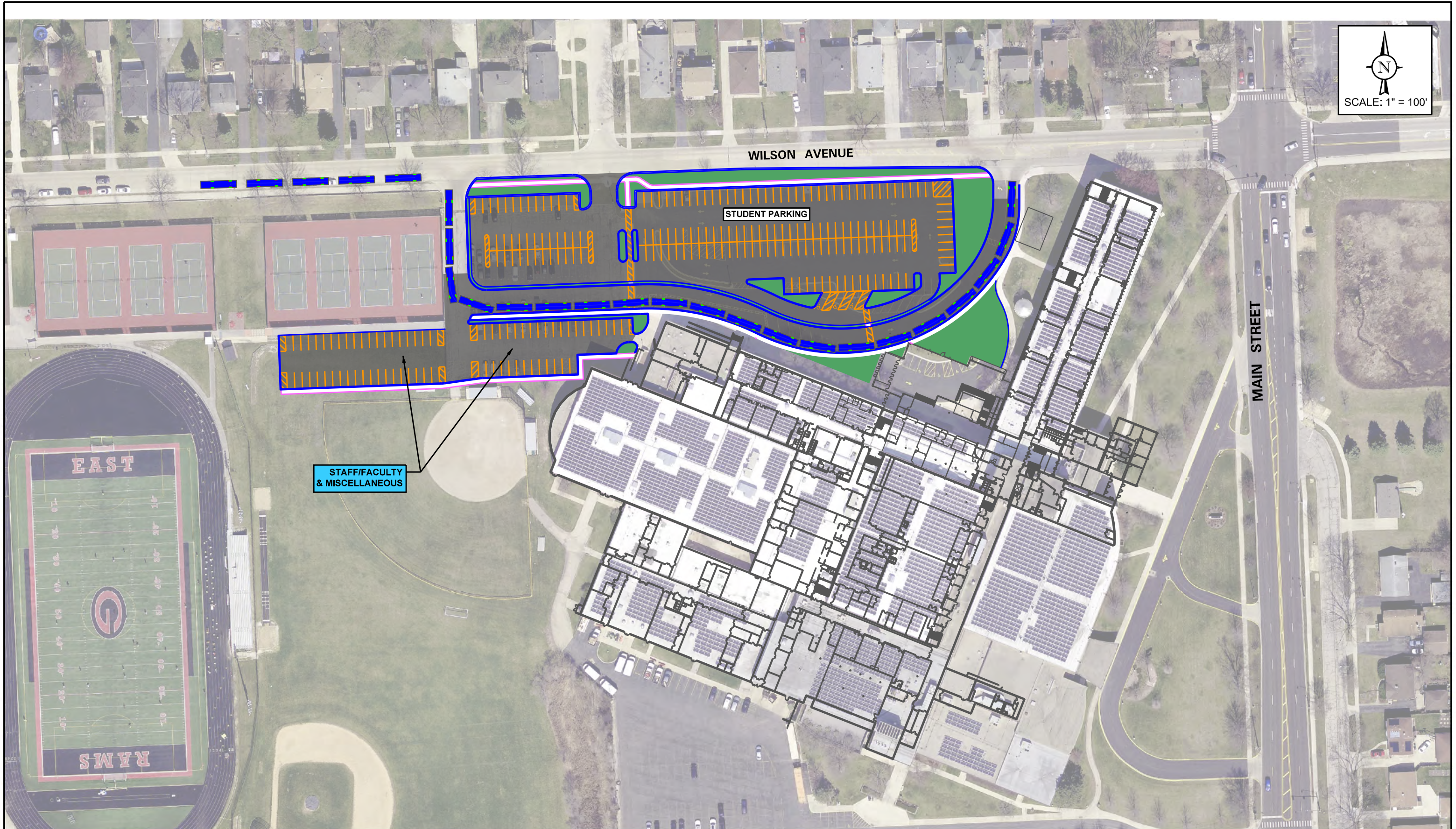
OPTION 2C - BUS STACKING

DRAWN: MD  
DATE: 07-25-24  
PROJECT #: 24-093  
EXHIBIT: 10

CHECKED: BM  
REV: 03-12-25









Of the 412 total parking spaces, 162 of the parking spaces are located on the south side of the school building with the remainder located along the north side of the school building. Additionally there are 51 on-street parking spaces along Wilson Avenue that are utilized for student parking.

With the implementation of Option 1 (without acquiring additional parcels) a total of 15 visitor parking spaces will be added to the campus. By acquiring the parcel of land to the south of the campus, approximately 46 additional staff parking spaces can be provided. With the full implementation of Option 1, 61 parking spaces become available on the north side of campus, which can accommodate the 51 on-street parking spaces being utilized by students.

The implementation of Option 2a, 2b, and 2c, taking into consideration the proposed building expansion, results in an additional 9 parking spaces. Option 2d results in a total of 252 parking spaces, which is a net increase of 19 parking spaces over existing conditions.

If additional on-campus parking is desired or should the parcel of land located on the west side of Main Street south of the campus not be available, the parcel of land located to the south of the tennis courts can be developed to provide an additional 40 parking spaces. When taking into consideration the 9 parking spaces created as a function of Options 2a, 2b, and 2c and the 15 visitor parking spaces on the east side of the school building as part of Option 1, up to 64 additional parking spaces can be provided on campus. This additional parking can accommodate the 51 on-street student parking spaces.

Overall, with the implementation of Option 1 (inclusive of the parcel of land south of the campus) and Option 2a/b/c, a minimum of 70 additional parking spaces can be provided on campus. With the implementation of Option 1 (inclusive of the parcel of land south of the campus), Option 2d, and inclusion of the parcel of land to the south of the tennis courts, up to 120 additional parking spaces can be provided on campus.

## Summary of Findings

As can be seen from the preceding evaluation, the recommended Options 1 and 2 to enhance pick-up/drop-off operations will be beneficial for the campus as they will:

- Separate student loading for passenger vehicles and buses
- Create a dedicated loading and staging area for buses
- Increase the availability of on-campus parking for staff, visitors, and students, which will allow for parking on Wilson Avenue to be restricted.
- Increase the available on-campus storage for passenger vehicles, reducing the likelihood of vehicle queues extending onto Main Street
- Improve the flow of traffic along Main Street through the elimination of curb cuts.



# Appendix

Traffic Count Summary Sheets  
Drop-Off/Pick-Up Peak Queue Aerial Images  
Level of Service Criteria  
Capacity Analysis Summary Sheets



## Traffic Count Summary Sheets





Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018  
(847)518-9990 mmendoza@kloainc.com

Count Name: Wilson Avenue with Main Street  
TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Wilson Avenue Eastbound |      |      |       |      |            | Wilson Avenue Westbound |      |      |       |      |            | Main Street Northbound |      |      |       |      |            | Main Street Southbound |      |      |       |      |            | Int. Total |
|----------------------|-------------------------|------|------|-------|------|------------|-------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn                  | Left | Thru | Right | Peds | App. Total | U-Turn                  | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 6:30 AM              | 0                       | 6    | 5    | 9     | 0    | 20         | 0                       | 4    | 11   | 5     | 0    | 20         | 0                      | 11   | 53   | 0     | 1    | 64         | 0                      | 9    | 73   | 15    | 0    | 97         | 201        |
| 6:45 AM              | 0                       | 14   | 9    | 15    | 0    | 38         | 0                       | 11   | 14   | 5     | 0    | 30         | 0                      | 16   | 58   | 1     | 3    | 75         | 0                      | 11   | 85   | 18    | 0    | 114        | 257        |
| Hourly Total         | 0                       | 20   | 14   | 24    | 0    | 58         | 0                       | 15   | 25   | 10    | 0    | 50         | 0                      | 27   | 111  | 1     | 4    | 139        | 0                      | 20   | 158  | 33    | 0    | 211        | 458        |
| 7:00 AM              | 0                       | 20   | 2    | 27    | 1    | 49         | 0                       | 17   | 9    | 10    | 0    | 36         | 1                      | 13   | 57   | 3     | 1    | 74         | 0                      | 10   | 124  | 16    | 0    | 150        | 309        |
| 7:15 AM              | 0                       | 50   | 9    | 42    | 3    | 101        | 0                       | 33   | 22   | 6     | 3    | 61         | 0                      | 30   | 108  | 10    | 8    | 148        | 0                      | 12   | 163  | 38    | 1    | 213        | 523        |
| 7:30 AM              | 0                       | 23   | 8    | 28    | 0    | 59         | 0                       | 23   | 13   | 11    | 0    | 47         | 0                      | 15   | 139  | 14    | 2    | 168        | 0                      | 9    | 207  | 13    | 0    | 229        | 503        |
| 7:45 AM              | 0                       | 6    | 7    | 7     | 0    | 20         | 0                       | 18   | 12   | 10    | 0    | 40         | 0                      | 14   | 189  | 23    | 0    | 226        | 0                      | 13   | 185  | 8     | 0    | 206        | 492        |
| Hourly Total         | 0                       | 99   | 26   | 104   | 4    | 229        | 0                       | 91   | 56   | 37    | 3    | 184        | 1                      | 72   | 493  | 50    | 11   | 616        | 0                      | 44   | 679  | 75    | 1    | 798        | 1827       |
| 8:00 AM              | 0                       | 3    | 6    | 4     | 0    | 13         | 0                       | 16   | 12   | 13    | 0    | 41         | 0                      | 9    | 120  | 11    | 0    | 140        | 0                      | 12   | 144  | 6     | 0    | 162        | 356        |
| 8:15 AM              | 0                       | 19   | 5    | 10    | 0    | 34         | 0                       | 16   | 13   | 12    | 0    | 41         | 0                      | 8    | 131  | 11    | 0    | 150        | 0                      | 5    | 168  | 9     | 0    | 182        | 407        |
| *** BREAK ***        | -                       | -    | -    | -     | -    | -          | -                       | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| Hourly Total         | 0                       | 22   | 11   | 14    | 0    | 47         | 0                       | 32   | 25   | 25    | 0    | 82         | 0                      | 17   | 251  | 22    | 0    | 290        | 0                      | 17   | 312  | 15    | 0    | 344        | 763        |
| 1:30 PM              | 0                       | 8    | 9    | 6     | 0    | 23         | 0                       | 13   | 6    | 10    | 0    | 29         | 0                      | 6    | 110  | 13    | 2    | 129        | 0                      | 7    | 118  | 10    | 0    | 135        | 316        |
| 1:45 PM              | 0                       | 15   | 7    | 11    | 0    | 33         | 0                       | 13   | 10   | 15    | 0    | 38         | 0                      | 8    | 126  | 5     | 0    | 139        | 0                      | 14   | 125  | 2     | 0    | 141        | 351        |
| Hourly Total         | 0                       | 23   | 16   | 17    | 0    | 56         | 0                       | 26   | 16   | 25    | 0    | 67         | 0                      | 14   | 236  | 18    | 2    | 268        | 0                      | 21   | 243  | 12    | 0    | 276        | 667        |
| 2:00 PM              | 0                       | 1    | 11   | 8     | 2    | 20         | 0                       | 12   | 3    | 19    | 0    | 34         | 0                      | 6    | 150  | 8     | 0    | 164        | 0                      | 9    | 123  | 8     | 0    | 140        | 358        |
| 2:15 PM              | 0                       | 2    | 10   | 9     | 0    | 21         | 0                       | 16   | 5    | 13    | 0    | 34         | 0                      | 14   | 152  | 15    | 0    | 181        | 0                      | 8    | 133  | 8     | 0    | 149        | 385        |
| 2:30 PM              | 0                       | 46   | 10   | 41    | 4    | 97         | 0                       | 20   | 4    | 16    | 4    | 40         | 0                      | 15   | 166  | 14    | 46   | 195        | 0                      | 16   | 148  | 12    | 0    | 176        | 508        |
| 2:45 PM              | 0                       | 25   | 17   | 25    | 1    | 67         | 0                       | 15   | 7    | 14    | 0    | 36         | 0                      | 11   | 208  | 21    | 1    | 240        | 0                      | 10   | 122  | 16    | 0    | 148        | 491        |
| Hourly Total         | 0                       | 74   | 48   | 83    | 7    | 205        | 0                       | 63   | 19   | 62    | 4    | 144        | 0                      | 46   | 676  | 58    | 47   | 780        | 0                      | 43   | 526  | 44    | 0    | 613        | 1742       |
| 3:00 PM              | 0                       | 11   | 11   | 12    | 0    | 34         | 1                       | 12   | 17   | 16    | 1    | 46         | 0                      | 13   | 182  | 12    | 1    | 207        | 0                      | 11   | 151  | 6     | 0    | 168        | 455        |
| 3:15 PM              | 0                       | 7    | 9    | 12    | 4    | 28         | 0                       | 26   | 22   | 11    | 1    | 59         | 0                      | 12   | 169  | 9     | 0    | 190        | 0                      | 25   | 217  | 8     | 2    | 250        | 527        |
| Grand Total          | 0                       | 256  | 135  | 266   | 15   | 657        | 1                       | 265  | 180  | 186   | 9    | 632        | 1                      | 201  | 2118 | 170   | 65   | 2490       | 0                      | 181  | 2286 | 193   | 3    | 2660       | 6439       |
| Approach %           | 0.0                     | 39.0 | 20.5 | 40.5  | -    | -          | 0.2                     | 41.9 | 28.5 | 29.4  | -    | -          | 0.0                    | 8.1  | 85.1 | 6.8   | -    | -          | 0.0                    | 6.8  | 85.9 | 7.3   | -    | -          | -          |
| Total %              | 0.0                     | 4.0  | 2.1  | 4.1   | -    | 10.2       | 0.0                     | 4.1  | 2.8  | 2.9   | -    | 9.8        | 0.0                    | 3.1  | 32.9 | 2.6   | -    | 38.7       | 0.0                    | 2.8  | 35.5 | 3.0   | -    | 41.3       | -          |
| Lights               | 0                       | 243  | 132  | 257   | -    | 632        | 1                       | 259  | 176  | 177   | -    | 613        | 1                      | 196  | 2062 | 162   | -    | 2421       | 0                      | 173  | 2221 | 186   | -    | 2580       | 6246       |
| % Lights             | -                       | 94.9 | 97.8 | 96.6  | -    | 96.2       | 100.0                   | 97.7 | 97.8 | 95.2  | -    | 97.0       | 100.0                  | 97.5 | 97.4 | 95.3  | -    | 97.2       | -                      | 95.6 | 97.2 | 96.4  | -    | 97.0       | 97.0       |
| Buses                | 0                       | 13   | 3    | 9     | -    | 25         | 0                       | 5    | 4    | 4     | -    | 13         | 0                      | 5    | 27   | 5     | -    | 37         | 0                      | 2    | 38   | 3     | -    | 43         | 118        |
| % Buses              | -                       | 5.1  | 2.2  | 3.4   | -    | 3.8        | 0.0                     | 1.9  | 2.2  | 2.2   | -    | 2.1        | 0.0                    | 2.5  | 1.3  | 2.9   | -    | 1.5        | -                      | 1.1  | 1.7  | 1.6   | -    | 1.6        | 1.8        |
| Single-Unit Trucks   | 0                       | 0    | 0    | 0     | -    | 0          | 0                       | 1    | 0    | 4     | -    | 5          | 0                      | 0    | 24   | 3     | -    | 27         | 0                      | 3    | 25   | 1     | -    | 29         | 61         |
| % Single-Unit Trucks | -                       | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0                     | 0.4  | 0.0  | 2.2   | -    | 0.8        | 0.0                    | 0.0  | 1.1  | 1.8   | -    | 1.1        | -                      | 1.7  | 1.1  | 0.5   | -    | 1.1        | 0.9        |
| Articulated Trucks   | 0                       | 0    | 0    | 0     | -    | 0          | 0                       | 0    | 0    | 1     | -    | 1          | 0                      | 0    | 4    | 0     | -    | 4          | 0                      | 3    | 2    | 3     | -    | 8          | 13         |
| % Articulated Trucks | -                       | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0                     | 0.0  | 0.0  | 0.5   | -    | 0.2        | 0.0                    | 0.0  | 0.2  | 0.0   | -    | 0.2        | -                      | 1.7  | 0.1  | 1.6   | -    | 0.3        | 0.2        |
| Bicycles on Road     | 0                       | 0    | 0    | 0     | -    | 0          | 0                       | 0    | 0    | 0     | -    | 0          | 0                      | 0    | 1    | 0     | -    | 1          | 0                      | 0    | 0    | 0     | -    | 0          | 1          |



|                    |   |     |     |     |       |     |     |     |     |       |     |     |     |     |       |     |   |     |     |       |   |     |     |     |
|--------------------|---|-----|-----|-----|-------|-----|-----|-----|-----|-------|-----|-----|-----|-----|-------|-----|---|-----|-----|-------|---|-----|-----|-----|
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | -     | 0.0 | 0.0 | 0.0 | 0.0 | -     | 0.0 | 0.0 | 0.0 | 0.0 | -     | 0.0 | - | 0.0 | 0.0 | 0.0   | - | 0.0 | 0.0 | 0.0 |
| Pedestrians        | - | -   | -   | -   | 15    | -   | -   | -   | -   | 9     | -   | -   | -   | -   | 65    | -   | - | -   | -   | 3     | - | -   | -   | -   |
| % Pedestrians      | - | -   | -   | -   | 100.0 | -   | -   | -   | -   | 100.0 | -   | -   | -   | -   | 100.0 | -   | - | -   | -   | 100.0 | - | -   | -   | -   |





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Count Name: Wilson Avenue with Main Street  
TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 3

### Turning Movement Peak Hour Data (6:45 AM)

| Start Time           | Wilson Avenue Eastbound |            |           |            |          |            | Wilson Avenue Westbound |           |           |           |          |            | Main Street Northbound |           |            |           |           |            | Main Street Southbound |           |            |           |          |            | Int. Total  |
|----------------------|-------------------------|------------|-----------|------------|----------|------------|-------------------------|-----------|-----------|-----------|----------|------------|------------------------|-----------|------------|-----------|-----------|------------|------------------------|-----------|------------|-----------|----------|------------|-------------|
|                      | U-Turn                  | Left       | Thru      | Right      | Peds     | App. Total | U-Turn                  | Left      | Thru      | Right     | Peds     | App. Total | U-Turn                 | Left      | Thru       | Right     | Peds      | App. Total | U-Turn                 | Left      | Thru       | Right     | Peds     | App. Total |             |
| 6:45 AM              | 0                       | 14         | 9         | 15         | 0        | 38         | 0                       | 11        | 14        | 5         | 0        | 30         | 0                      | 16        | 58         | 1         | 3         | 75         | 0                      | 11        | 85         | 18        | 0        | 114        | 257         |
| 7:00 AM              | 0                       | 20         | 2         | 27         | 1        | 49         | 0                       | 17        | 9         | 10        | 0        | 36         | 1                      | 13        | 57         | 3         | 1         | 74         | 0                      | 10        | 124        | 16        | 0        | 150        | 309         |
| 7:15 AM              | 0                       | 50         | 9         | 42         | 3        | 101        | 0                       | 33        | 22        | 6         | 3        | 61         | 0                      | 30        | 108        | 10        | 8         | 148        | 0                      | 12        | 163        | 38        | 1        | 213        | 523         |
| 7:30 AM              | 0                       | 23         | 8         | 28         | 0        | 59         | 0                       | 23        | 13        | 11        | 0        | 47         | 0                      | 15        | 139        | 14        | 2         | 168        | 0                      | 9         | 207        | 13        | 0        | 229        | 503         |
| <b>Total</b>         | <b>0</b>                | <b>107</b> | <b>28</b> | <b>112</b> | <b>4</b> | <b>247</b> | <b>0</b>                | <b>84</b> | <b>58</b> | <b>32</b> | <b>3</b> | <b>174</b> | <b>1</b>               | <b>74</b> | <b>362</b> | <b>28</b> | <b>14</b> | <b>465</b> | <b>0</b>               | <b>42</b> | <b>579</b> | <b>85</b> | <b>1</b> | <b>706</b> | <b>1592</b> |
| Approach %           | 0.0                     | 43.3       | 11.3      | 45.3       | -        | -          | 0.0                     | 48.3      | 33.3      | 18.4      | -        | -          | 0.2                    | 15.9      | 77.8       | 6.0       | -         | -          | 0.0                    | 5.9       | 82.0       | 12.0      | -        | -          | -           |
| Total %              | 0.0                     | 6.7        | 1.8       | 7.0        | -        | 15.5       | 0.0                     | 5.3       | 3.6       | 2.0       | -        | 10.9       | 0.1                    | 4.6       | 22.7       | 1.8       | -         | 29.2       | 0.0                    | 2.6       | 36.4       | 5.3       | -        | 44.3       | -           |
| PHF                  | 0.000                   | 0.535      | 0.778     | 0.667      | -        | 0.611      | 0.000                   | 0.636     | 0.659     | 0.727     | -        | 0.713      | 0.250                  | 0.617     | 0.651      | 0.500     | -         | 0.692      | 0.000                  | 0.875     | 0.699      | 0.559     | -        | 0.771      | 0.761       |
| Lights               | 0                       | 98         | 26        | 106        | -        | 230        | 0                       | 80        | 56        | 28        | -        | 164        | 1                      | 72        | 353        | 27        | -         | 453        | 0                      | 41        | 564        | 82        | -        | 687        | 1534        |
| % Lights             | -                       | 91.6       | 92.9      | 94.6       | -        | 93.1       | -                       | 95.2      | 96.6      | 87.5      | -        | 94.3       | 100.0                  | 97.3      | 97.5       | 96.4      | -         | 97.4       | -                      | 97.6      | 97.4       | 96.5      | -        | 97.3       | 96.4        |
| Buses                | 0                       | 9          | 2         | 6          | -        | 17         | 0                       | 4         | 2         | 2         | -        | 8          | 0                      | 2         | 4          | 1         | -         | 7          | 0                      | 0         | 9          | 3         | -        | 12         | 44          |
| % Buses              | -                       | 8.4        | 7.1       | 5.4        | -        | 6.9        | -                       | 4.8       | 3.4       | 6.3       | -        | 4.6        | 0.0                    | 2.7       | 1.1        | 3.6       | -         | 1.5        | -                      | 0.0       | 1.6        | 3.5       | -        | 1.7        | 2.8         |
| Single-Unit Trucks   | 0                       | 0          | 0         | 0          | -        | 0          | 0                       | 0         | 0         | 2         | -        | 2          | 0                      | 0         | 4          | 0         | -         | 4          | 0                      | 1         | 6          | 0         | -        | 7          | 13          |
| % Single-Unit Trucks | -                       | 0.0        | 0.0       | 0.0        | -        | 0.0        | -                       | 0.0       | 0.0       | 6.3       | -        | 1.1        | 0.0                    | 0.0       | 1.1        | 0.0       | -         | 0.9        | -                      | 2.4       | 1.0        | 0.0       | -        | 1.0        | 0.8         |
| Articulated Trucks   | 0                       | 0          | 0         | 0          | -        | 0          | 0                       | 0         | 0         | 0         | -        | 0          | 0                      | 0         | 0          | 0         | -         | 0          | 0                      | 0         | 0          | 0         | -        | 0          | 0           |
| % Articulated Trucks | -                       | 0.0        | 0.0       | 0.0        | -        | 0.0        | -                       | 0.0       | 0.0       | 0.0       | -        | 0.0        | 0.0                    | 0.0       | 0.0        | 0.0       | -         | 0.0        | -                      | 0.0       | 0.0        | 0.0       | -        | 0.0        | 0.0         |
| Bicycles on Road     | 0                       | 0          | 0         | 0          | -        | 0          | 0                       | 0         | 0         | 0         | -        | 0          | 0                      | 0         | 1          | 0         | -         | 1          | 0                      | 0         | 0          | 0         | -        | 0          | 1           |
| % Bicycles on Road   | -                       | 0.0        | 0.0       | 0.0        | -        | 0.0        | -                       | 0.0       | 0.0       | 0.0       | -        | 0.0        | 0.0                    | 0.0       | 0.3        | 0.0       | -         | 0.2        | -                      | 0.0       | 0.0        | 0.0       | -        | 0.0        | 0.1         |
| Pedestrians          | -                       | -          | -         | -          | 4        | -          | -                       | -         | -         | -         | 3        | -          | -                      | -         | -          | -         | 14        | -          | -                      | -         | -          | -         | 1        | -          | -           |
| % Pedestrians        | -                       | -          | -         | -          | 100.0    | -          | -                       | -         | -         | -         | 100.0    | -          | -                      | -         | -          | -         | 100.0     | -          | -                      | -         | -          | -         | 100.0    | -          | -           |





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Count Name: Wilson Avenue with Main Street  
TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 4

### Turning Movement Peak Hour Data (2:30 PM)

| Start Time           | Wilson Avenue Eastbound |           |           |           |          |            | Wilson Avenue Westbound |           |           |           |          |            | Main Street Northbound |           |            |           |           |            | Main Street Southbound |           |            |           |          |            | Int. Total  |
|----------------------|-------------------------|-----------|-----------|-----------|----------|------------|-------------------------|-----------|-----------|-----------|----------|------------|------------------------|-----------|------------|-----------|-----------|------------|------------------------|-----------|------------|-----------|----------|------------|-------------|
|                      | U-Turn                  | Left      | Thru      | Right     | Peds     | App. Total | U-Turn                  | Left      | Thru      | Right     | Peds     | App. Total | U-Turn                 | Left      | Thru       | Right     | Peds      | App. Total | U-Turn                 | Left      | Thru       | Right     | Peds     | App. Total |             |
| 2:30 PM              | 0                       | 46        | 10        | 41        | 4        | 97         | 0                       | 20        | 4         | 16        | 4        | 40         | 0                      | 15        | 166        | 14        | 46        | 195        | 0                      | 16        | 148        | 12        | 0        | 176        | 508         |
| 2:45 PM              | 0                       | 25        | 17        | 25        | 1        | 67         | 0                       | 15        | 7         | 14        | 0        | 36         | 0                      | 11        | 208        | 21        | 1         | 240        | 0                      | 10        | 122        | 16        | 0        | 148        | 491         |
| 3:00 PM              | 0                       | 11        | 11        | 12        | 0        | 34         | 1                       | 12        | 17        | 16        | 1        | 46         | 0                      | 13        | 182        | 12        | 1         | 207        | 0                      | 11        | 151        | 6         | 0        | 168        | 455         |
| 3:15 PM              | 0                       | 7         | 9         | 12        | 4        | 28         | 0                       | 26        | 22        | 11        | 1        | 59         | 0                      | 12        | 169        | 9         | 0         | 190        | 0                      | 25        | 217        | 8         | 2        | 250        | 527         |
| <b>Total</b>         | <b>0</b>                | <b>89</b> | <b>47</b> | <b>90</b> | <b>9</b> | <b>226</b> | <b>1</b>                | <b>73</b> | <b>50</b> | <b>57</b> | <b>6</b> | <b>181</b> | <b>0</b>               | <b>51</b> | <b>725</b> | <b>56</b> | <b>48</b> | <b>832</b> | <b>0</b>               | <b>62</b> | <b>638</b> | <b>42</b> | <b>2</b> | <b>742</b> | <b>1981</b> |
| Approach %           | 0.0                     | 39.4      | 20.8      | 39.8      | -        | -          | 0.6                     | 40.3      | 27.6      | 31.5      | -        | -          | 0.0                    | 6.1       | 87.1       | 6.7       | -         | -          | 0.0                    | 8.4       | 86.0       | 5.7       | -        | -          | -           |
| Total %              | 0.0                     | 4.5       | 2.4       | 4.5       | -        | 11.4       | 0.1                     | 3.7       | 2.5       | 2.9       | -        | 9.1        | 0.0                    | 2.6       | 36.6       | 2.8       | -         | 42.0       | 0.0                    | 3.1       | 32.2       | 2.1       | -        | 37.5       | -           |
| PHF                  | 0.000                   | 0.484     | 0.691     | 0.549     | -        | 0.582      | 0.250                   | 0.702     | 0.568     | 0.891     | -        | 0.767      | 0.000                  | 0.850     | 0.871      | 0.667     | -         | 0.867      | 0.000                  | 0.620     | 0.735      | 0.656     | -        | 0.742      | 0.940       |
| Lights               | 0                       | 87        | 47        | 88        | -        | 222        | 1                       | 72        | 48        | 55        | -        | 176        | 0                      | 51        | 701        | 54        | -         | 806        | 0                      | 59        | 624        | 39        | -        | 722        | 1926        |
| % Lights             | -                       | 97.8      | 100.0     | 97.8      | -        | 98.2       | 100.0                   | 98.6      | 96.0      | 96.5      | -        | 97.2       | -                      | 100.0     | 96.7       | 96.4      | -         | 96.9       | -                      | 95.2      | 97.8       | 92.9      | -        | 97.3       | 97.2        |
| Buses                | 0                       | 2         | 0         | 2         | -        | 4          | 0                       | 1         | 2         | 1         | -        | 4          | 0                      | 0         | 16         | 2         | -         | 18         | 0                      | 2         | 8          | 0         | -        | 10         | 36          |
| % Buses              | -                       | 2.2       | 0.0       | 2.2       | -        | 1.8        | 0.0                     | 1.4       | 4.0       | 1.8       | -        | 2.2        | -                      | 0.0       | 2.2        | 3.6       | -         | 2.2        | -                      | 3.2       | 1.3        | 0.0       | -        | 1.3        | 1.8         |
| Single-Unit Trucks   | 0                       | 0         | 0         | 0         | -        | 0          | 0                       | 0         | 0         | 1         | -        | 1          | 0                      | 0         | 7          | 0         | -         | 7          | 0                      | 1         | 6          | 0         | -        | 7          | 15          |
| % Single-Unit Trucks | -                       | 0.0       | 0.0       | 0.0       | -        | 0.0        | 0.0                     | 0.0       | 0.0       | 1.8       | -        | 0.6        | -                      | 0.0       | 1.0        | 0.0       | -         | 0.8        | -                      | 1.6       | 0.9        | 0.0       | -        | 0.9        | 0.8         |
| Articulated Trucks   | 0                       | 0         | 0         | 0         | -        | 0          | 0                       | 0         | 0         | 0         | -        | 0          | 0                      | 0         | 1          | 0         | -         | 1          | 0                      | 0         | 0          | 3         | -        | 3          | 4           |
| % Articulated Trucks | -                       | 0.0       | 0.0       | 0.0       | -        | 0.0        | 0.0                     | 0.0       | 0.0       | 0.0       | -        | 0.0        | -                      | 0.0       | 0.1        | 0.0       | -         | 0.1        | -                      | 0.0       | 0.0        | 7.1       | -        | 0.4        | 0.2         |
| Bicycles on Road     | 0                       | 0         | 0         | 0         | -        | 0          | 0                       | 0         | 0         | 0         | -        | 0          | 0                      | 0         | 0          | 0         | -         | 0          | 0                      | 0         | 0          | 0         | -        | 0          | 0           |
| % Bicycles on Road   | -                       | 0.0       | 0.0       | 0.0       | -        | 0.0        | 0.0                     | 0.0       | 0.0       | 0.0       | -        | 0.0        | -                      | 0.0       | 0.0        | 0.0       | -         | 0.0        | -                      | 0.0       | 0.0        | 0.0       | -        | 0.0        | 0.0         |
| Pedestrians          | -                       | -         | -         | -         | 9        | -          | -                       | -         | -         | -         | 6        | -          | -                      | -         | -          | -         | 48        | -          | -                      | -         | -          | -         | 2        | -          | -           |
| % Pedestrians        | -                       | -         | -         | -         | 100.0    | -          | -                       | -         | -         | -         | 100.0    | -          | -                      | -         | -          | -         | 100.0     | -          | -                      | -         | -          | -         | 100.0    | -          | -           |





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Count Name: Main Street with High School  
North Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Main Street Eastbound |      |      |       |      |            | Main Drive Westbound |       |      |       |      |            | High School Access Drive Northbound |       |      |       |      |            | Main Street Southbound |      |      |       |      |            | Int. Total |
|----------------------|-----------------------|------|------|-------|------|------------|----------------------|-------|------|-------|------|------------|-------------------------------------|-------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn                | Left | Thru | Right | Peds | App. Total | U-Turn               | Left  | Thru | Right | Peds | App. Total | U-Turn                              | Left  | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 6:30 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 6:45 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| Hourly Total         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 7:00 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 7:15 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 7:30 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 7:45 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| Hourly Total         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 8:00 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 1     | 0    | 1          | 0                                   | 0     | 28   | 0     | 0    | 28         | 0                      | 0    | 30   | 0     | 0    | 30         | 59         |
| 8:15 AM              | 0                     | 0    | 0    | 0     | 1    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 154  | 0     | 0    | 154        | 0                      | 0    | 199  | 0     | 0    | 199        | 353        |
| *** BREAK ***        | -                     | -    | -    | -     | -    | -          | -                    | -     | -    | -     | -    | -          | -                                   | -     | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| Hourly Total         | 0                     | 0    | 0    | 0     | 1    | 0          | 0                    | 0     | 0    | 1     | 0    | 1          | 0                                   | 0     | 182  | 0     | 0    | 182        | 0                      | 0    | 229  | 0     | 0    | 229        | 412        |
| 1:30 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 142  | 0     | 0    | 142        | 0                      | 0    | 148  | 0     | 0    | 148        | 290        |
| 1:45 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 143  | 0     | 0    | 143        | 0                      | 0    | 148  | 2     | 0    | 150        | 293        |
| Hourly Total         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 285  | 0     | 0    | 285        | 0                      | 0    | 296  | 2     | 0    | 298        | 583        |
| 2:00 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 0     | 174  | 0     | 0    | 174        | 0                      | 0    | 165  | 5     | 0    | 170        | 344        |
| 2:15 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 1     | 0    | 0     | 0    | 1          | 0                                   | 0     | 194  | 0     | 0    | 194        | 0                      | 0    | 156  | 5     | 0    | 161        | 356        |
| 2:30 PM              | 0                     | 0    | 0    | 8     | 3    | 8          | 0                    | 0     | 0    | 5     | 2    | 5          | 0                                   | 1     | 199  | 0     | 0    | 200        | 0                      | 0    | 214  | 3     | 0    | 217        | 430        |
| 2:45 PM              | 0                     | 0    | 0    | 2     | 0    | 2          | 0                    | 0     | 0    | 2     | 0    | 2          | 0                                   | 2     | 243  | 0     | 0    | 245        | 0                      | 0    | 162  | 1     | 0    | 163        | 412        |
| Hourly Total         | 0                     | 0    | 0    | 10    | 3    | 10         | 0                    | 1     | 0    | 7     | 2    | 8          | 0                                   | 3     | 810  | 0     | 0    | 813        | 0                      | 0    | 697  | 14    | 0    | 711        | 1542       |
| 3:00 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0     | 0    | 0     | 0    | 0          | 0                                   | 1     | 214  | 1     | 0    | 216        | 0                      | 0    | 170  | 1     | 0    | 171        | 387        |
| 3:15 PM              | 0                     | 0    | 0    | 0     | 2    | 0          | 0                    | 0     | 0    | 1     | 1    | 1          | 0                                   | 0     | 190  | 0     | 0    | 190        | 0                      | 0    | 260  | 1     | 0    | 261        | 452        |
| Grand Total          | 0                     | 0    | 0    | 10    | 6    | 10         | 0                    | 1     | 0    | 9     | 3    | 10         | 0                                   | 4     | 1681 | 1     | 0    | 1686       | 0                      | 0    | 1652 | 18    | 0    | 1670       | 3376       |
| Approach %           | 0.0                   | 0.0  | 0.0  | 100.0 | -    | -          | 0.0                  | 10.0  | 0.0  | 90.0  | -    | -          | 0.0                                 | 0.2   | 99.7 | 0.1   | -    | -          | 0.0                    | 0.0  | 98.9 | 1.1   | -    | -          | -          |
| Total %              | 0.0                   | 0.0  | 0.0  | 0.3   | -    | 0.3        | 0.0                  | 0.0   | 0.0  | 0.3   | -    | 0.3        | 0.0                                 | 0.1   | 49.8 | 0.0   | -    | 49.9       | 0.0                    | 0.0  | 48.9 | 0.5   | -    | 49.5       | -          |
| Lights               | 0                     | 0    | 0    | 10    | -    | 10         | 0                    | 1     | 0    | 9     | -    | 10         | 0                                   | 4     | 1627 | 1     | -    | 1632       | 0                      | 0    | 1618 | 8     | -    | 1626       | 3278       |
| % Lights             | -                     | -    | -    | 100.0 | -    | 100.0      | -                    | 100.0 | -    | 100.0 | -    | 100.0      | -                                   | 100.0 | 96.8 | 100.0 | -    | 96.8       | -                      | -    | 97.9 | 44.4  | -    | 97.4       | 97.1       |
| Buses                | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0     | 0    | 0     | -    | 0          | 0                                   | 0     | 29   | 0     | -    | 29         | 0                      | 0    | 15   | 10    | -    | 25         | 54         |
| % Buses              | -                     | -    | -    | 0.0   | -    | 0.0        | -                    | 0.0   | -    | 0.0   | -    | 0.0        | -                                   | 0.0   | 1.7  | 0.0   | -    | 1.7        | -                      | -    | 0.9  | 55.6  | -    | 1.5        | 1.6        |
| Single-Unit Trucks   | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0     | 0    | 0     | -    | 0          | 0                                   | 0     | 25   | 0     | -    | 25         | 0                      | 0    | 19   | 0     | -    | 19         | 44         |
| % Single-Unit Trucks | -                     | -    | -    | 0.0   | -    | 0.0        | -                    | 0.0   | -    | 0.0   | -    | 0.0        | -                                   | 0.0   | 1.5  | 0.0   | -    | 1.5        | -                      | -    | 1.2  | 0.0   | -    | 1.1        | 1.3        |
| Articulated Trucks   | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0     | 0    | 0     | -    | 0          | 0                                   | 0     | 0    | 0     | -    | 0          | 0                      | 0    | 0    | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                     | -    | -    | 0.0   | -    | 0.0        | -                    | 0.0   | -    | 0.0   | -    | 0.0        | -                                   | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                      | -    | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0     | 0    | 0     | -    | 0          | 0                                   | 0     | 0    | 0     | -    | 0          | 0                      | 0    | 0    | 0     | -    | 0          | 0          |



[illegible]



### Turning Movement Peak Hour Data (6:45 AM)

[illegible]



| Start Time           | Main Street Eastbound |       |       |       |       |            | Main Drive Westbound |       |       |       |       |            | High School Access Drive Northbound |       |       |       |      |            | Main Street Southbound |       |       |       |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|-------|-------|------------|----------------------|-------|-------|-------|-------|------------|-------------------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|------|------------|------------|
|                      |                       |       |       |       |       |            |                      |       |       |       |       |            |                                     |       |       |       |      |            |                        |       |       |       |      |            |            |
|                      | U-Turn                | Left  | Thru  | Right | Peds  | App. Total | U-Turn               | Left  | Thru  | Right | Peds  | App. Total | U-Turn                              | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds | App. Total |            |
| 2:30 PM              | 0                     | 0     | 0     | 8     | 3     | 8          | 0                    | 0     | 0     | 5     | 2     | 5          | 0                                   | 1     | 199   | 0     | 0    | 200        | 0                      | 0     | 214   | 3     | 0    | 217        | 430        |
| 2:45 PM              | 0                     | 0     | 0     | 2     | 0     | 2          | 0                    | 0     | 0     | 2     | 0     | 2          | 0                                   | 2     | 243   | 0     | 0    | 245        | 0                      | 0     | 162   | 1     | 0    | 163        | 412        |
| 3:00 PM              | 0                     | 0     | 0     | 0     | 0     | 0          | 0                    | 0     | 0     | 0     | 0     | 0          | 0                                   | 1     | 214   | 1     | 0    | 216        | 0                      | 0     | 170   | 1     | 0    | 171        | 387        |
| 3:15 PM              | 0                     | 0     | 0     | 0     | 2     | 0          | 0                    | 0     | 0     | 1     | 1     | 1          | 0                                   | 0     | 190   | 0     | 0    | 190        | 0                      | 0     | 260   | 1     | 0    | 261        | 452        |
| Total                | 0                     | 0     | 0     | 10    | 5     | 10         | 0                    | 0     | 0     | 8     | 3     | 8          | 0                                   | 4     | 846   | 1     | 0    | 851        | 0                      | 0     | 806   | 6     | 0    | 812        | 1681       |
| Approach %           | 0.0                   | 0.0   | 0.0   | 100.0 | -     | -          | 0.0                  | 0.0   | 0.0   | 100.0 | -     | -          | 0.0                                 | 0.5   | 99.4  | 0.1   | -    | -          | 0.0                    | 0.0   | 99.3  | 0.7   | -    | -          | -          |
| Total %              | 0.0                   | 0.0   | 0.0   | 0.6   | -     | 0.6        | 0.0                  | 0.0   | 0.0   | 0.5   | -     | 0.5        | 0.0                                 | 0.2   | 50.3  | 0.1   | -    | 50.6       | 0.0                    | 0.0   | 47.9  | 0.4   | -    | 48.3       | -          |
| PHF                  | 0.000                 | 0.000 | 0.000 | 0.313 | -     | 0.313      | 0.000                | 0.000 | 0.000 | 0.400 | -     | 0.400      | 0.000                               | 0.500 | 0.870 | 0.250 | -    | 0.868      | 0.000                  | 0.000 | 0.775 | 0.500 | -    | 0.778      | 0.930      |
| Lights               | 0                     | 0     | 0     | 10    | -     | 10         | 0                    | 0     | 0     | 8     | -     | 8          | 0                                   | 4     | 813   | 1     | -    | 818        | 0                      | 0     | 792   | 5     | -    | 797        | 1633       |
| % Lights             | -                     | -     | -     | 100.0 | -     | 100.0      | -                    | -     | -     | 100.0 | -     | 100.0      | -                                   | 100.0 | 96.1  | 100.0 | -    | 96.1       | -                      | -     | 98.3  | 83.3  | -    | 98.2       | 97.1       |
| Buses                | 0                     | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0                                   | 0     | 21    | 0     | -    | 21         | 0                      | 0     | 8     | 1     | -    | 9          | 30         |
| % Buses              | -                     | -     | -     | 0.0   | -     | 0.0        | -                    | -     | -     | 0.0   | -     | 0.0        | -                                   | 0.0   | 2.5   | 0.0   | -    | 2.5        | -                      | -     | 1.0   | 16.7  | -    | 1.1        | 1.8        |
| Single-Unit Trucks   | 0                     | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0                                   | 0     | 12    | 0     | -    | 12         | 0                      | 0     | 6     | 0     | -    | 6          | 18         |
| % Single-Unit Trucks | -                     | -     | -     | 0.0   | -     | 0.0        | -                    | -     | -     | 0.0   | -     | 0.0        | -                                   | 0.0   | 1.4   | 0.0   | -    | 1.4        | -                      | -     | 0.7   | 0.0   | -    | 0.7        | 1.1        |
| Articulated Trucks   | 0                     | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                     | -     | -     | 0.0   | -     | 0.0        | -                    | -     | -     | 0.0   | -     | 0.0        | -                                   | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | -     | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                     | 0     | 0     | 0     | -     | 0          | 0                    | 0     | 0     | 0     | -     | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                     | -     | -     | 0.0   | -     | 0.0        | -                    | -     | -     | 0.0   | -     | 0.0        | -                                   | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                      | -     | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                     | -     | -     | -     | 5     | -          | -                    | -     | -     | -     | 3     | -          | -                                   | -     | -     | -     | 0    | -          | -                      | -     | -     | -     | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -     | 100.0 | -          | -                    | -     | -     | -     | 100.0 | -          | -                                   | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -          |





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Count Name: Main Street with High School  
North Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Main Street Eastbound |      |      |       |      |            | Main Drive Westbound |      |      |       |      |            | High School Access Drive Northbound |       |      |       |      |            | Main Street Southbound |      |      |       |      |            | Int. Total |
|----------------------|-----------------------|------|------|-------|------|------------|----------------------|------|------|-------|------|------------|-------------------------------------|-------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn                | Left | Thru | Right | Peds | App. Total | U-Turn               | Left | Thru | Right | Peds | App. Total | U-Turn                              | Left  | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 6:30 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 1    | 0          | 0                                   | 0     | 66   | 0     | 0    | 66         | 0                      | 0    | 82   | 0     | 0    | 82         | 148        |
| 6:45 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 2     | 79   | 0     | 0    | 81         | 0                      | 0    | 120  | 1     | 0    | 121        | 202        |
| Hourly Total         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 1    | 0          | 0                                   | 2     | 145  | 0     | 0    | 147        | 0                      | 0    | 202  | 1     | 0    | 203        | 350        |
| 7:00 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 12    | 82   | 0     | 0    | 94         | 0                      | 0    | 141  | 24    | 0    | 165        | 259        |
| 7:15 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 22    | 180  | 0     | 0    | 202        | 0                      | 0    | 205  | 65    | 0    | 270        | 472        |
| 7:30 AM              | 0                     | 0    | 0    | 0     | 1    | 0          | 0                    | 0    | 0    | 0     | 1    | 0          | 0                                   | 5     | 173  | 0     | 0    | 178        | 0                      | 0    | 247  | 3     | 0    | 250        | 428        |
| 7:45 AM              | 0                     | 0    | 0    | 0     | 1    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 222  | 0     | 0    | 222        | 0                      | 0    | 221  | 0     | 0    | 221        | 443        |
| Hourly Total         | 0                     | 0    | 0    | 0     | 2    | 0          | 0                    | 0    | 0    | 0     | 1    | 0          | 0                                   | 39    | 657  | 0     | 0    | 696        | 0                      | 0    | 814  | 92    | 0    | 906        | 1602       |
| 8:00 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 112  | 0     | 0    | 112        | 0                      | 0    | 139  | 0     | 0    | 139        | 251        |
| 8:15 AM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| *** BREAK ***        | -                     | -    | -    | -     | -    | -          | -                    | -    | -    | -     | -    | -          | -                                   | -     | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| Hourly Total         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 112  | 0     | 0    | 112        | 0                      | 0    | 139  | 0     | 0    | 139        | 251        |
| 1:30 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 1:45 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| Hourly Total         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 2:00 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 2:15 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 2:30 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 2:45 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| Hourly Total         | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 3:00 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| 3:15 PM              | 0                     | 0    | 0    | 0     | 0    | 0          | 0                    | 0    | 0    | 0     | 0    | 0          | 0                                   | 0     | 0    | 0     | 0    | 0          | 0                      | 0    | 0    | 0     | 0    | 0          | 0          |
| Grand Total          | 0                     | 0    | 0    | 0     | 2    | 0          | 0                    | 0    | 0    | 0     | 2    | 0          | 0                                   | 41    | 914  | 0     | 0    | 955        | 0                      | 0    | 1155 | 93    | 0    | 1248       | 2203       |
| Approach %           | 0.0                   | 0.0  | 0.0  | 0.0   | -    | -          | 0.0                  | 0.0  | 0.0  | 0.0   | -    | -          | 0.0                                 | 4.3   | 95.7 | 0.0   | -    | -          | 0.0                    | 0.0  | 92.5 | 7.5   | -    | -          | -          |
| Total %              | 0.0                   | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0                  | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0                                 | 1.9   | 41.5 | 0.0   | -    | 43.3       | 0.0                    | 0.0  | 52.4 | 4.2   | -    | 56.7       | -          |
| Lights               | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0    | 0    | 0     | -    | 0          | 0                                   | 41    | 893  | 0     | -    | 934        | 0                      | 0    | 1123 | 91    | -    | 1214       | 2148       |
| % Lights             | -                     | -    | -    | -     | -    | -          | -                    | -    | -    | -     | -    | -          | -                                   | 100.0 | 97.7 | -     | -    | 97.8       | -                      | -    | 97.2 | 97.8  | -    | 97.3       | 97.5       |
| Buses                | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0    | 0    | 0     | -    | 0          | 0                                   | 0     | 11   | 0     | -    | 11         | 0                      | 0    | 23   | 2     | -    | 25         | 36         |
| % Buses              | -                     | -    | -    | -     | -    | -          | -                    | -    | -    | -     | -    | -          | -                                   | 0.0   | 1.2  | -     | -    | 1.2        | -                      | -    | 2.0  | 2.2   | -    | 2.0        | 1.6        |
| Single-Unit Trucks   | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0    | 0    | 0     | -    | 0          | 0                                   | 0     | 9    | 0     | -    | 9          | 0                      | 0    | 8    | 0     | -    | 8          | 17         |
| % Single-Unit Trucks | -                     | -    | -    | -     | -    | -          | -                    | -    | -    | -     | -    | -          | -                                   | 0.0   | 1.0  | -     | -    | 0.9        | -                      | -    | 0.7  | 0.0   | -    | 0.6        | 0.8        |
| Articulated Trucks   | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0    | 0    | 0     | -    | 0          | 0                                   | 0     | 1    | 0     | -    | 1          | 0                      | 0    | 1    | 0     | -    | 1          | 2          |
| % Articulated Trucks | -                     | -    | -    | -     | -    | -          | -                    | -    | -    | -     | -    | -          | -                                   | 0.0   | 0.1  | -     | -    | 0.1        | -                      | -    | 0.1  | 0.0   | -    | 0.1        | 0.1        |
| Bicycles on Road     | 0                     | 0    | 0    | 0     | -    | 0          | 0                    | 0    | 0    | 0     | -    | 0          | 0                                   | 0     | 0    | 0     | -    | 0          | 0                      | 0    | 0    | 0     | -    | 0          | 0          |



[illegible]



[illegible]



| Start Time           | Main Street Eastbound |       |       |       |      |            | Main Drive Westbound |       |       |       |      |            | High School Access Drive Northbound |       |       |       |      |            | Main Street Southbound |       |       |       |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|-------|------|------------|----------------------|-------|-------|-------|------|------------|-------------------------------------|-------|-------|-------|------|------------|------------------------|-------|-------|-------|------|------------|------------|
|                      | U-Turn                | Left  | Thru  | Right | Peds | App. Total | U-Turn               | Left  | Thru  | Right | Peds | App. Total | U-Turn                              | Left  | Thru  | Right | Peds | App. Total | U-Turn                 | Left  | Thru  | Right | Peds | App. Total |            |
| 2:30 PM              | 0                     | 0     | 0     | 0     | 0    | 0          | 0                    | 0     | 0     | 0     | 0    | 0          | 0                                   | 0     | 0     | 0     | 0    | 0          | 0                      | 0     | 0     | 0     | 0    | 0          | 0          |
| 2:45 PM              | 0                     | 0     | 0     | 0     | 0    | 0          | 0                    | 0     | 0     | 0     | 0    | 0          | 0                                   | 0     | 0     | 0     | 0    | 0          | 0                      | 0     | 0     | 0     | 0    | 0          | 0          |
| 3:00 PM              | 0                     | 0     | 0     | 0     | 0    | 0          | 0                    | 0     | 0     | 0     | 0    | 0          | 0                                   | 0     | 0     | 0     | 0    | 0          | 0                      | 0     | 0     | 0     | 0    | 0          | 0          |
| 3:15 PM              | 0                     | 0     | 0     | 0     | 0    | 0          | 0                    | 0     | 0     | 0     | 0    | 0          | 0                                   | 0     | 0     | 0     | 0    | 0          | 0                      | 0     | 0     | 0     | 0    | 0          | 0          |
| Total                | 0                     | 0     | 0     | 0     | 0    | 0          | 0                    | 0     | 0     | 0     | 0    | 0          | 0                                   | 0     | 0     | 0     | 0    | 0          | 0                      | 0     | 0     | 0     | 0    | 0          | 0          |
| Approach %           | 0.0                   | 0.0   | 0.0   | 0.0   | -    | -          | 0.0                  | 0.0   | 0.0   | 0.0   | -    | -          | 0.0                                 | 0.0   | 0.0   | 0.0   | -    | -          | 0.0                    | 0.0   | 0.0   | 0.0   | -    | -          | -          |
| Total %              | 0.0                   | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0                  | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0                                 | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0                    | 0.0   | 0.0   | 0.0   | -    | 0.0        | -          |
| PHF                  | 0.000                 | 0.000 | 0.000 | 0.000 | -    | 0.000      | 0.000                | 0.000 | 0.000 | 0.000 | -    | 0.000      | 0.000                               | 0.000 | 0.000 | 0.000 | -    | 0.000      | 0.000                  | 0.000 | 0.000 | 0.000 | -    | 0.000      | 0.000      |
| Lights               | 0                     | 0     | 0     | 0     | -    | 0          | 0                    | 0     | 0     | 0     | -    | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0          |
| % Lights             | -                     | -     | -     | -     | -    | -          | -                    | -     | -     | -     | -    | -          | -                                   | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -          |
| Buses                | 0                     | 0     | 0     | 0     | -    | 0          | 0                    | 0     | 0     | 0     | -    | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0          |
| % Buses              | -                     | -     | -     | -     | -    | -          | -                    | -     | -     | -     | -    | -          | -                                   | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -          |
| Single-Unit Trucks   | 0                     | 0     | 0     | 0     | -    | 0          | 0                    | 0     | 0     | 0     | -    | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0          |
| % Single-Unit Trucks | -                     | -     | -     | -     | -    | -          | -                    | -     | -     | -     | -    | -          | -                                   | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -          |
| Articulated Trucks   | 0                     | 0     | 0     | 0     | -    | 0          | 0                    | 0     | 0     | 0     | -    | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                     | -     | -     | -     | -    | -          | -                    | -     | -     | -     | -    | -          | -                                   | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -          |
| Bicycles on Road     | 0                     | 0     | 0     | 0     | -    | 0          | 0                    | 0     | 0     | 0     | -    | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                      | 0     | 0     | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                     | -     | -     | -     | -    | -          | -                    | -     | -     | -     | -    | -          | -                                   | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -          |
| Pedestrians          | -                     | -     | -     | -     | 0    | -          | -                    | -     | -     | -     | 0    | -          | -                                   | -     | -     | -     | 0    | -          | -                      | -     | -     | -     | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -     | -    | -          | -                    | -     | -     | -     | -    | -          | -                                   | -     | -     | -     | -    | -          | -                      | -     | -     | -     | -    | -          | -          |





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Count Name: Main Street with High School  
Middle Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | High School Access Drive<br>Eastbound |      |       |      |            | Main Street<br>Northbound |      |       |      |            | Main Street<br>Southbound |       |       |      |            | Int. Total |
|----------------------|---------------------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|-------|-------|------|------------|------------|
|                      | U-Turn                                | Left | Right | Peds | App. Total | U-Turn                    | Left | Thru  | Peds | App. Total | U-Turn                    | Thru  | Right | Peds | App. Total |            |
| 6:30 AM              | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 58    | 0    | 58         | 0                         | 81    | 0     | 0    | 81         | 139        |
| 6:45 AM              | 0                                     | 0    | 0     | 0    | 0          | 0                         | 0    | 72    | 0    | 72         | 0                         | 115   | 0     | 0    | 115        | 187        |
| Hourly Total         | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 130   | 0    | 130        | 0                         | 196   | 0     | 0    | 196        | 326        |
| 7:00 AM              | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 79    | 0    | 79         | 0                         | 141   | 0     | 0    | 141        | 220        |
| 7:15 AM              | 0                                     | 5    | 2     | 0    | 7          | 0                         | 0    | 190   | 0    | 190        | 0                         | 168   | 0     | 0    | 168        | 365        |
| 7:30 AM              | 0                                     | 1    | 2     | 0    | 3          | 0                         | 0    | 164   | 0    | 164        | 0                         | 246   | 0     | 0    | 246        | 413        |
| 7:45 AM              | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 222   | 0    | 222        | 0                         | 251   | 0     | 0    | 251        | 473        |
| Hourly Total         | 0                                     | 6    | 4     | 2    | 10         | 0                         | 0    | 655   | 0    | 655        | 0                         | 806   | 0     | 0    | 806        | 1471       |
| 8:00 AM              | 0                                     | 0    | 0     | 0    | 0          | 0                         | 0    | 149   | 0    | 149        | 0                         | 160   | 0     | 0    | 160        | 309        |
| 8:15 AM              | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 152   | 0    | 152        | 0                         | 197   | 0     | 0    | 197        | 349        |
| *** BREAK ***        | -                                     | -    | -     | -    | -          | -                         | -    | -     | -    | -          | -                         | -     | -     | -    | -          | -          |
| Hourly Total         | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 301   | 0    | 301        | 0                         | 357   | 0     | 0    | 357        | 658        |
| 1:30 PM              | 0                                     | 1    | 0     | 2    | 1          | 0                         | 0    | 120   | 0    | 120        | 0                         | 145   | 0     | 0    | 145        | 266        |
| 1:45 PM              | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 138   | 0    | 138        | 0                         | 151   | 0     | 0    | 151        | 289        |
| Hourly Total         | 0                                     | 1    | 0     | 3    | 1          | 0                         | 0    | 258   | 0    | 258        | 0                         | 296   | 0     | 0    | 296        | 555        |
| 2:00 PM              | 0                                     | 0    | 0     | 1    | 0          | 0                         | 0    | 156   | 0    | 156        | 0                         | 157   | 0     | 0    | 157        | 313        |
| 2:15 PM              | 0                                     | 0    | 0     | 0    | 0          | 0                         | 0    | 178   | 0    | 178        | 0                         | 165   | 0     | 0    | 165        | 343        |
| 2:30 PM              | 0                                     | 0    | 0     | 4    | 0          | 0                         | 0    | 199   | 0    | 199        | 0                         | 207   | 0     | 0    | 207        | 406        |
| 2:45 PM              | 0                                     | 0    | 4     | 0    | 4          | 0                         | 0    | 233   | 0    | 233        | 0                         | 173   | 0     | 0    | 173        | 410        |
| Hourly Total         | 0                                     | 0    | 4     | 5    | 4          | 0                         | 0    | 766   | 0    | 766        | 0                         | 702   | 0     | 0    | 702        | 1472       |
| 3:00 PM              | 0                                     | 0    | 0     | 0    | 0          | 0                         | 0    | 221   | 0    | 221        | 0                         | 162   | 0     | 0    | 162        | 383        |
| 3:15 PM              | 0                                     | 0    | 0     | 0    | 0          | 0                         | 0    | 190   | 0    | 190        | 0                         | 247   | 0     | 0    | 247        | 437        |
| Grand Total          | 0                                     | 7    | 8     | 12   | 15         | 0                         | 0    | 2521  | 0    | 2521       | 0                         | 2766  | 0     | 0    | 2766       | 5302       |
| Approach %           | 0.0                                   | 46.7 | 53.3  | -    | -          | 0.0                       | 0.0  | 100.0 | -    | -          | 0.0                       | 100.0 | 0.0   | -    | -          | -          |
| Total %              | 0.0                                   | 0.1  | 0.2   | -    | 0.3        | 0.0                       | 0.0  | 47.5  | -    | 47.5       | 0.0                       | 52.2  | 0.0   | -    | 52.2       | -          |
| Lights               | 0                                     | 6    | 8     | -    | 14         | 0                         | 0    | 2466  | -    | 2466       | 0                         | 2697  | 0     | -    | 2697       | 5177       |
| % Lights             | -                                     | 85.7 | 100.0 | -    | 93.3       | -                         | -    | 97.8  | -    | 97.8       | -                         | 97.5  | -     | -    | 97.5       | 97.6       |
| Buses                | 0                                     | 0    | 0     | -    | 0          | 0                         | 0    | 33    | -    | 33         | 0                         | 40    | 0     | -    | 40         | 73         |
| % Buses              | -                                     | 0.0  | 0.0   | -    | 0.0        | -                         | -    | 1.3   | -    | 1.3        | -                         | 1.4   | -     | -    | 1.4        | 1.4        |
| Single-Unit Trucks   | 0                                     | 1    | 0     | -    | 1          | 0                         | 0    | 20    | -    | 20         | 0                         | 27    | 0     | -    | 27         | 48         |
| % Single-Unit Trucks | -                                     | 14.3 | 0.0   | -    | 6.7        | -                         | -    | 0.8   | -    | 0.8        | -                         | 1.0   | -     | -    | 1.0        | 0.9        |
| Articulated Trucks   | 0                                     | 0    | 0     | -    | 0          | 0                         | 0    | 2     | -    | 2          | 0                         | 2     | 0     | -    | 2          | 4          |
| % Articulated Trucks | -                                     | 0.0  | 0.0   | -    | 0.0        | -                         | -    | 0.1   | -    | 0.1        | -                         | 0.1   | -     | -    | 0.1        | 0.1        |
| Bicycles on Road     | 0                                     | 0    | 0     | -    | 0          | 0                         | 0    | 0     | -    | 0          | 0                         | 0     | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                                     | 0.0  | 0.0   | -    | 0.0        | -                         | -    | 0.0   | -    | 0.0        | -                         | 0.0   | -     | -    | 0.0        | 0.0        |
| Pedestrians          | -                                     | -    | -     | 12   | -          | -                         | -    | -     | 0    | -          | -                         | -     | -     | 0    | -          | -          |



[illegible]



### Turning Movement Peak Hour Data (6:45 AM)

| Start Time           | High School Access Drive |       |       |       |            | Main Street |       |       |      |            | Main Street |       |       |      |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|------------|-------------|-------|-------|------|------------|-------------|-------|-------|------|------------|------------|
|                      | Eastbound                |       |       |       |            | Northbound  |       |       |      |            | Southbound  |       |       |      |            |            |
|                      | U-Turn                   | Left  | Right | Peds  | App. Total | U-Turn      | Left  | Thru  | Peds | App. Total | U-Turn      | Thru  | Right | Peds | App. Total |            |
| 6:45 AM              | 0                        | 0     | 0     | 0     | 0          | 0           | 0     | 72    | 0    | 72         | 0           | 115   | 0     | 0    | 115        | 187        |
| 7:00 AM              | 0                        | 0     | 0     | 1     | 0          | 0           | 0     | 79    | 0    | 79         | 0           | 141   | 0     | 0    | 141        | 220        |
| 7:15 AM              | 0                        | 5     | 2     | 0     | 7          | 0           | 0     | 190   | 0    | 190        | 0           | 168   | 0     | 0    | 168        | 365        |
| 7:30 AM              | 0                        | 1     | 2     | 0     | 3          | 0           | 0     | 164   | 0    | 164        | 0           | 246   | 0     | 0    | 246        | 413        |
| Total                | 0                        | 6     | 4     | 1     | 10         | 0           | 0     | 505   | 0    | 505        | 0           | 670   | 0     | 0    | 670        | 1185       |
| Approach %           | 0.0                      | 60.0  | 40.0  | -     | -          | 0.0         | 0.0   | 100.0 | -    | -          | 0.0         | 100.0 | 0.0   | -    | -          | -          |
| Total %              | 0.0                      | 0.5   | 0.3   | -     | 0.8        | 0.0         | 0.0   | 42.6  | -    | 42.6       | 0.0         | 56.5  | 0.0   | -    | 56.5       | -          |
| PHF                  | 0.000                    | 0.300 | 0.500 | -     | 0.357      | 0.000       | 0.000 | 0.664 | -    | 0.664      | 0.000       | 0.681 | 0.000 | -    | 0.681      | 0.717      |
| Lights               | 0                        | 6     | 4     | -     | 10         | 0           | 0     | 500   | -    | 500        | 0           | 651   | 0     | -    | 651        | 1161       |
| % Lights             | -                        | 100.0 | 100.0 | -     | 100.0      | -           | -     | 99.0  | -    | 99.0       | -           | 97.2  | -     | -    | 97.2       | 98.0       |
| Buses                | 0                        | 0     | 0     | -     | 0          | 0           | 0     | 3     | -    | 3          | 0           | 13    | 0     | -    | 13         | 16         |
| % Buses              | -                        | 0.0   | 0.0   | -     | 0.0        | -           | -     | 0.6   | -    | 0.6        | -           | 1.9   | -     | -    | 1.9        | 1.4        |
| Single-Unit Trucks   | 0                        | 0     | 0     | -     | 0          | 0           | 0     | 2     | -    | 2          | 0           | 6     | 0     | -    | 6          | 8          |
| % Single-Unit Trucks | -                        | 0.0   | 0.0   | -     | 0.0        | -           | -     | 0.4   | -    | 0.4        | -           | 0.9   | -     | -    | 0.9        | 0.7        |
| Articulated Trucks   | 0                        | 0     | 0     | -     | 0          | 0           | 0     | 0     | -    | 0          | 0           | 0     | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | -     | 0.0        | -           | -     | 0.0   | -    | 0.0        | -           | 0.0   | -     | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 0     | -     | 0          | 0           | 0     | 0     | -    | 0          | 0           | 0     | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                        | 0.0   | 0.0   | -     | 0.0        | -           | -     | 0.0   | -    | 0.0        | -           | 0.0   | -     | -    | 0.0        | 0.0        |
| Pedestrians          | -                        | -     | -     | 1     | -          | -           | -     | -     | 0    | -          | -           | -     | -     | 0    | -          | -          |
| % Pedestrians        | -                        | -     | -     | 100.0 | -          | -           | -     | -     | -    | -          | -           | -     | -     | -    | -          | -          |



### Turning Movement Peak Hour Data (2:30 PM)

[illegible]





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Count Name: Main Street with High School  
Parking Lot Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Parking Lot Access Drive<br>Eastbound |      |       |      |            | Main Street<br>Northbound |      |      |      |            | Main Street<br>Southbound |      |       |      |            | Int. Total |
|----------------------|---------------------------------------|------|-------|------|------------|---------------------------|------|------|------|------------|---------------------------|------|-------|------|------------|------------|
|                      | U-Turn                                | Left | Right | Peds | App. Total | U-Turn                    | Left | Thru | Peds | App. Total | U-Turn                    | Thru | Right | Peds | App. Total |            |
| 6:30 AM              | 0                                     | 0    | 1     | 1    | 1          | 0                         | 17   | 64   | 0    | 81         | 0                         | 78   | 3     | 0    | 81         | 163        |
| 6:45 AM              | 0                                     | 1    | 0     | 0    | 1          | 0                         | 12   | 79   | 0    | 91         | 0                         | 114  | 6     | 0    | 120        | 212        |
| Hourly Total         | 0                                     | 1    | 1     | 1    | 2          | 0                         | 29   | 143  | 0    | 172        | 0                         | 192  | 9     | 0    | 201        | 375        |
| 7:00 AM              | 0                                     | 1    | 2     | 1    | 3          | 0                         | 37   | 84   | 0    | 121        | 0                         | 157  | 8     | 1    | 165        | 289        |
| 7:15 AM              | 0                                     | 8    | 18    | 3    | 26         | 0                         | 49   | 170  | 0    | 219        | 0                         | 200  | 25    | 2    | 225        | 470        |
| 7:30 AM              | 0                                     | 4    | 8     | 7    | 12         | 0                         | 8    | 161  | 0    | 169        | 0                         | 265  | 4     | 1    | 269        | 450        |
| 7:45 AM              | 0                                     | 1    | 1     | 1    | 2          | 0                         | 1    | 223  | 0    | 224        | 0                         | 224  | 0     | 0    | 224        | 450        |
| Hourly Total         | 0                                     | 14   | 29    | 12   | 43         | 0                         | 95   | 638  | 0    | 733        | 0                         | 846  | 37    | 4    | 883        | 1659       |
| 8:00 AM              | 0                                     | 0    | 1     | 0    | 1          | 0                         | 1    | 139  | 0    | 140        | 0                         | 163  | 4     | 0    | 167        | 308        |
| 8:15 AM              | 0                                     | 1    | 2     | 1    | 3          | 0                         | 0    | 155  | 0    | 155        | 0                         | 198  | 1     | 0    | 199        | 357        |
| *** BREAK ***        | -                                     | -    | -     | -    | -          | -                         | -    | -    | -    | -          | -                         | -    | -     | -    | -          | -          |
| Hourly Total         | 0                                     | 1    | 3     | 1    | 4          | 0                         | 1    | 294  | 0    | 295        | 0                         | 361  | 5     | 0    | 366        | 665        |
| 1:30 PM              | 0                                     | 2    | 1     | 4    | 3          | 0                         | 1    | 136  | 0    | 137        | 0                         | 146  | 0     | 0    | 146        | 286        |
| 1:45 PM              | 0                                     | 1    | 3     | 1    | 4          | 0                         | 1    | 145  | 0    | 146        | 0                         | 155  | 0     | 0    | 155        | 305        |
| Hourly Total         | 0                                     | 3    | 4     | 5    | 7          | 0                         | 2    | 281  | 0    | 283        | 0                         | 301  | 0     | 0    | 301        | 591        |
| 2:00 PM              | 0                                     | 2    | 3     | 1    | 5          | 0                         | 7    | 169  | 0    | 176        | 0                         | 158  | 6     | 0    | 164        | 345        |
| 2:15 PM              | 0                                     | 0    | 3     | 0    | 3          | 0                         | 11   | 205  | 0    | 216        | 0                         | 145  | 12    | 0    | 157        | 376        |
| 2:30 PM              | 0                                     | 21   | 33    | 14   | 54         | 0                         | 11   | 170  | 0    | 181        | 0                         | 209  | 13    | 6    | 222        | 457        |
| 2:45 PM              | 0                                     | 7    | 24    | 5    | 31         | 0                         | 8    | 236  | 0    | 244        | 0                         | 159  | 9     | 0    | 168        | 443        |
| Hourly Total         | 0                                     | 30   | 63    | 20   | 93         | 0                         | 37   | 780  | 0    | 817        | 0                         | 671  | 40    | 6    | 711        | 1621       |
| 3:00 PM              | 0                                     | 1    | 17    | 1    | 18         | 0                         | 2    | 211  | 0    | 213        | 0                         | 164  | 9     | 0    | 173        | 404        |
| 3:15 PM              | 0                                     | 1    | 10    | 5    | 11         | 0                         | 2    | 184  | 0    | 186        | 0                         | 245  | 20    | 0    | 265        | 462        |
| Grand Total          | 0                                     | 51   | 127   | 45   | 178        | 0                         | 168  | 2531 | 0    | 2699       | 0                         | 2780 | 120   | 10   | 2900       | 5777       |
| Approach %           | 0.0                                   | 28.7 | 71.3  | -    | -          | 0.0                       | 6.2  | 93.8 | -    | -          | 0.0                       | 95.9 | 4.1   | -    | -          | -          |
| Total %              | 0.0                                   | 0.9  | 2.2   | -    | 3.1        | 0.0                       | 2.9  | 43.8 | -    | 46.7       | 0.0                       | 48.1 | 2.1   | -    | 50.2       | -          |
| Lights               | 0                                     | 50   | 122   | -    | 172        | 0                         | 163  | 2466 | -    | 2629       | 0                         | 2717 | 118   | -    | 2835       | 5636       |
| % Lights             | -                                     | 98.0 | 96.1  | -    | 96.6       | -                         | 97.0 | 97.4 | -    | 97.4       | -                         | 97.7 | 98.3  | -    | 97.8       | 97.6       |
| Buses                | 0                                     | 0    | 3     | -    | 3          | 0                         | 3    | 33   | -    | 36         | 0                         | 36   | 1     | -    | 37         | 76         |
| % Buses              | -                                     | 0.0  | 2.4   | -    | 1.7        | -                         | 1.8  | 1.3  | -    | 1.3        | -                         | 1.3  | 0.8   | -    | 1.3        | 1.3        |
| Single-Unit Trucks   | 0                                     | 1    | 2     | -    | 3          | 0                         | 2    | 29   | -    | 31         | 0                         | 24   | 1     | -    | 25         | 59         |
| % Single-Unit Trucks | -                                     | 2.0  | 1.6   | -    | 1.7        | -                         | 1.2  | 1.1  | -    | 1.1        | -                         | 0.9  | 0.8   | -    | 0.9        | 1.0        |
| Articulated Trucks   | 0                                     | 0    | 0     | -    | 0          | 0                         | 0    | 3    | -    | 3          | 0                         | 3    | 0     | -    | 3          | 6          |
| % Articulated Trucks | -                                     | 0.0  | 0.0   | -    | 0.0        | -                         | 0.0  | 0.1  | -    | 0.1        | -                         | 0.1  | 0.0   | -    | 0.1        | 0.1        |
| Bicycles on Road     | 0                                     | 0    | 0     | -    | 0          | 0                         | 0    | 0    | -    | 0          | 0                         | 0    | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                                     | 0.0  | 0.0   | -    | 0.0        | -                         | 0.0  | 0.0  | -    | 0.0        | -                         | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                                     | -    | -     | 45   | -          | -                         | -    | -    | 0    | -          | -                         | -    | -     | 10   | -          | -          |







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Count Name: Main Street with High School  
Parking Lot Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 3

### Turning Movement Peak Hour Data (6:45 AM)

| Start Time           | Parking Lot Access Drive<br>Eastbound |           |           |           |            | Main Street<br>Northbound |            |            |          |            | Main Street<br>Southbound |            |           |          |            | Int. Total  |
|----------------------|---------------------------------------|-----------|-----------|-----------|------------|---------------------------|------------|------------|----------|------------|---------------------------|------------|-----------|----------|------------|-------------|
|                      | U-Turn                                | Left      | Right     | Peds      | App. Total | U-Turn                    | Left       | Thru       | Peds     | App. Total | U-Turn                    | Thru       | Right     | Peds     | App. Total |             |
| 6:45 AM              | 0                                     | 1         | 0         | 0         | 1          | 0                         | 12         | 79         | 0        | 91         | 0                         | 114        | 6         | 0        | 120        | 212         |
| 7:00 AM              | 0                                     | 1         | 2         | 1         | 3          | 0                         | 37         | 84         | 0        | 121        | 0                         | 157        | 8         | 1        | 165        | 289         |
| 7:15 AM              | 0                                     | 8         | 18        | 3         | 26         | 0                         | 49         | 170        | 0        | 219        | 0                         | 200        | 25        | 2        | 225        | 470         |
| 7:30 AM              | 0                                     | 4         | 8         | 7         | 12         | 0                         | 8          | 161        | 0        | 169        | 0                         | 265        | 4         | 1        | 269        | 450         |
| <b>Total</b>         | <b>0</b>                              | <b>14</b> | <b>28</b> | <b>11</b> | <b>42</b>  | <b>0</b>                  | <b>106</b> | <b>494</b> | <b>0</b> | <b>600</b> | <b>0</b>                  | <b>736</b> | <b>43</b> | <b>4</b> | <b>779</b> | <b>1421</b> |
| Approach %           | 0.0                                   | 33.3      | 66.7      | -         | -          | 0.0                       | 17.7       | 82.3       | -        | -          | 0.0                       | 94.5       | 5.5       | -        | -          | -           |
| Total %              | 0.0                                   | 1.0       | 2.0       | -         | 3.0        | 0.0                       | 7.5        | 34.8       | -        | 42.2       | 0.0                       | 51.8       | 3.0       | -        | 54.8       | -           |
| PHF                  | 0.000                                 | 0.438     | 0.389     | -         | 0.404      | 0.000                     | 0.541      | 0.726      | -        | 0.685      | 0.000                     | 0.694      | 0.430     | -        | 0.724      | 0.756       |
| Lights               | 0                                     | 13        | 27        | -         | 40         | 0                         | 104        | 486        | -        | 590        | 0                         | 717        | 43        | -        | 760        | 1390        |
| % Lights             | -                                     | 92.9      | 96.4      | -         | 95.2       | -                         | 98.1       | 98.4       | -        | 98.3       | -                         | 97.4       | 100.0     | -        | 97.6       | 97.8        |
| Buses                | 0                                     | 0         | 1         | -         | 1          | 0                         | 1          | 6          | -        | 7          | 0                         | 14         | 0         | -        | 14         | 22          |
| % Buses              | -                                     | 0.0       | 3.6       | -         | 2.4        | -                         | 0.9        | 1.2        | -        | 1.2        | -                         | 1.9        | 0.0       | -        | 1.8        | 1.5         |
| Single-Unit Trucks   | 0                                     | 1         | 0         | -         | 1          | 0                         | 1          | 2          | -        | 3          | 0                         | 5          | 0         | -        | 5          | 9           |
| % Single-Unit Trucks | -                                     | 7.1       | 0.0       | -         | 2.4        | -                         | 0.9        | 0.4        | -        | 0.5        | -                         | 0.7        | 0.0       | -        | 0.6        | 0.6         |
| Articulated Trucks   | 0                                     | 0         | 0         | -         | 0          | 0                         | 0          | 0          | -        | 0          | 0                         | 0          | 0         | -        | 0          | 0           |
| % Articulated Trucks | -                                     | 0.0       | 0.0       | -         | 0.0        | -                         | 0.0        | 0.0        | -        | 0.0        | -                         | 0.0        | 0.0       | -        | 0.0        | 0.0         |
| Bicycles on Road     | 0                                     | 0         | 0         | -         | 0          | 0                         | 0          | 0          | -        | 0          | 0                         | 0          | 0         | -        | 0          | 0           |
| % Bicycles on Road   | -                                     | 0.0       | 0.0       | -         | 0.0        | -                         | 0.0        | 0.0        | -        | 0.0        | -                         | 0.0        | 0.0       | -        | 0.0        | 0.0         |
| Pedestrians          | -                                     | -         | -         | 11        | -          | -                         | -          | -          | 0        | -          | -                         | -          | -         | 4        | -          | -           |
| % Pedestrians        | -                                     | -         | -         | 100.0     | -          | -                         | -          | -          | -        | -          | -                         | -          | -         | 100.0    | -          | -           |



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Count Name: Main Street with High School  
Parking Lot Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 4

### Turning Movement Peak Hour Data (2:30 PM)

| Start Time           | Parking Lot Access Drive<br>Eastbound |           |           |           |            | Main Street<br>Northbound |           |            |          |            | Main Street<br>Southbound |            |           |          |            | Int. Total  |
|----------------------|---------------------------------------|-----------|-----------|-----------|------------|---------------------------|-----------|------------|----------|------------|---------------------------|------------|-----------|----------|------------|-------------|
|                      | U-Turn                                | Left      | Right     | Peds      | App. Total | U-Turn                    | Left      | Thru       | Peds     | App. Total | U-Turn                    | Thru       | Right     | Peds     | App. Total |             |
| 2:30 PM              | 0                                     | 21        | 33        | 14        | 54         | 0                         | 11        | 170        | 0        | 181        | 0                         | 209        | 13        | 6        | 222        | 457         |
| 2:45 PM              | 0                                     | 7         | 24        | 5         | 31         | 0                         | 8         | 236        | 0        | 244        | 0                         | 159        | 9         | 0        | 168        | 443         |
| 3:00 PM              | 0                                     | 1         | 17        | 1         | 18         | 0                         | 2         | 211        | 0        | 213        | 0                         | 164        | 9         | 0        | 173        | 404         |
| 3:15 PM              | 0                                     | 1         | 10        | 5         | 11         | 0                         | 2         | 184        | 0        | 186        | 0                         | 245        | 20        | 0        | 265        | 462         |
| <b>Total</b>         | <b>0</b>                              | <b>30</b> | <b>84</b> | <b>25</b> | <b>114</b> | <b>0</b>                  | <b>23</b> | <b>801</b> | <b>0</b> | <b>824</b> | <b>0</b>                  | <b>777</b> | <b>51</b> | <b>6</b> | <b>828</b> | <b>1766</b> |
| Approach %           | 0.0                                   | 26.3      | 73.7      | -         | -          | 0.0                       | 2.8       | 97.2       | -        | -          | 0.0                       | 93.8       | 6.2       | -        | -          | -           |
| Total %              | 0.0                                   | 1.7       | 4.8       | -         | 6.5        | 0.0                       | 1.3       | 45.4       | -        | 46.7       | 0.0                       | 44.0       | 2.9       | -        | 46.9       | -           |
| PHF                  | 0.000                                 | 0.357     | 0.636     | -         | 0.528      | 0.000                     | 0.523     | 0.849      | -        | 0.844      | 0.000                     | 0.793      | 0.638     | -        | 0.781      | 0.956       |
| Lights               | 0                                     | 30        | 82        | -         | 112        | 0                         | 21        | 776        | -        | 797        | 0                         | 759        | 50        | -        | 809        | 1718        |
| % Lights             | -                                     | 100.0     | 97.6      | -         | 98.2       | -                         | 91.3      | 96.9       | -        | 96.7       | -                         | 97.7       | 98.0      | -        | 97.7       | 97.3        |
| Buses                | 0                                     | 0         | 2         | -         | 2          | 0                         | 2         | 14         | -        | 16         | 0                         | 12         | 1         | -        | 13         | 31          |
| % Buses              | -                                     | 0.0       | 2.4       | -         | 1.8        | -                         | 8.7       | 1.7        | -        | 1.9        | -                         | 1.5        | 2.0       | -        | 1.6        | 1.8         |
| Single-Unit Trucks   | 0                                     | 0         | 0         | -         | 0          | 0                         | 0         | 10         | -        | 10         | 0                         | 5          | 0         | -        | 5          | 15          |
| % Single-Unit Trucks | -                                     | 0.0       | 0.0       | -         | 0.0        | -                         | 0.0       | 1.2        | -        | 1.2        | -                         | 0.6        | 0.0       | -        | 0.6        | 0.8         |
| Articulated Trucks   | 0                                     | 0         | 0         | -         | 0          | 0                         | 0         | 1          | -        | 1          | 0                         | 1          | 0         | -        | 1          | 2           |
| % Articulated Trucks | -                                     | 0.0       | 0.0       | -         | 0.0        | -                         | 0.0       | 0.1        | -        | 0.1        | -                         | 0.1        | 0.0       | -        | 0.1        | 0.1         |
| Bicycles on Road     | 0                                     | 0         | 0         | -         | 0          | 0                         | 0         | 0          | -        | 0          | 0                         | 0          | 0         | -        | 0          | 0           |
| % Bicycles on Road   | -                                     | 0.0       | 0.0       | -         | 0.0        | -                         | 0.0       | 0.0        | -        | 0.0        | -                         | 0.0        | 0.0       | -        | 0.0        | 0.0         |
| Pedestrians          | -                                     | -         | -         | 25        | -          | -                         | -         | -          | 0        | -          | -                         | -          | -         | 6        | -          | -           |
| % Pedestrians        | -                                     | -         | -         | 100.0     | -          | -                         | -         | -          | -        | -          | -                         | -          | -         | 100.0    | -          | -           |





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East Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Wilson Avenue<br>Eastbound |      |       |      |            | Wilson Avenue<br>Westbound |      |      |      |            | Access Drive<br>Northbound |      |       |      |            | Int. Total |
|----------------------|----------------------------|------|-------|------|------------|----------------------------|------|------|------|------------|----------------------------|------|-------|------|------------|------------|
|                      | U-Turn                     | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Peds | App. Total | U-Turn                     | Left | Right | Peds | App. Total |            |
| 6:30 AM              | 0                          | 8    | 0     | 0    | 8          | 0                          | 0    | 33   | 0    | 33         | 0                          | 9    | 13    | 0    | 22         | 63         |
| 6:45 AM              | 0                          | 9    | 0     | 0    | 9          | 0                          | 0    | 47   | 0    | 47         | 0                          | 11   | 25    | 1    | 36         | 92         |
| Hourly Total         | 0                          | 17   | 0     | 0    | 17         | 0                          | 0    | 80   | 0    | 80         | 0                          | 20   | 38    | 1    | 58         | 155        |
| 7:00 AM              | 0                          | 8    | 0     | 0    | 8          | 0                          | 0    | 41   | 1    | 41         | 0                          | 37   | 42    | 0    | 79         | 128        |
| 7:15 AM              | 0                          | 11   | 0     | 2    | 11         | 0                          | 0    | 89   | 3    | 89         | 0                          | 28   | 90    | 1    | 118        | 218        |
| 7:30 AM              | 0                          | 14   | 0     | 0    | 14         | 1                          | 0    | 40   | 4    | 41         | 0                          | 26   | 49    | 0    | 75         | 130        |
| 7:45 AM              | 0                          | 15   | 0     | 0    | 15         | 0                          | 0    | 35   | 0    | 35         | 0                          | 2    | 6     | 1    | 8          | 58         |
| Hourly Total         | 0                          | 48   | 0     | 2    | 48         | 1                          | 0    | 205  | 8    | 206        | 0                          | 93   | 187   | 2    | 280        | 534        |
| 8:00 AM              | 0                          | 10   | 0     | 0    | 10         | 0                          | 0    | 27   | 0    | 27         | 0                          | 6    | 3     | 0    | 9          | 46         |
| 8:15 AM              | 0                          | 17   | 0     | 0    | 17         | 0                          | 0    | 32   | 0    | 32         | 0                          | 5    | 19    | 0    | 24         | 73         |
| *** BREAK ***        | -                          | -    | -     | -    | -          | -                          | -    | -    | -    | -          | -                          | -    | -     | -    | -          | -          |
| Hourly Total         | 0                          | 27   | 0     | 0    | 27         | 0                          | 0    | 59   | 0    | 59         | 0                          | 11   | 22    | 0    | 33         | 119        |
| 1:30 PM              | 0                          | 18   | 0     | 0    | 18         | 1                          | 0    | 20   | 0    | 21         | 0                          | 8    | 4     | 0    | 12         | 51         |
| 1:45 PM              | 0                          | 26   | 0     | 0    | 26         | 0                          | 0    | 23   | 1    | 23         | 0                          | 1    | 6     | 1    | 7          | 56         |
| Hourly Total         | 0                          | 44   | 0     | 0    | 44         | 1                          | 0    | 43   | 1    | 44         | 0                          | 9    | 10    | 1    | 19         | 107        |
| 2:00 PM              | 0                          | 15   | 0     | 0    | 15         | 0                          | 0    | 15   | 0    | 15         | 0                          | 1    | 5     | 0    | 6          | 36         |
| 2:15 PM              | 0                          | 19   | 0     | 0    | 19         | 0                          | 0    | 29   | 0    | 29         | 0                          | 0    | 2     | 0    | 2          | 50         |
| 2:30 PM              | 0                          | 79   | 0     | 0    | 79         | 0                          | 0    | 31   | 3    | 31         | 0                          | 7    | 24    | 16   | 31         | 141        |
| 2:45 PM              | 0                          | 44   | 0     | 0    | 44         | 0                          | 0    | 35   | 1    | 35         | 0                          | 23   | 24    | 0    | 47         | 126        |
| Hourly Total         | 0                          | 157  | 0     | 0    | 157        | 0                          | 0    | 110  | 4    | 110        | 0                          | 31   | 55    | 16   | 86         | 353        |
| 3:00 PM              | 0                          | 23   | 2     | 0    | 25         | 0                          | 0    | 37   | 0    | 37         | 0                          | 6    | 5     | 1    | 11         | 73         |
| 3:15 PM              | 0                          | 23   | 0     | 0    | 23         | 0                          | 0    | 36   | 0    | 36         | 0                          | 5    | 7     | 0    | 12         | 71         |
| Grand Total          | 0                          | 339  | 2     | 2    | 341        | 2                          | 0    | 570  | 13   | 572        | 0                          | 175  | 324   | 21   | 499        | 1412       |
| Approach %           | 0.0                        | 99.4 | 0.6   | -    | -          | 0.3                        | 0.0  | 99.7 | -    | -          | 0.0                        | 35.1 | 64.9  | -    | -          | -          |
| Total %              | 0.0                        | 24.0 | 0.1   | -    | 24.2       | 0.1                        | 0.0  | 40.4 | -    | 40.5       | 0.0                        | 12.4 | 22.9  | -    | 35.3       | -          |
| Lights               | 0                          | 333  | 2     | -    | 335        | 2                          | 0    | 551  | -    | 553        | 0                          | 148  | 306   | -    | 454        | 1342       |
| % Lights             | -                          | 98.2 | 100.0 | -    | 98.2       | 100.0                      | -    | 96.7 | -    | 96.7       | -                          | 84.6 | 94.4  | -    | 91.0       | 95.0       |
| Buses                | 0                          | 6    | 0     | -    | 6          | 0                          | 0    | 14   | -    | 14         | 0                          | 27   | 17    | -    | 44         | 64         |
| % Buses              | -                          | 1.8  | 0.0   | -    | 1.8        | 0.0                        | -    | 2.5  | -    | 2.4        | -                          | 15.4 | 5.2   | -    | 8.8        | 4.5        |
| Single-Unit Trucks   | 0                          | 0    | 0     | -    | 0          | 0                          | 0    | 2    | -    | 2          | 0                          | 0    | 0     | -    | 0          | 2          |
| % Single-Unit Trucks | -                          | 0.0  | 0.0   | -    | 0.0        | 0.0                        | -    | 0.4  | -    | 0.3        | -                          | 0.0  | 0.0   | -    | 0.0        | 0.1        |
| Articulated Trucks   | 0                          | 0    | 0     | -    | 0          | 0                          | 0    | 3    | -    | 3          | 0                          | 0    | 0     | -    | 0          | 3          |
| % Articulated Trucks | -                          | 0.0  | 0.0   | -    | 0.0        | 0.0                        | -    | 0.5  | -    | 0.5        | -                          | 0.0  | 0.0   | -    | 0.0        | 0.2        |
| Bicycles on Road     | 0                          | 0    | 0     | -    | 0          | 0                          | 0    | 0    | -    | 0          | 0                          | 0    | 1     | -    | 1          | 1          |
| % Bicycles on Road   | -                          | 0.0  | 0.0   | -    | 0.0        | 0.0                        | -    | 0.0  | -    | 0.0        | -                          | 0.0  | 0.3   | -    | 0.2        | 0.1        |
| Pedestrians          | -                          | -    | -     | 2    | -          | -                          | -    | -    | 13   | -          | -                          | -    | -     | 21   | -          | -          |

|               |   |   |   |       |   |   |   |       |   |   |   |       |   |   |
|---------------|---|---|---|-------|---|---|---|-------|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | 100.0 | - | - | - | 100.0 | - | - | - | 100.0 | - | - |
|---------------|---|---|---|-------|---|---|---|-------|---|---|---|-------|---|---|





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East Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 3

### Turning Movement Peak Hour Data (6:45 AM)

| Start Time           | Wilson Avenue Eastbound |           |          |          |            | Wilson Avenue Westbound |          |            |          |            | Access Drive Northbound |            |            |          |            | Int. Total |
|----------------------|-------------------------|-----------|----------|----------|------------|-------------------------|----------|------------|----------|------------|-------------------------|------------|------------|----------|------------|------------|
|                      | U-Turn                  | Thru      | Right    | Peds     | App. Total | U-Turn                  | Left     | Thru       | Peds     | App. Total | U-Turn                  | Left       | Right      | Peds     | App. Total |            |
| 6:45 AM              | 0                       | 9         | 0        | 0        | 9          | 0                       | 0        | 47         | 0        | 47         | 0                       | 11         | 25         | 1        | 36         | 92         |
| 7:00 AM              | 0                       | 8         | 0        | 0        | 8          | 0                       | 0        | 41         | 1        | 41         | 0                       | 37         | 42         | 0        | 79         | 128        |
| 7:15 AM              | 0                       | 11        | 0        | 2        | 11         | 0                       | 0        | 89         | 3        | 89         | 0                       | 28         | 90         | 1        | 118        | 218        |
| 7:30 AM              | 0                       | 14        | 0        | 0        | 14         | 1                       | 0        | 40         | 4        | 41         | 0                       | 26         | 49         | 0        | 75         | 130        |
| <b>Total</b>         | <b>0</b>                | <b>42</b> | <b>0</b> | <b>2</b> | <b>42</b>  | <b>1</b>                | <b>0</b> | <b>217</b> | <b>8</b> | <b>218</b> | <b>0</b>                | <b>102</b> | <b>206</b> | <b>2</b> | <b>308</b> | <b>568</b> |
| Approach %           | 0.0                     | 100.0     | 0.0      | -        | -          | 0.5                     | 0.0      | 99.5       | -        | -          | 0.0                     | 33.1       | 66.9       | -        | -          | -          |
| Total %              | 0.0                     | 7.4       | 0.0      | -        | 7.4        | 0.2                     | 0.0      | 38.2       | -        | 38.4       | 0.0                     | 18.0       | 36.3       | -        | 54.2       | -          |
| PHF                  | 0.000                   | 0.750     | 0.000    | -        | 0.750      | 0.250                   | 0.000    | 0.610      | -        | 0.612      | 0.000                   | 0.689      | 0.572      | -        | 0.653      | 0.651      |
| Lights               | 0                       | 40        | 0        | -        | 40         | 1                       | 0        | 210        | -        | 211        | 0                       | 90         | 193        | -        | 283        | 534        |
| % Lights             | -                       | 95.2      | -        | -        | 95.2       | 100.0                   | -        | 96.8       | -        | 96.8       | -                       | 88.2       | 93.7       | -        | 91.9       | 94.0       |
| Buses                | 0                       | 2         | 0        | -        | 2          | 0                       | 0        | 7          | -        | 7          | 0                       | 12         | 13         | -        | 25         | 34         |
| % Buses              | -                       | 4.8       | -        | -        | 4.8        | 0.0                     | -        | 3.2        | -        | 3.2        | -                       | 11.8       | 6.3        | -        | 8.1        | 6.0        |
| Single-Unit Trucks   | 0                       | 0         | 0        | -        | 0          | 0                       | 0        | 0          | -        | 0          | 0                       | 0          | 0          | -        | 0          | 0          |
| % Single-Unit Trucks | -                       | 0.0       | -        | -        | 0.0        | 0.0                     | -        | 0.0        | -        | 0.0        | -                       | 0.0        | 0.0        | -        | 0.0        | 0.0        |
| Articulated Trucks   | 0                       | 0         | 0        | -        | 0          | 0                       | 0        | 0          | -        | 0          | 0                       | 0          | 0          | -        | 0          | 0          |
| % Articulated Trucks | -                       | 0.0       | -        | -        | 0.0        | 0.0                     | -        | 0.0        | -        | 0.0        | -                       | 0.0        | 0.0        | -        | 0.0        | 0.0        |
| Bicycles on Road     | 0                       | 0         | 0        | -        | 0          | 0                       | 0        | 0          | -        | 0          | 0                       | 0          | 0          | -        | 0          | 0          |
| % Bicycles on Road   | -                       | 0.0       | -        | -        | 0.0        | 0.0                     | -        | 0.0        | -        | 0.0        | -                       | 0.0        | 0.0        | -        | 0.0        | 0.0        |
| Pedestrians          | -                       | -         | -        | 2        | -          | -                       | -        | -          | 8        | -          | -                       | -          | -          | 2        | -          | -          |
| % Pedestrians        | -                       | -         | -        | 100.0    | -          | -                       | -        | -          | 100.0    | -          | -                       | -          | -          | 100.0    | -          | -          |



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Count Name: Wilson Avenue with High School  
East Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 4

### Turning Movement Peak Hour Data (2:30 PM)

| Start Time           | Wilson Avenue Eastbound |            |          |          |            | Wilson Avenue Westbound |          |            |          |            | Access Drive Northbound |           |           |           |            | Int. Total |
|----------------------|-------------------------|------------|----------|----------|------------|-------------------------|----------|------------|----------|------------|-------------------------|-----------|-----------|-----------|------------|------------|
|                      | U-Turn                  | Thru       | Right    | Peds     | App. Total | U-Turn                  | Left     | Thru       | Peds     | App. Total | U-Turn                  | Left      | Right     | Peds      | App. Total |            |
| 2:30 PM              | 0                       | 79         | 0        | 0        | 79         | 0                       | 0        | 31         | 3        | 31         | 0                       | 7         | 24        | 16        | 31         | 141        |
| 2:45 PM              | 0                       | 44         | 0        | 0        | 44         | 0                       | 0        | 35         | 1        | 35         | 0                       | 23        | 24        | 0         | 47         | 126        |
| 3:00 PM              | 0                       | 23         | 2        | 0        | 25         | 0                       | 0        | 37         | 0        | 37         | 0                       | 6         | 5         | 1         | 11         | 73         |
| 3:15 PM              | 0                       | 23         | 0        | 0        | 23         | 0                       | 0        | 36         | 0        | 36         | 0                       | 5         | 7         | 0         | 12         | 71         |
| <b>Total</b>         | <b>0</b>                | <b>169</b> | <b>2</b> | <b>0</b> | <b>171</b> | <b>0</b>                | <b>0</b> | <b>139</b> | <b>4</b> | <b>139</b> | <b>0</b>                | <b>41</b> | <b>60</b> | <b>17</b> | <b>101</b> | <b>411</b> |
| Approach %           | 0.0                     | 98.8       | 1.2      | -        | -          | 0.0                     | 0.0      | 100.0      | -        | -          | 0.0                     | 40.6      | 59.4      | -         | -          | -          |
| Total %              | 0.0                     | 41.1       | 0.5      | -        | 41.6       | 0.0                     | 0.0      | 33.8       | -        | 33.8       | 0.0                     | 10.0      | 14.6      | -         | 24.6       | -          |
| PHF                  | 0.000                   | 0.535      | 0.250    | -        | 0.541      | 0.000                   | 0.000    | 0.939      | -        | 0.939      | 0.000                   | 0.446     | 0.625     | -         | 0.537      | 0.729      |
| Lights               | 0                       | 168        | 2        | -        | 170        | 0                       | 0        | 134        | -        | 134        | 0                       | 27        | 56        | -         | 83         | 387        |
| % Lights             | -                       | 99.4       | 100.0    | -        | 99.4       | -                       | -        | 96.4       | -        | 96.4       | -                       | 65.9      | 93.3      | -         | 82.2       | 94.2       |
| Buses                | 0                       | 1          | 0        | -        | 1          | 0                       | 0        | 2          | -        | 2          | 0                       | 14        | 3         | -         | 17         | 20         |
| % Buses              | -                       | 0.6        | 0.0      | -        | 0.6        | -                       | -        | 1.4        | -        | 1.4        | -                       | 34.1      | 5.0       | -         | 16.8       | 4.9        |
| Single-Unit Trucks   | 0                       | 0          | 0        | -        | 0          | 0                       | 0        | 0          | -        | 0          | 0                       | 0         | 0         | -         | 0          | 0          |
| % Single-Unit Trucks | -                       | 0.0        | 0.0      | -        | 0.0        | -                       | -        | 0.0        | -        | 0.0        | -                       | 0.0       | 0.0       | -         | 0.0        | 0.0        |
| Articulated Trucks   | 0                       | 0          | 0        | -        | 0          | 0                       | 0        | 3          | -        | 3          | 0                       | 0         | 0         | -         | 0          | 3          |
| % Articulated Trucks | -                       | 0.0        | 0.0      | -        | 0.0        | -                       | -        | 2.2        | -        | 2.2        | -                       | 0.0       | 0.0       | -         | 0.0        | 0.7        |
| Bicycles on Road     | 0                       | 0          | 0        | -        | 0          | 0                       | 0        | 0          | -        | 0          | 0                       | 0         | 1         | -         | 1          | 1          |
| % Bicycles on Road   | -                       | 0.0        | 0.0      | -        | 0.0        | -                       | -        | 0.0        | -        | 0.0        | -                       | 0.0       | 1.7       | -         | 1.0        | 0.2        |
| Pedestrians          | -                       | -          | -        | 0        | -          | -                       | -        | -          | 4        | -          | -                       | -         | -         | 17        | -          | -          |
| % Pedestrians        | -                       | -          | -        | -        | -          | -                       | -        | -          | 100.0    | -          | -                       | -         | -         | 100.0     | -          | -          |





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Count Name: Wilson Avenue with Lincoln  
Avenue TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Wilson Avenue Eastbound |       |      |       |      |            | Wilson Avenue Westbound |      |      |       |      |            | High School Access Drive Northbound |      |       |       |      |            | Lincoln Avenue Southbound |      |      |       |      |            | Int. Total |
|----------------------|-------------------------|-------|------|-------|------|------------|-------------------------|------|------|-------|------|------------|-------------------------------------|------|-------|-------|------|------------|---------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn                  | Left  | Thru | Right | Peds | App. Total | U-Turn                  | Left | Thru | Right | Peds | App. Total | U-Turn                              | Left | Thru  | Right | Peds | App. Total | U-Turn                    | Left | Thru | Right | Peds | App. Total |            |
| 6:30 AM              | 0                       | 0     | 6    | 12    | 0    | 18         | 0                       | 26   | 16   | 5     | 0    | 47         | 0                                   | 0    | 0     | 0     | 0    | 0          | 0                         | 0    | 2    | 0     | 0    | 2          | 67         |
| 6:45 AM              | 0                       | 1     | 9    | 32    | 0    | 42         | 0                       | 35   | 26   | 1     | 0    | 62         | 0                                   | 0    | 0     | 0     | 1    | 0          | 0                         | 1    | 2    | 0     | 0    | 3          | 107        |
| Hourly Total         | 0                       | 1     | 15   | 44    | 0    | 60         | 0                       | 61   | 42   | 6     | 0    | 109        | 0                                   | 0    | 0     | 0     | 1    | 0          | 0                         | 1    | 4    | 0     | 0    | 5          | 174        |
| 7:00 AM              | 0                       | 0     | 8    | 75    | 0    | 83         | 0                       | 28   | 30   | 19    | 0    | 77         | 0                                   | 0    | 0     | 0     | 0    | 0          | 0                         | 0    | 1    | 1     | 0    | 2          | 162        |
| 7:15 AM              | 0                       | 1     | 8    | 76    | 15   | 85         | 0                       | 52   | 49   | 4     | 0    | 105        | 0                                   | 0    | 0     | 0     | 1    | 0          | 0                         | 4    | 18   | 21    | 0    | 43         | 233        |
| 7:30 AM              | 0                       | 4     | 10   | 21    | 2    | 35         | 0                       | 25   | 40   | 5     | 0    | 70         | 0                                   | 0    | 0     | 0     | 0    | 0          | 0                         | 3    | 1    | 3     | 1    | 7          | 112        |
| 7:45 AM              | 0                       | 2     | 10   | 1     | 1    | 13         | 0                       | 10   | 22   | 3     | 0    | 35         | 0                                   | 0    | 0     | 0     | 1    | 0          | 0                         | 1    | 0    | 0     | 0    | 1          | 49         |
| Hourly Total         | 0                       | 7     | 36   | 173   | 18   | 216        | 0                       | 115  | 141  | 31    | 0    | 287        | 0                                   | 0    | 0     | 0     | 2    | 0          | 0                         | 8    | 20   | 25    | 1    | 53         | 556        |
| 8:00 AM              | 0                       | 0     | 9    | 8     | 0    | 17         | 0                       | 5    | 26   | 2     | 0    | 33         | 0                                   | 0    | 0     | 0     | 0    | 0          | 0                         | 0    | 1    | 1     | 0    | 2          | 52         |
| 8:15 AM              | 0                       | 0     | 12   | 11    | 1    | 23         | 0                       | 13   | 23   | 1     | 0    | 37         | 0                                   | 0    | 0     | 1     | 0    | 1          | 0                         | 0    | 1    | 4     | 1    | 5          | 66         |
| *** BREAK ***        | -                       | -     | -    | -     | -    | -          | -                       | -    | -    | -     | -    | -          | -                                   | -    | -     | -     | -    | -          | -                         | -    | -    | -     | -    | -          | -          |
| Hourly Total         | 0                       | 0     | 21   | 19    | 1    | 40         | 0                       | 18   | 49   | 3     | 0    | 70         | 0                                   | 0    | 0     | 1     | 0    | 1          | 0                         | 0    | 2    | 5     | 1    | 7          | 118        |
| 1:30 PM              | 0                       | 2     | 22   | 8     | 0    | 32         | 0                       | 4    | 24   | 1     | 0    | 29         | 0                                   | 2    | 0     | 0     | 0    | 2          | 0                         | 0    | 1    | 0     | 0    | 1          | 64         |
| 1:45 PM              | 0                       | 1     | 27   | 3     | 0    | 31         | 0                       | 6    | 14   | 2     | 0    | 22         | 0                                   | 2    | 0     | 0     | 0    | 2          | 0                         | 0    | 0    | 1     | 0    | 1          | 56         |
| Hourly Total         | 0                       | 3     | 49   | 11    | 0    | 63         | 0                       | 10   | 38   | 3     | 0    | 51         | 0                                   | 4    | 0     | 0     | 0    | 4          | 0                         | 0    | 1    | 1     | 0    | 2          | 120        |
| 2:00 PM              | 0                       | 0     | 13   | 9     | 0    | 22         | 0                       | 2    | 15   | 2     | 0    | 19         | 0                                   | 0    | 0     | 0     | 0    | 0          | 0                         | 4    | 1    | 1     | 0    | 6          | 47         |
| 2:15 PM              | 0                       | 0     | 20   | 17    | 0    | 37         | 0                       | 4    | 18   | 7     | 0    | 29         | 0                                   | 2    | 0     | 4     | 1    | 6          | 0                         | 3    | 0    | 0     | 0    | 3          | 75         |
| 2:30 PM              | 0                       | 15    | 51   | 16    | 0    | 82         | 0                       | 10   | 29   | 5     | 0    | 44         | 0                                   | 13   | 0     | 10    | 0    | 23         | 0                         | 5    | 1    | 7     | 5    | 13         | 162        |
| 2:45 PM              | 0                       | 2     | 30   | 9     | 0    | 41         | 0                       | 8    | 41   | 4     | 0    | 53         | 0                                   | 13   | 1     | 7     | 0    | 21         | 0                         | 2    | 2    | 5     | 0    | 9          | 124        |
| Hourly Total         | 0                       | 17    | 114  | 51    | 0    | 182        | 0                       | 24   | 103  | 18    | 0    | 145        | 0                                   | 28   | 1     | 21    | 1    | 50         | 0                         | 14   | 4    | 13    | 5    | 31         | 408        |
| 3:00 PM              | 0                       | 1     | 21   | 4     | 0    | 26         | 0                       | 3    | 36   | 3     | 0    | 42         | 0                                   | 2    | 0     | 1     | 0    | 3          | 0                         | 3    | 0    | 0     | 0    | 3          | 74         |
| 3:15 PM              | 0                       | 1     | 22   | 4     | 0    | 27         | 0                       | 7    | 35   | 4     | 0    | 46         | 0                                   | 5    | 0     | 0     | 0    | 5          | 0                         | 0    | 0    | 0     | 0    | 0          | 78         |
| Grand Total          | 0                       | 30    | 278  | 306   | 19   | 614        | 0                       | 238  | 444  | 68    | 0    | 750        | 0                                   | 39   | 1     | 23    | 4    | 63         | 0                         | 26   | 31   | 44    | 7    | 101        | 1528       |
| Approach %           | 0.0                     | 4.9   | 45.3 | 49.8  | -    | -          | 0.0                     | 31.7 | 59.2 | 9.1   | -    | -          | 0.0                                 | 61.9 | 1.6   | 36.5  | -    | -          | 0.0                       | 25.7 | 30.7 | 43.6  | -    | -          | -          |
| Total %              | 0.0                     | 2.0   | 18.2 | 20.0  | -    | 40.2       | 0.0                     | 15.6 | 29.1 | 4.5   | -    | 49.1       | 0.0                                 | 2.6  | 0.1   | 1.5   | -    | 4.1        | 0.0                       | 1.7  | 2.0  | 2.9   | -    | 6.6        | -          |
| Lights               | 0                       | 30    | 272  | 267   | -    | 569        | 0                       | 231  | 421  | 54    | -    | 706        | 0                                   | 35   | 1     | 23    | -    | 59         | 0                         | 25   | 29   | 44    | -    | 98         | 1432       |
| % Lights             | -                       | 100.0 | 97.8 | 87.3  | -    | 92.7       | -                       | 97.1 | 94.8 | 79.4  | -    | 94.1       | -                                   | 89.7 | 100.0 | 100.0 | -    | 93.7       | -                         | 96.2 | 93.5 | 100.0 | -    | 97.0       | 93.7       |
| Buses                | 0                       | 0     | 6    | 39    | -    | 45         | 0                       | 7    | 19   | 14    | -    | 40         | 0                                   | 3    | 0     | 0     | -    | 3          | 0                         | 1    | 1    | 0     | -    | 2          | 90         |
| % Buses              | -                       | 0.0   | 2.2  | 12.7  | -    | 7.3        | -                       | 2.9  | 4.3  | 20.6  | -    | 5.3        | -                                   | 7.7  | 0.0   | 0.0   | -    | 4.8        | -                         | 3.8  | 3.2  | 0.0   | -    | 2.0        | 5.9        |
| Single-Unit Trucks   | 0                       | 0     | 0    | 0     | -    | 0          | 0                       | 0    | 1    | 0     | -    | 1          | 0                                   | 0    | 0     | 0     | -    | 0          | 0                         | 0    | 0    | 0     | -    | 0          | 1          |
| % Single-Unit Trucks | -                       | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                       | 0.0  | 0.2  | 0.0   | -    | 0.1        | -                                   | 0.0  | 0.0   | 0.0   | -    | 0.0        | -                         | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.1        |
| Articulated Trucks   | 0                       | 0     | 0    | 0     | -    | 0          | 0                       | 0    | 3    | 0     | -    | 3          | 0                                   | 0    | 0     | 0     | -    | 0          | 0                         | 0    | 0    | 0     | -    | 0          | 3          |
| % Articulated Trucks | -                       | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                       | 0.0  | 0.7  | 0.0   | -    | 0.4        | -                                   | 0.0  | 0.0   | 0.0   | -    | 0.0        | -                         | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.2        |
| Bicycles on Road     | 0                       | 0     | 0    | 0     | -    | 0          | 0                       | 0    | 0    | 0     | -    | 0          | 0                                   | 1    | 0     | 0     | -    | 1          | 0                         | 0    | 1    | 0     | -    | 1          | 2          |

|                    |   |     |     |     |       |     |   |     |     |     |   |     |   |     |     |     |       |     |   |     |     |     |       |     |     |
|--------------------|---|-----|-----|-----|-------|-----|---|-----|-----|-----|---|-----|---|-----|-----|-----|-------|-----|---|-----|-----|-----|-------|-----|-----|
| % Bicycles on Road | - | 0.0 | 0.0 | 0.0 | -     | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 2.6 | 0.0 | 0.0 | -     | 1.6 | - | 0.0 | 3.2 | 0.0 | -     | 1.0 | 0.1 |
| Pedestrians        | - | -   | -   | -   | 19    | -   | - | -   | -   | -   | 0 | -   | - | -   | -   | -   | 4     | -   | - | -   | -   | -   | 7     | -   | -   |
| % Pedestrians      | - | -   | -   | -   | 100.0 | -   | - | -   | -   | -   | - | -   | - | -   | -   | -   | 100.0 | -   | - | -   | -   | -   | 100.0 | -   | -   |





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Count Name: Wilson Avenue with Lincoln  
Avenue TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 3

### Turning Movement Peak Hour Data (6:45 AM)

| Start Time           | Wilson Avenue Eastbound |          |           |            |           |            | Wilson Avenue Westbound |            |            |           |          |            | High School Access Drive Northbound |          |          |          |          |            | Lincoln Avenue Southbound |          |           |           |          |            | Int. Total |
|----------------------|-------------------------|----------|-----------|------------|-----------|------------|-------------------------|------------|------------|-----------|----------|------------|-------------------------------------|----------|----------|----------|----------|------------|---------------------------|----------|-----------|-----------|----------|------------|------------|
|                      | U-Turn                  | Left     | Thru      | Right      | Peds      | App. Total | U-Turn                  | Left       | Thru       | Right     | Peds     | App. Total | U-Turn                              | Left     | Thru     | Right    | Peds     | App. Total | U-Turn                    | Left     | Thru      | Right     | Peds     | App. Total |            |
| 6:45 AM              | 0                       | 1        | 9         | 32         | 0         | 42         | 0                       | 35         | 26         | 1         | 0        | 62         | 0                                   | 0        | 0        | 0        | 1        | 0          | 0                         | 1        | 2         | 0         | 0        | 3          | 107        |
| 7:00 AM              | 0                       | 0        | 8         | 75         | 0         | 83         | 0                       | 28         | 30         | 19        | 0        | 77         | 0                                   | 0        | 0        | 0        | 0        | 0          | 0                         | 0        | 1         | 1         | 0        | 2          | 162        |
| 7:15 AM              | 0                       | 1        | 8         | 76         | 15        | 85         | 0                       | 52         | 49         | 4         | 0        | 105        | 0                                   | 0        | 0        | 0        | 1        | 0          | 0                         | 4        | 18        | 21        | 0        | 43         | 233        |
| 7:30 AM              | 0                       | 4        | 10        | 21         | 2         | 35         | 0                       | 25         | 40         | 5         | 0        | 70         | 0                                   | 0        | 0        | 0        | 0        | 0          | 0                         | 3        | 1         | 3         | 1        | 7          | 112        |
| <b>Total</b>         | <b>0</b>                | <b>6</b> | <b>35</b> | <b>204</b> | <b>17</b> | <b>245</b> | <b>0</b>                | <b>140</b> | <b>145</b> | <b>29</b> | <b>0</b> | <b>314</b> | <b>0</b>                            | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>0</b>   | <b>0</b>                  | <b>8</b> | <b>22</b> | <b>25</b> | <b>1</b> | <b>55</b>  | <b>614</b> |
| Approach %           | 0.0                     | 2.4      | 14.3      | 83.3       | -         | -          | 0.0                     | 44.6       | 46.2       | 9.2       | -        | -          | 0.0                                 | 0.0      | 0.0      | 0.0      | -        | -          | 0.0                       | 14.5     | 40.0      | 45.5      | -        | -          | -          |
| Total %              | 0.0                     | 1.0      | 5.7       | 33.2       | -         | 39.9       | 0.0                     | 22.8       | 23.6       | 4.7       | -        | 51.1       | 0.0                                 | 0.0      | 0.0      | 0.0      | -        | 0.0        | 0.0                       | 1.3      | 3.6       | 4.1       | -        | 9.0        | -          |
| PHF                  | 0.000                   | 0.375    | 0.875     | 0.671      | -         | 0.721      | 0.000                   | 0.673      | 0.740      | 0.382     | -        | 0.748      | 0.000                               | 0.000    | 0.000    | 0.000    | -        | 0.000      | 0.000                     | 0.500    | 0.306     | 0.298     | -        | 0.320      | 0.659      |
| Lights               | 0                       | 6        | 32        | 183        | -         | 221        | 0                       | 136        | 141        | 18        | -        | 295        | 0                                   | 0        | 0        | 0        | -        | 0          | 0                         | 7        | 21        | 25        | -        | 53         | 569        |
| % Lights             | -                       | 100.0    | 91.4      | 89.7       | -         | 90.2       | -                       | 97.1       | 97.2       | 62.1      | -        | 93.9       | -                                   | -        | -        | -        | -        | -          | -                         | 87.5     | 95.5      | 100.0     | -        | 96.4       | 92.7       |
| Buses                | 0                       | 0        | 3         | 21         | -         | 24         | 0                       | 4          | 4          | 11        | -        | 19         | 0                                   | 0        | 0        | 0        | -        | 0          | 0                         | 1        | 0         | 0         | -        | 1          | 44         |
| % Buses              | -                       | 0.0      | 8.6       | 10.3       | -         | 9.8        | -                       | 2.9        | 2.8        | 37.9      | -        | 6.1        | -                                   | -        | -        | -        | -        | -          | -                         | 12.5     | 0.0       | 0.0       | -        | 1.8        | 7.2        |
| Single-Unit Trucks   | 0                       | 0        | 0         | 0          | -         | 0          | 0                       | 0          | 0          | 0         | -        | 0          | 0                                   | 0        | 0        | 0        | -        | 0          | 0                         | 0        | 0         | 0         | -        | 0          | 0          |
| % Single-Unit Trucks | -                       | 0.0      | 0.0       | 0.0        | -         | 0.0        | -                       | 0.0        | 0.0        | 0.0       | -        | 0.0        | -                                   | -        | -        | -        | -        | -          | -                         | 0.0      | 0.0       | 0.0       | -        | 0.0        | 0.0        |
| Articulated Trucks   | 0                       | 0        | 0         | 0          | -         | 0          | 0                       | 0          | 0          | 0         | -        | 0          | 0                                   | 0        | 0        | 0        | -        | 0          | 0                         | 0        | 0         | 0         | -        | 0          | 0          |
| % Articulated Trucks | -                       | 0.0      | 0.0       | 0.0        | -         | 0.0        | -                       | 0.0        | 0.0        | 0.0       | -        | 0.0        | -                                   | -        | -        | -        | -        | -          | -                         | 0.0      | 0.0       | 0.0       | -        | 0.0        | 0.0        |
| Bicycles on Road     | 0                       | 0        | 0         | 0          | -         | 0          | 0                       | 0          | 0          | 0         | -        | 0          | 0                                   | 0        | 0        | 0        | -        | 0          | 0                         | 0        | 1         | 0         | -        | 1          | 1          |
| % Bicycles on Road   | -                       | 0.0      | 0.0       | 0.0        | -         | 0.0        | -                       | 0.0        | 0.0        | 0.0       | -        | 0.0        | -                                   | -        | -        | -        | -        | -          | -                         | 0.0      | 4.5       | 0.0       | -        | 1.8        | 0.2        |
| Pedestrians          | -                       | -        | -         | -          | 17        | -          | -                       | -          | -          | -         | 0        | -          | -                                   | -        | -        | -        | 2        | -          | -                         | -        | -         | -         | 1        | -          | -          |
| % Pedestrians        | -                       | -        | -         | -          | 100.0     | -          | -                       | -          | -          | -         | -        | -          | -                                   | -        | -        | -        | 100.0    | -          | -                         | -        | -         | -         | 100.0    | -          | -          |

| Start Time           | Wilson Avenue Eastbound |       |       |       |      |            | Wilson Avenue Westbound |       |       |       |      |            | High School Access Drive Northbound |       |       |       |      |            | Lincoln Avenue Southbound |       |       |       |      |            | Int. Total |
|----------------------|-------------------------|-------|-------|-------|------|------------|-------------------------|-------|-------|-------|------|------------|-------------------------------------|-------|-------|-------|------|------------|---------------------------|-------|-------|-------|------|------------|------------|
|                      | U-Turn                  | Left  | Thru  | Right | Peds | App. Total | U-Turn                  | Left  | Thru  | Right | Peds | App. Total | U-Turn                              | Left  | Thru  | Right | Peds | App. Total | U-Turn                    | Left  | Thru  | Right | Peds | App. Total |            |
|                      |                         |       |       |       |      |            |                         |       |       |       |      |            |                                     |       |       |       |      |            |                           |       |       |       |      |            |            |
| 2:30 PM              | 0                       | 15    | 51    | 16    | 0    | 82         | 0                       | 10    | 29    | 5     | 0    | 44         | 0                                   | 13    | 0     | 10    | 0    | 23         | 0                         | 5     | 1     | 7     | 5    | 13         | 162        |
| 2:45 PM              | 0                       | 2     | 30    | 9     | 0    | 41         | 0                       | 8     | 41    | 4     | 0    | 53         | 0                                   | 13    | 1     | 7     | 0    | 21         | 0                         | 2     | 2     | 5     | 0    | 9          | 124        |
| 3:00 PM              | 0                       | 1     | 21    | 4     | 0    | 26         | 0                       | 3     | 36    | 3     | 0    | 42         | 0                                   | 2     | 0     | 1     | 0    | 3          | 0                         | 3     | 0     | 0     | 0    | 3          | 74         |
| 3:15 PM              | 0                       | 1     | 22    | 4     | 0    | 27         | 0                       | 7     | 35    | 4     | 0    | 46         | 0                                   | 5     | 0     | 0     | 0    | 5          | 0                         | 0     | 0     | 0     | 0    | 0          | 78         |
| Total                | 0                       | 19    | 124   | 33    | 0    | 176        | 0                       | 28    | 141   | 16    | 0    | 185        | 0                                   | 33    | 1     | 18    | 0    | 52         | 0                         | 10    | 3     | 12    | 5    | 25         | 438        |
| Approach %           | 0.0                     | 10.8  | 70.5  | 18.8  | -    | -          | 0.0                     | 15.1  | 76.2  | 8.6   | -    | -          | 0.0                                 | 63.5  | 1.9   | 34.6  | -    | -          | 0.0                       | 40.0  | 12.0  | 48.0  | -    | -          | -          |
| Total %              | 0.0                     | 4.3   | 28.3  | 7.5   | -    | 40.2       | 0.0                     | 6.4   | 32.2  | 3.7   | -    | 42.2       | 0.0                                 | 7.5   | 0.2   | 4.1   | -    | 11.9       | 0.0                       | 2.3   | 0.7   | 2.7   | -    | 5.7        | -          |
| PHF                  | 0.000                   | 0.317 | 0.608 | 0.516 | -    | 0.537      | 0.000                   | 0.700 | 0.860 | 0.800 | -    | 0.873      | 0.000                               | 0.635 | 0.250 | 0.450 | -    | 0.565      | 0.000                     | 0.500 | 0.375 | 0.429 | -    | 0.481      | 0.676      |
| Lights               | 0                       | 19    | 123   | 32    | -    | 174        | 0                       | 28    | 126   | 13    | -    | 167        | 0                                   | 30    | 1     | 18    | -    | 49         | 0                         | 10    | 2     | 12    | -    | 24         | 414        |
| % Lights             | -                       | 100.0 | 99.2  | 97.0  | -    | 98.9       | -                       | 100.0 | 89.4  | 81.3  | -    | 90.3       | -                                   | 90.9  | 100.0 | 100.0 | -    | 94.2       | -                         | 100.0 | 66.7  | 100.0 | -    | 96.0       | 94.5       |
| Buses                | 0                       | 0     | 1     | 1     | -    | 2          | 0                       | 0     | 12    | 3     | -    | 15         | 0                                   | 3     | 0     | 0     | -    | 3          | 0                         | 0     | 1     | 0     | -    | 1          | 21         |
| % Buses              | -                       | 0.0   | 0.8   | 3.0   | -    | 1.1        | -                       | 0.0   | 8.5   | 18.8  | -    | 8.1        | -                                   | 9.1   | 0.0   | 0.0   | -    | 5.8        | -                         | 0.0   | 33.3  | 0.0   | -    | 4.0        | 4.8        |
| Single-Unit Trucks   | 0                       | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                         | 0     | 0     | 0     | -    | 0          | 0          |
| % Single-Unit Trucks | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                                   | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                         | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Articulated Trucks   | 0                       | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 3     | 0     | -    | 3          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                         | 0     | 0     | 0     | -    | 0          | 3          |
| % Articulated Trucks | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                       | 0.0   | 2.1   | 0.0   | -    | 1.6        | -                                   | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                         | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.7        |
| Bicycles on Road     | 0                       | 0     | 0     | 0     | -    | 0          | 0                       | 0     | 0     | 0     | -    | 0          | 0                                   | 0     | 0     | 0     | -    | 0          | 0                         | 0     | 0     | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                                   | 0.0   | 0.0   | 0.0   | -    | 0.0        | -                         | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                       | -     | -     | -     | 0    | -          | -                       | -     | -     | -     | 0    | -          | -                                   | -     | -     | -     | 0    | -          | -                         | -     | -     | 5     | -    | -          | -          |
| % Pedestrians        | -                       | -     | -     | -     | -    | -          | -                       | -     | -     | -     | -    | -          | -                                   | -     | -     | -     | -    | -          | -                         | -     | -     | 100.0 | -    | -          | -          |





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Count Name: Wilson Avenue with High School  
West Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Wilson Avenue<br>Eastbound |      |       |      |            | Wilson Avenue<br>Westbound |      |      |      |            | High School Access Drive<br>Northbound |      |       |      |            | Int. Total |
|----------------------|----------------------------|------|-------|------|------------|----------------------------|------|------|------|------------|--|------|-------|------|------------|------------|
|                      | U-Turn                     | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Peds | App. Total | U-Turn                                 | Left | Right | Peds | App. Total |            |
| 6:30 AM              | 0                          | 21   | 3     | 0    | 24         | 0                          | 2    | 17   | 0    | 19         | 0                                      | 0    | 0     | 19   | 0          | 43         |
| 6:45 AM              | 0                          | 42   | 1     | 0    | 43         | 0                          | 1    | 24   | 0    | 25         | 0                                      | 0    | 0     | 22   | 0          | 68         |
| Hourly Total         | 0                          | 63   | 4     | 0    | 67         | 0                          | 3    | 41   | 0    | 44         | 0                                      | 0    | 0     | 41   | 0          | 111        |
| 7:00 AM              | 0                          | 85   | 11    | 0    | 96         | 0                          | 8    | 26   | 0    | 34         | 0                                      | 0    | 1     | 12   | 1          | 131        |
| 7:15 AM              | 0                          | 88   | 28    | 2    | 116        | 0                          | 39   | 37   | 0    | 76         | 0                                      | 6    | 3     | 35   | 9          | 201        |
| 7:30 AM              | 0                          | 18   | 2     | 0    | 20         | 1                          | 2    | 36   | 0    | 39         | 0                                      | 3    | 2     | 1    | 5          | 64         |
| 7:45 AM              | 0                          | 14   | 2     | 0    | 16         | 0                          | 2    | 21   | 0    | 23         | 0                                      | 0    | 0     | 3    | 0          | 39         |
| Hourly Total         | 0                          | 205  | 43    | 2    | 248        | 1                          | 51   | 120  | 0    | 172        | 0                                      | 9    | 6     | 51   | 15         | 435        |
| 8:00 AM              | 0                          | 18   | 1     | 0    | 19         | 0                          | 1    | 21   | 0    | 22         | 0                                      | 0    | 0     | 4    | 0          | 41         |
| 8:15 AM              | 0                          | 25   | 4     | 0    | 29         | 0                          | 8    | 22   | 1    | 30         | 0                                      | 0    | 1     | 2    | 1          | 60         |
| *** BREAK ***        | -                          | -    | -     | -    | -          | -                          | -    | -    | -    | -          | -                                      | -    | -     | -    | -          | -          |
| Hourly Total         | 0                          | 43   | 5     | 0    | 48         | 0                          | 9    | 43   | 1    | 52         | 0                                      | 0    | 1     | 6    | 1          | 101        |
| 1:30 PM              | 0                          | 21   | 3     | 0    | 24         | 0                          | 5    | 19   | 0    | 24         | 0                                      | 6    | 14    | 3    | 20         | 68         |
| 1:45 PM              | 0                          | 16   | 1     | 0    | 17         | 0                          | 0    | 16   | 0    | 16         | 0                                      | 1    | 2     | 0    | 3          | 36         |
| Hourly Total         | 0                          | 37   | 4     | 0    | 41         | 0                          | 5    | 35   | 0    | 40         | 0                                      | 7    | 16    | 3    | 23         | 104        |
| 2:00 PM              | 0                          | 28   | 0     | 0    | 28         | 0                          | 1    | 16   | 0    | 17         | 0                                      | 1    | 0     | 0    | 1          | 46         |
| 2:15 PM              | 0                          | 28   | 7     | 0    | 35         | 3                          | 3    | 16   | 0    | 22         | 0                                      | 3    | 0     | 2    | 3          | 60         |
| 2:30 PM              | 0                          | 59   | 7     | 0    | 66         | 0                          | 4    | 56   | 0    | 60         | 0                                      | 27   | 23    | 48   | 50         | 176        |
| 2:45 PM              | 0                          | 38   | 1     | 0    | 39         | 0                          | 1    | 47   | 0    | 48         | 0                                      | 0    | 2     | 3    | 2          | 89         |
| Hourly Total         | 0                          | 153  | 15    | 0    | 168        | 3                          | 9    | 135  | 0    | 147        | 0                                      | 31   | 25    | 53   | 56         | 371        |
| 3:00 PM              | 0                          | 23   | 0     | 0    | 23         | 0                          | 0    | 38   | 0    | 38         | 0                                      | 1    | 0     | 2    | 1          | 62         |
| 3:15 PM              | 0                          | 28   | 0     | 0    | 28         | 0                          | 0    | 36   | 0    | 36         | 0                                      | 0    | 0     | 0    | 0          | 64         |
| Grand Total          | 0                          | 552  | 71    | 2    | 623        | 4                          | 77   | 448  | 1    | 529        | 0                                      | 48   | 48    | 156  | 96         | 1248       |
| Approach %           | 0.0                        | 88.6 | 11.4  | -    | -          | 0.8                        | 14.6 | 84.7 | -    | -          | 0.0                                    | 50.0 | 50.0  | -    | -          | -          |
| Total %              | 0.0                        | 44.2 | 5.7   | -    | 49.9       | 0.3                        | 6.2  | 35.9 | -    | 42.4       | 0.0                                    | 3.8  | 3.8   | -    | 7.7        | -          |
| Lights               | 0                          | 509  | 69    | -    | 578        | 4                          | 75   | 423  | -    | 502        | 0                                      | 46   | 46    | -    | 92         | 1172       |
| % Lights             | -                          | 92.2 | 97.2  | -    | 92.8       | 100.0                      | 97.4 | 94.4 | -    | 94.9       | -                                      | 95.8 | 95.8  | -    | 95.8       | 93.9       |
| Buses                | 0                          | 43   | 2     | -    | 45         | 0                          | 2    | 20   | -    | 22         | 0                                      | 2    | 2     | -    | 4          | 71         |
| % Buses              | -                          | 7.8  | 2.8   | -    | 7.2        | 0.0                        | 2.6  | 4.5  | -    | 4.2        | -                                      | 4.2  | 4.2   | -    | 4.2        | 5.7        |
| Single-Unit Trucks   | 0                          | 0    | 0     | -    | 0          | 0                          | 0    | 2    | -    | 2          | 0                                      | 0    | 0     | -    | 0          | 2          |
| % Single-Unit Trucks | -                          | 0.0  | 0.0   | -    | 0.0        | 0.0                        | 0.0  | 0.4  | -    | 0.4        | -                                      | 0.0  | 0.0   | -    | 0.0        | 0.2        |
| Articulated Trucks   | 0                          | 0    | 0     | -    | 0          | 0                          | 0    | 3    | -    | 3          | 0                                      | 0    | 0     | -    | 0          | 3          |
| % Articulated Trucks | -                          | 0.0  | 0.0   | -    | 0.0        | 0.0                        | 0.0  | 0.7  | -    | 0.6        | -                                      | 0.0  | 0.0   | -    | 0.0        | 0.2        |
| Bicycles on Road     | 0                          | 0    | 0     | -    | 0          | 0                          | 0    | 0    | -    | 0          | 0                                      | 0    | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                          | 0.0  | 0.0   | -    | 0.0        | 0.0                        | 0.0  | 0.0  | -    | 0.0        | -                                      | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                          | -    | -     | 2    | -          | -                          | -    | -    | 1    | -          | -                                      | -    | -     | 156  | -          | -          |

|               |   |   |   |       |   |   |   |       |   |   |   |       |   |   |
|---------------|---|---|---|-------|---|---|---|-------|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | 100.0 | - | - | - | 100.0 | - | - | - | 100.0 | - | - |
|---------------|---|---|---|-------|---|---|---|-------|---|---|---|-------|---|---|





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Count Name: Wilson Avenue with High School  
West Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 3

### Turning Movement Peak Hour Data (6:45 AM)

| Start Time           | Wilson Avenue Eastbound |            |           |          |            | Wilson Avenue Westbound |           |            |          |            | High School Access Drive Northbound |          |          |           |            | Int. Total |
|----------------------|-------------------------|------------|-----------|----------|------------|-------------------------|-----------|------------|----------|------------|-------------------------------------|----------|----------|-----------|------------|------------|
|                      | U-Turn                  | Thru       | Right     | Peds     | App. Total | U-Turn                  | Left      | Thru       | Peds     | App. Total | U-Turn                              | Left     | Right    | Peds      | App. Total |            |
| 6:45 AM              | 0                       | 42         | 1         | 0        | 43         | 0                       | 1         | 24         | 0        | 25         | 0                                   | 0        | 0        | 22        | 0          | 68         |
| 7:00 AM              | 0                       | 85         | 11        | 0        | 96         | 0                       | 8         | 26         | 0        | 34         | 0                                   | 0        | 1        | 12        | 1          | 131        |
| 7:15 AM              | 0                       | 88         | 28        | 2        | 116        | 0                       | 39        | 37         | 0        | 76         | 0                                   | 6        | 3        | 35        | 9          | 201        |
| 7:30 AM              | 0                       | 18         | 2         | 0        | 20         | 1                       | 2         | 36         | 0        | 39         | 0                                   | 3        | 2        | 1         | 5          | 64         |
| <b>Total</b>         | <b>0</b>                | <b>233</b> | <b>42</b> | <b>2</b> | <b>275</b> | <b>1</b>                | <b>50</b> | <b>123</b> | <b>0</b> | <b>174</b> | <b>0</b>                            | <b>9</b> | <b>6</b> | <b>70</b> | <b>15</b>  | <b>464</b> |
| Approach %           | 0.0                     | 84.7       | 15.3      | -        | -          | 0.6                     | 28.7      | 70.7       | -        | -          | 0.0                                 | 60.0     | 40.0     | -         | -          | -          |
| Total %              | 0.0                     | 50.2       | 9.1       | -        | 59.3       | 0.2                     | 10.8      | 26.5       | -        | 37.5       | 0.0                                 | 1.9      | 1.3      | -         | 3.2        | -          |
| PHF                  | 0.000                   | 0.662      | 0.375     | -        | 0.593      | 0.250                   | 0.321     | 0.831      | -        | 0.572      | 0.000                               | 0.375    | 0.500    | -         | 0.417      | 0.577      |
| Lights               | 0                       | 211        | 40        | -        | 251        | 1                       | 48        | 121        | -        | 170        | 0                                   | 7        | 4        | -         | 11         | 432        |
| % Lights             | -                       | 90.6       | 95.2      | -        | 91.3       | 100.0                   | 96.0      | 98.4       | -        | 97.7       | -                                   | 77.8     | 66.7     | -         | 73.3       | 93.1       |
| Buses                | 0                       | 22         | 2         | -        | 24         | 0                       | 2         | 2          | -        | 4          | 0                                   | 2        | 2        | -         | 4          | 32         |
| % Buses              | -                       | 9.4        | 4.8       | -        | 8.7        | 0.0                     | 4.0       | 1.6        | -        | 2.3        | -                                   | 22.2     | 33.3     | -         | 26.7       | 6.9        |
| Single-Unit Trucks   | 0                       | 0          | 0         | -        | 0          | 0                       | 0         | 0          | -        | 0          | 0                                   | 0        | 0        | -         | 0          | 0          |
| % Single-Unit Trucks | -                       | 0.0        | 0.0       | -        | 0.0        | 0.0                     | 0.0       | 0.0        | -        | 0.0        | -                                   | 0.0      | 0.0      | -         | 0.0        | 0.0        |
| Articulated Trucks   | 0                       | 0          | 0         | -        | 0          | 0                       | 0         | 0          | -        | 0          | 0                                   | 0        | 0        | -         | 0          | 0          |
| % Articulated Trucks | -                       | 0.0        | 0.0       | -        | 0.0        | 0.0                     | 0.0       | 0.0        | -        | 0.0        | -                                   | 0.0      | 0.0      | -         | 0.0        | 0.0        |
| Bicycles on Road     | 0                       | 0          | 0         | -        | 0          | 0                       | 0         | 0          | -        | 0          | 0                                   | 0        | 0        | -         | 0          | 0          |
| % Bicycles on Road   | -                       | 0.0        | 0.0       | -        | 0.0        | 0.0                     | 0.0       | 0.0        | -        | 0.0        | -                                   | 0.0      | 0.0      | -         | 0.0        | 0.0        |
| Pedestrians          | -                       | -          | -         | 2        | -          | -                       | -         | -          | 0        | -          | -                                   | -        | -        | 70        | -          | -          |
| % Pedestrians        | -                       | -          | -         | 100.0    | -          | -                       | -         | -          | -        | -          | -                                   | -        | -        | 100.0     | -          | -          |



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West Access Drive TMC  
Site Code:  
Start Date: 04/04/2024  
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### Turning Movement Peak Hour Data (2:30 PM)

| Start Time           | Wilson Avenue Eastbound |            |          |          |            | Wilson Avenue Westbound |          |            |          |            | High School Access Drive Northbound |           |           |           |            | Int. Total |
|----------------------|-------------------------|------------|----------|----------|------------|-------------------------|----------|------------|----------|------------|-------------------------------------|-----------|-----------|-----------|------------|------------|
|                      | U-Turn                  | Thru       | Right    | Peds     | App. Total | U-Turn                  | Left     | Thru       | Peds     | App. Total | U-Turn                              | Left      | Right     | Peds      | App. Total |            |
| 2:30 PM              | 0                       | 59         | 7        | 0        | 66         | 0                       | 4        | 56         | 0        | 60         | 0                                   | 27        | 23        | 48        | 50         | 176        |
| 2:45 PM              | 0                       | 38         | 1        | 0        | 39         | 0                       | 1        | 47         | 0        | 48         | 0                                   | 0         | 2         | 3         | 2          | 89         |
| 3:00 PM              | 0                       | 23         | 0        | 0        | 23         | 0                       | 0        | 38         | 0        | 38         | 0                                   | 1         | 0         | 2         | 1          | 62         |
| 3:15 PM              | 0                       | 28         | 0        | 0        | 28         | 0                       | 0        | 36         | 0        | 36         | 0                                   | 0         | 0         | 0         | 0          | 64         |
| <b>Total</b>         | <b>0</b>                | <b>148</b> | <b>8</b> | <b>0</b> | <b>156</b> | <b>0</b>                | <b>5</b> | <b>177</b> | <b>0</b> | <b>182</b> | <b>0</b>                            | <b>28</b> | <b>25</b> | <b>53</b> | <b>53</b>  | <b>391</b> |
| Approach %           | 0.0                     | 94.9       | 5.1      | -        | -          | 0.0                     | 2.7      | 97.3       | -        | -          | 0.0                                 | 52.8      | 47.2      | -         | -          | -          |
| Total %              | 0.0                     | 37.9       | 2.0      | -        | 39.9       | 0.0                     | 1.3      | 45.3       | -        | 46.5       | 0.0                                 | 7.2       | 6.4       | -         | 13.6       | -          |
| PHF                  | 0.000                   | 0.627      | 0.286    | -        | 0.591      | 0.000                   | 0.313    | 0.790      | -        | 0.758      | 0.000                               | 0.259     | 0.272     | -         | 0.265      | 0.555      |
| Lights               | 0                       | 146        | 8        | -        | 154        | 0                       | 5        | 160        | -        | 165        | 0                                   | 28        | 25        | -         | 53         | 372        |
| % Lights             | -                       | 98.6       | 100.0    | -        | 98.7       | -                       | 100.0    | 90.4       | -        | 90.7       | -                                   | 100.0     | 100.0     | -         | 100.0      | 95.1       |
| Buses                | 0                       | 2          | 0        | -        | 2          | 0                       | 0        | 15         | -        | 15         | 0                                   | 0         | 0         | -         | 0          | 17         |
| % Buses              | -                       | 1.4        | 0.0      | -        | 1.3        | -                       | 0.0      | 8.5        | -        | 8.2        | -                                   | 0.0       | 0.0       | -         | 0.0        | 4.3        |
| Single-Unit Trucks   | 0                       | 0          | 0        | -        | 0          | 0                       | 0        | 0          | -        | 0          | 0                                   | 0         | 0         | -         | 0          | 0          |
| % Single-Unit Trucks | -                       | 0.0        | 0.0      | -        | 0.0        | -                       | 0.0      | 0.0        | -        | 0.0        | -                                   | 0.0       | 0.0       | -         | 0.0        | 0.0        |
| Articulated Trucks   | 0                       | 0          | 0        | -        | 0          | 0                       | 0        | 2          | -        | 2          | 0                                   | 0         | 0         | -         | 0          | 2          |
| % Articulated Trucks | -                       | 0.0        | 0.0      | -        | 0.0        | -                       | 0.0      | 1.1        | -        | 1.1        | -                                   | 0.0       | 0.0       | -         | 0.0        | 0.5        |
| Bicycles on Road     | 0                       | 0          | 0        | -        | 0          | 0                       | 0        | 0          | -        | 0          | 0                                   | 0         | 0         | -         | 0          | 0          |
| % Bicycles on Road   | -                       | 0.0        | 0.0      | -        | 0.0        | -                       | 0.0      | 0.0        | -        | 0.0        | -                                   | 0.0       | 0.0       | -         | 0.0        | 0.0        |
| Pedestrians          | -                       | -          | -        | 0        | -          | -                       | -        | -          | 0        | -          | -                                   | -         | -         | 53        | -          | -          |
| % Pedestrians        | -                       | -          | -        | -        | -          | -                       | -        | -          | -        | -          | -                                   | -         | -         | 100.0     | -          | -          |





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Street TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 1

## Turning Movement Data

| Start Time           | Wilson Avenue<br>Eastbound |       |      |      |            | Wilson Avenue<br>Westbound |      |       |      |            | Elizabeth Street<br>Southbound |      |       |      |            | Int. Total |
|----------------------|----------------------------|-------|------|------|------------|----------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|------------|
|                      | U-Turn                     | Left  | Thru | Peds | App. Total | U-Turn                     | Thru | Right | Peds | App. Total | U-Turn                         | Left | Right | Peds | App. Total |            |
| 6:30 AM              | 0                          | 1     | 16   | 1    | 17         | 0                          | 14   | 0     | 0    | 14         | 0                              | 3    | 0     | 1    | 3          | 34         |
| 6:45 AM              | 0                          | 1     | 33   | 0    | 34         | 0                          | 19   | 4     | 0    | 23         | 0                              | 5    | 2     | 0    | 7          | 64         |
| Hourly Total         | 0                          | 2     | 49   | 1    | 51         | 0                          | 33   | 4     | 0    | 37         | 0                              | 8    | 2     | 1    | 10         | 98         |
| 7:00 AM              | 0                          | 0     | 76   | 1    | 76         | 0                          | 25   | 2     | 0    | 27         | 0                              | 20   | 1     | 0    | 21         | 124        |
| 7:15 AM              | 0                          | 3     | 91   | 17   | 94         | 0                          | 32   | 6     | 1    | 38         | 0                              | 23   | 3     | 1    | 26         | 158        |
| 7:30 AM              | 0                          | 1     | 27   | 1    | 28         | 0                          | 41   | 3     | 0    | 44         | 0                              | 5    | 3     | 1    | 8          | 80         |
| 7:45 AM              | 0                          | 3     | 13   | 0    | 16         | 0                          | 22   | 1     | 0    | 23         | 0                              | 2    | 2     | 0    | 4          | 43         |
| Hourly Total         | 0                          | 7     | 207  | 19   | 214        | 0                          | 120  | 12    | 1    | 132        | 0                              | 50   | 9     | 2    | 59         | 405        |
| 8:00 AM              | 0                          | 2     | 18   | 0    | 20         | 0                          | 22   | 3     | 0    | 25         | 0                              | 1    | 2     | 0    | 3          | 48         |
| 8:15 AM              | 0                          | 4     | 20   | 1    | 24         | 0                          | 17   | 3     | 0    | 20         | 0                              | 6    | 2     | 0    | 8          | 52         |
| *** BREAK ***        | -                          | -     | -    | -    | -          | -                          | -    | -     | -    | -          | -                              | -    | -     | -    | -          | -          |
| Hourly Total         | 0                          | 6     | 38   | 1    | 44         | 0                          | 39   | 6     | 0    | 45         | 0                              | 7    | 4     | 0    | 11         | 100        |
| 1:30 PM              | 0                          | 0     | 21   | 0    | 21         | 0                          | 18   | 3     | 0    | 21         | 0                              | 2    | 0     | 0    | 2          | 44         |
| 1:45 PM              | 0                          | 0     | 15   | 0    | 15         | 0                          | 22   | 3     | 0    | 25         | 0                              | 0    | 2     | 0    | 2          | 42         |
| Hourly Total         | 0                          | 0     | 36   | 0    | 36         | 0                          | 40   | 6     | 0    | 46         | 0                              | 2    | 2     | 0    | 4          | 86         |
| 2:00 PM              | 0                          | 0     | 21   | 0    | 21         | 0                          | 11   | 3     | 0    | 14         | 0                              | 2    | 0     | 0    | 2          | 37         |
| 2:15 PM              | 0                          | 2     | 34   | 0    | 36         | 0                          | 13   | 4     | 0    | 17         | 0                              | 4    | 3     | 0    | 7          | 60         |
| 2:30 PM              | 0                          | 4     | 36   | 0    | 40         | 0                          | 49   | 13    | 1    | 62         | 0                              | 16   | 5     | 2    | 21         | 123        |
| 2:45 PM              | 0                          | 1     | 29   | 0    | 30         | 0                          | 52   | 12    | 2    | 64         | 0                              | 6    | 3     | 0    | 9          | 103        |
| Hourly Total         | 0                          | 7     | 120  | 0    | 127        | 0                          | 125  | 32    | 3    | 157        | 0                              | 28   | 11    | 2    | 39         | 323        |
| 3:00 PM              | 0                          | 1     | 20   | 0    | 21         | 0                          | 32   | 7     | 13   | 39         | 0                              | 2    | 0     | 0    | 2          | 62         |
| 3:15 PM              | 0                          | 2     | 20   | 0    | 22         | 0                          | 37   | 1     | 1    | 38         | 0                              | 5    | 2     | 0    | 7          | 67         |
| Grand Total          | 0                          | 25    | 490  | 21   | 515        | 0                          | 426  | 68    | 18   | 494        | 0                              | 102  | 30    | 5    | 132        | 1141       |
| Approach %           | 0.0                        | 4.9   | 95.1 | -    | -          | 0.0                        | 86.2 | 13.8  | -    | -          | 0.0                            | 77.3 | 22.7  | -    | -          | -          |
| Total %              | 0.0                        | 2.2   | 42.9 | -    | 45.1       | 0.0                        | 37.3 | 6.0   | -    | 43.3       | 0.0                            | 8.9  | 2.6   | -    | 11.6       | -          |
| Lights               | 0                          | 25    | 451  | -    | 476        | 0                          | 404  | 62    | -    | 466        | 0                              | 98   | 29    | -    | 127        | 1069       |
| % Lights             | -                          | 100.0 | 92.0 | -    | 92.4       | -                          | 94.8 | 91.2  | -    | 94.3       | -                              | 96.1 | 96.7  | -    | 96.2       | 93.7       |
| Buses                | 0                          | 0     | 38   | -    | 38         | 0                          | 18   | 5     | -    | 23         | 0                              | 4    | 0     | -    | 4          | 65         |
| % Buses              | -                          | 0.0   | 7.8  | -    | 7.4        | -                          | 4.2  | 7.4   | -    | 4.7        | -                              | 3.9  | 0.0   | -    | 3.0        | 5.7        |
| Single-Unit Trucks   | 0                          | 0     | 1    | -    | 1          | 0                          | 1    | 1     | -    | 2          | 0                              | 0    | 1     | -    | 1          | 4          |
| % Single-Unit Trucks | -                          | 0.0   | 0.2  | -    | 0.2        | -                          | 0.2  | 1.5   | -    | 0.4        | -                              | 0.0  | 3.3   | -    | 0.8        | 0.4        |
| Articulated Trucks   | 0                          | 0     | 0    | -    | 0          | 0                          | 3    | 0     | -    | 3          | 0                              | 0    | 0     | -    | 0          | 3          |
| % Articulated Trucks | -                          | 0.0   | 0.0  | -    | 0.0        | -                          | 0.7  | 0.0   | -    | 0.6        | -                              | 0.0  | 0.0   | -    | 0.0        | 0.3        |
| Bicycles on Road     | 0                          | 0     | 0    | -    | 0          | 0                          | 0    | 0     | -    | 0          | 0                              | 0    | 0     | -    | 0          | 0          |
| % Bicycles on Road   | -                          | 0.0   | 0.0  | -    | 0.0        | -                          | 0.0  | 0.0   | -    | 0.0        | -                              | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Pedestrians          | -                          | -     | -    | 21   | -          | -                          | -    | -     | 18   | -          | -                              | -    | -     | 5    | -          | -          |

|               |   |   |   |       |   |   |   |       |   |   |   |       |   |   |
|---------------|---|---|---|-------|---|---|---|-------|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | 100.0 | - | - | - | 100.0 | - | - | - | 100.0 | - | - |
|---------------|---|---|---|-------|---|---|---|-------|---|---|---|-------|---|---|





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Street TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 3

### Turning Movement Peak Hour Data (6:45 AM)

| Start Time           | Wilson Avenue Eastbound |          |            |           |            | Wilson Avenue Westbound |            |           |          |            | Elizabeth Street Southbound |           |          |          |            | Int. Total |
|----------------------|-------------------------|----------|------------|-----------|------------|-------------------------|------------|-----------|----------|------------|-----------------------------|-----------|----------|----------|------------|------------|
|                      | U-Turn                  | Left     | Thru       | Peds      | App. Total | U-Turn                  | Thru       | Right     | Peds     | App. Total | U-Turn                      | Left      | Right    | Peds     | App. Total |            |
| 6:45 AM              | 0                       | 1        | 33         | 0         | 34         | 0                       | 19         | 4         | 0        | 23         | 0                           | 5         | 2        | 0        | 7          | 64         |
| 7:00 AM              | 0                       | 0        | 76         | 1         | 76         | 0                       | 25         | 2         | 0        | 27         | 0                           | 20        | 1        | 0        | 21         | 124        |
| 7:15 AM              | 0                       | 3        | 91         | 17        | 94         | 0                       | 32         | 6         | 1        | 38         | 0                           | 23        | 3        | 1        | 26         | 158        |
| 7:30 AM              | 0                       | 1        | 27         | 1         | 28         | 0                       | 41         | 3         | 0        | 44         | 0                           | 5         | 3        | 1        | 8          | 80         |
| <b>Total</b>         | <b>0</b>                | <b>5</b> | <b>227</b> | <b>19</b> | <b>232</b> | <b>0</b>                | <b>117</b> | <b>15</b> | <b>1</b> | <b>132</b> | <b>0</b>                    | <b>53</b> | <b>9</b> | <b>2</b> | <b>62</b>  | <b>426</b> |
| Approach %           | 0.0                     | 2.2      | 97.8       | -         | -          | 0.0                     | 88.6       | 11.4      | -        | -          | 0.0                         | 85.5      | 14.5     | -        | -          | -          |
| Total %              | 0.0                     | 1.2      | 53.3       | -         | 54.5       | 0.0                     | 27.5       | 3.5       | -        | 31.0       | 0.0                         | 12.4      | 2.1      | -        | 14.6       | -          |
| PHF                  | 0.000                   | 0.417    | 0.624      | -         | 0.617      | 0.000                   | 0.713      | 0.625     | -        | 0.750      | 0.000                       | 0.576     | 0.750    | -        | 0.596      | 0.674      |
| Lights               | 0                       | 5        | 207        | -         | 212        | 0                       | 113        | 15        | -        | 128        | 0                           | 52        | 9        | -        | 61         | 401        |
| % Lights             | -                       | 100.0    | 91.2       | -         | 91.4       | -                       | 96.6       | 100.0     | -        | 97.0       | -                           | 98.1      | 100.0    | -        | 98.4       | 94.1       |
| Buses                | 0                       | 0        | 20         | -         | 20         | 0                       | 4          | 0         | -        | 4          | 0                           | 1         | 0        | -        | 1          | 25         |
| % Buses              | -                       | 0.0      | 8.8        | -         | 8.6        | -                       | 3.4        | 0.0       | -        | 3.0        | -                           | 1.9       | 0.0      | -        | 1.6        | 5.9        |
| Single-Unit Trucks   | 0                       | 0        | 0          | -         | 0          | 0                       | 0          | 0         | -        | 0          | 0                           | 0         | 0        | -        | 0          | 0          |
| % Single-Unit Trucks | -                       | 0.0      | 0.0        | -         | 0.0        | -                       | 0.0        | 0.0       | -        | 0.0        | -                           | 0.0       | 0.0      | -        | 0.0        | 0.0        |
| Articulated Trucks   | 0                       | 0        | 0          | -         | 0          | 0                       | 0          | 0         | -        | 0          | 0                           | 0         | 0        | -        | 0          | 0          |
| % Articulated Trucks | -                       | 0.0      | 0.0        | -         | 0.0        | -                       | 0.0        | 0.0       | -        | 0.0        | -                           | 0.0       | 0.0      | -        | 0.0        | 0.0        |
| Bicycles on Road     | 0                       | 0        | 0          | -         | 0          | 0                       | 0          | 0         | -        | 0          | 0                           | 0         | 0        | -        | 0          | 0          |
| % Bicycles on Road   | -                       | 0.0      | 0.0        | -         | 0.0        | -                       | 0.0        | 0.0       | -        | 0.0        | -                           | 0.0       | 0.0      | -        | 0.0        | 0.0        |
| Pedestrians          | -                       | -        | -          | 19        | -          | -                       | -          | -         | 1        | -          | -                           | -         | -        | 2        | -          | -          |
| % Pedestrians        | -                       | -        | -          | 100.0     | -          | -                       | -          | -         | 100.0    | -          | -                           | -         | -        | 100.0    | -          | -          |



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Street TMC  
Site Code:  
Start Date: 04/04/2024  
Page No: 4

### Turning Movement Peak Hour Data (2:30 PM)

| Start Time           | Wilson Avenue<br>Eastbound |          |            |          |            | Wilson Avenue<br>Westbound |            |           |           |            | Elizabeth Street<br>Southbound |           |           |          |            | Int. Total |
|----------------------|----------------------------|----------|------------|----------|------------|----------------------------|------------|-----------|-----------|------------|--------------------------------|-----------|-----------|----------|------------|------------|
|                      | U-Turn                     | Left     | Thru       | Peds     | App. Total | U-Turn                     | Thru       | Right     | Peds      | App. Total | U-Turn                         | Left      | Right     | Peds     | App. Total |            |
| 2:30 PM              | 0                          | 4        | 36         | 0        | 40         | 0                          | 49         | 13        | 1         | 62         | 0                              | 16        | 5         | 2        | 21         | 123        |
| 2:45 PM              | 0                          | 1        | 29         | 0        | 30         | 0                          | 52         | 12        | 2         | 64         | 0                              | 6         | 3         | 0        | 9          | 103        |
| 3:00 PM              | 0                          | 1        | 20         | 0        | 21         | 0                          | 32         | 7         | 13        | 39         | 0                              | 2         | 0         | 0        | 2          | 62         |
| 3:15 PM              | 0                          | 2        | 20         | 0        | 22         | 0                          | 37         | 1         | 1         | 38         | 0                              | 5         | 2         | 0        | 7          | 67         |
| <b>Total</b>         | <b>0</b>                   | <b>8</b> | <b>105</b> | <b>0</b> | <b>113</b> | <b>0</b>                   | <b>170</b> | <b>33</b> | <b>17</b> | <b>203</b> | <b>0</b>                       | <b>29</b> | <b>10</b> | <b>2</b> | <b>39</b>  | <b>355</b> |
| Approach %           | 0.0                        | 7.1      | 92.9       | -        | -          | 0.0                        | 83.7       | 16.3      | -         | -          | 0.0                            | 74.4      | 25.6      | -        | -          | -          |
| Total %              | 0.0                        | 2.3      | 29.6       | -        | 31.8       | 0.0                        | 47.9       | 9.3       | -         | 57.2       | 0.0                            | 8.2       | 2.8       | -        | 11.0       | -          |
| PHF                  | 0.000                      | 0.500    | 0.729      | -        | 0.706      | 0.000                      | 0.817      | 0.635     | -         | 0.793      | 0.000                          | 0.453     | 0.500     | -        | 0.464      | 0.722      |
| Lights               | 0                          | 8        | 104        | -        | 112        | 0                          | 156        | 28        | -         | 184        | 0                              | 28        | 10        | -        | 38         | 334        |
| % Lights             | -                          | 100.0    | 99.0       | -        | 99.1       | -                          | 91.8       | 84.8      | -         | 90.6       | -                              | 96.6      | 100.0     | -        | 97.4       | 94.1       |
| Buses                | 0                          | 0        | 1          | -        | 1          | 0                          | 11         | 5         | -         | 16         | 0                              | 1         | 0         | -        | 1          | 18         |
| % Buses              | -                          | 0.0      | 1.0        | -        | 0.9        | -                          | 6.5        | 15.2      | -         | 7.9        | -                              | 3.4       | 0.0       | -        | 2.6        | 5.1        |
| Single-Unit Trucks   | 0                          | 0        | 0          | -        | 0          | 0                          | 0          | 0         | -         | 0          | 0                              | 0         | 0         | -        | 0          | 0          |
| % Single-Unit Trucks | -                          | 0.0      | 0.0        | -        | 0.0        | -                          | 0.0        | 0.0       | -         | 0.0        | -                              | 0.0       | 0.0       | -        | 0.0        | 0.0        |
| Articulated Trucks   | 0                          | 0        | 0          | -        | 0          | 0                          | 3          | 0         | -         | 3          | 0                              | 0         | 0         | -        | 0          | 3          |
| % Articulated Trucks | -                          | 0.0      | 0.0        | -        | 0.0        | -                          | 1.8        | 0.0       | -         | 1.5        | -                              | 0.0       | 0.0       | -        | 0.0        | 0.8        |
| Bicycles on Road     | 0                          | 0        | 0          | -        | 0          | 0                          | 0          | 0         | -         | 0          | 0                              | 0         | 0         | -        | 0          | 0          |
| % Bicycles on Road   | -                          | 0.0      | 0.0        | -        | 0.0        | -                          | 0.0        | 0.0       | -         | 0.0        | -                              | 0.0       | 0.0       | -        | 0.0        | 0.0        |
| Pedestrians          | -                          | -        | -          | 0        | -          | -                          | -          | -         | 17        | -          | -                              | -         | -         | 2        | -          | -          |
| % Pedestrians        | -                          | -        | -          | -        | -          | -                          | -          | -         | 100.0     | -          | -                              | -         | -         | 100.0    | -          | -          |



Drop-Off/Pick-Up Peak Queue Aerial Images



**Weekday Morning Peak Queue – Wilson Avenue**

**Figure A**



**Weekday Morning Peak Queue – Main Street**

**Figure B**





**Weekday Afternoon Peak Queue – Main Street**

**Figure C**



**Inbound Movements During Afternoon Queuing**

**Figure D**





**Weekday Afternoon Peak Queue – Wilson Avenue**

**Figure E**



**Weekday Afternoon Peak Queue – Lincoln Avenue**

**Figure F**





**Weekday Afternoon Dismissal Queue – Wilson Avenue**

**Figure G**

## Level of Service Criteria



## LEVEL OF SERVICE CRITERIA

| Signalized Intersections   |  |  |
|----------------------------|--|--|
| Level of Service           | Interpretation   | Average Control Delay<br>(seconds per vehicle) |
| A                          | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.  | ≤10  |
| B                          | Good progression, with more vehicles stopping than for Level of Service A.   | >10 - 20                                       |
| C                          | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | >20 - 35                                       |
| D                          | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.   | >35 - 55                                       |
| E                          | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.   | >55 - 80                                       |
| F                          | The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.  | >80.0  |
| Unsignalized Intersections |  |  |
| Level of Service           | Average Total Delay (SEC/VEH)  |  |
| A                          | 0 - 10   |  |
| B                          | > 10 - 15  |  |
| C                          | > 15 - 25  |  |
| D                          | > 25 - 35  |  |
| E                          | > 35 - 50  |  |
| F                          | > 50   |  |

Source: *Highway Capacity Manual*, 2010.






















Capacity Analysis Summary Reports  
Weekday Morning Peak Hour – Existing Conditions



# Lanes, Volumes, Timings

## 1: Main Street & Wilson Avenue













04/29/2024

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)    | 107   | 29  | 112   | 84  | 58  | 32  | 74  | 457   | 28  | 42  | 591   | 85  |
| Future Volume (vph)     | 107   | 29  | 112   | 84  | 58  | 32  | 74  | 457   | 28  | 42  | 591   | 85  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 100   |   | 0   | 165   |   | 0   | 150   |   | 0   | 110   |   | 0   |
| Storage Lanes           | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 100   |   |   | 200   |   |   | 110   |   |   | 90  |   |   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         | 1.00  | 0.98  |   | 0.99  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                     |   | 0.877   |   |   | 0.950   |   |   | 0.989   |   |   | 0.977   |   |
| Flt Protected           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (prot)       | 1671  | 1545  | 0   | 1719  | 1728  | 0   | 1752  | 3457  | 0   | 1770  | 3410  | 0   |
| Flt Permitted           | 0.605   |   |   | 0.396   |   |   | 0.193   |   |   | 0.342   |   |   |
| Satd. Flow (perm)       | 1063  | 1545  | 0   | 708   | 1728  | 0   | 356   | 3457  | 0   | 636   | 3410  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 167   |   |   | 25  |   |   | 9   |   |   | 22  |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |   | 35  |   |   | 35  |   |
| Link Distance (ft)      |   | 291   |   |   | 419   |   |   | 247   |   |   | 516   |   |
| Travel Time (s)         |   | 7.9   |   |   | 9.5   |   |   | 4.8   |   |   | 10.1  |   |
| Confl. Peds. (#/hr)     | 1   |   | 14  | 14  |   | 1   | 4   |   | 3   | 3   |   | 4   |
| Confl. Bikes (#/hr)     |   |   |   |   |   |   |   |   | 1   |   |   |   |
| Peak Hour Factor        | 0.54  | 0.78  | 0.67  | 0.64  | 0.66  | 0.73  | 0.62  | 0.65  | 0.50  | 0.88  | 0.70  | 0.56  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 8%  | 7%  | 5%  | 5%  | 3%  | 6%  | 3%  | 3%  | 4%  | 2%  | 3%  | 3%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 198   | 204   | 0   | 131   | 132   | 0   | 119   | 759   | 0   | 48  | 996   | 0   |
| Turn Type               | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases        | 4   |   |   | 8   |   |   | 2   |   |   | 6   |   |   |
| Detector Phase          | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 3.0   | 8.0   |   | 3.0   | 8.0   |   | 3.0   | 15.0  |   | 3.0   | 15.0  |   |
| Minimum Split (s)       | 6.5   | 33.0  |   | 6.5   | 33.0  |   | 6.5   | 39.0  |   | 6.5   | 38.0  |   |
| Total Split (s)         | 13.0  | 34.0  |   | 13.0  | 34.0  |   | 15.0  | 40.0  |   | 13.0  | 38.0  |   |
| Total Split (%)         | 13.0%   | 34.0%   |   | 13.0%   | 34.0%   |   | 15.0%   | 40.0%   |   | 13.0%   | 38.0%   |   |
| Yellow Time (s)         | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   |
| All-Red Time (s)        | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Lost Time (s)     | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   |
| Recall Mode             | None  | None  |   | None  | None  |   | None  | C-Max   |   | None  | C-Max   |   |
| Act Effect Green (s)    | 25.1  | 13.1  |   | 24.2  | 12.7  |   | 64.0  | 56.0  |   | 59.7  | 50.7  |   |
| Actuated g/C Ratio      | 0.25  | 0.13  |   | 0.24  | 0.13  |   | 0.64  | 0.56  |   | 0.60  | 0.51  |   |

# Lanes, Volumes, Timings

## 1: Main Street & Wilson Avenue

04/29/2024

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| v/c Ratio               | 0.61  | 0.59  |   | 0.50  | 0.55  |   | 0.35   | 0.39  |   | 0.11  | 0.57  |   |
| Control Delay           | 38.0  | 17.2  |   | 34.0  | 41.1  |   | 9.0  | 13.7  |   | 8.0   | 19.3  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0  | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 38.0  | 17.2  |   | 34.0  | 41.1  |   | 9.0  | 13.7  |   | 8.0   | 19.3  |   |
| LOS                     | D   | B   |   | C   | D   |   | A  | B   |   | A   | B   |   |
| Approach Delay          |   | 27.4  |   |   | 37.5  |   |  | 13.0  |   |   | 18.8  |   |
| Approach LOS            |   | C   |   |   | D   |   |  | B   |   |   | B   |   |
| Queue Length 50th (ft)  | 103   | 21  |   | 65  | 64  |   | 16   | 150   |   | 10  | 216   |   |
| Queue Length 95th (ft)  | 86  | 58  |   | 73  | 79  |   | 28   | 147   |   | 26  | 225   |   |
| Internal Link Dist (ft) |   | 211   |   |   | 339   |   |  | 167   |   |   | 436   |   |
| Turn Bay Length (ft)    | 100   |   |   | 165   |   |   | 150  |   |   | 110   |   |   |
| Base Capacity (vph)     | 324   | 552   |   | 270   | 501   |   | 391  | 1939  |   | 506   | 1738  |   |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.61  | 0.37  |   | 0.49  | 0.26  |   | 0.30   | 0.39  |   | 0.09  | 0.57  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 20.1









Intersection LOS: C

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Wilson Avenue

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 13 s   | 40 s   | 13 s   | 34 s   |
|  Ø5 |  Ø6 (R) |  Ø7 |  Ø8 |
| 15 s   | 38 s   | 13 s   | 34 s   |



## Lanes, Volumes, Timings

### 2: Main Street & Signalized Access Drive

04/29/2024

| Lane Group              | EBL   | EBR   | NBL   | NBT   | SBT   | SBR  | Ø3 |
|-------------------------|-------|-------|-------|-------|-------|------|----|
| Lane Configurations     |       |       |       |       |       |      |    |
| Traffic Volume (vph)    | 14    | 28    | 106   | 494   | 736   | 43   |    |
| Future Volume (vph)     | 14    | 28    | 106   | 494   | 736   | 43   |    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 2000  | 1900  | 1900 |    |
| Lane Width (ft)         | 12    | 12    | 11    | 11    | 11    | 11   |    |
| Grade (%)               | 0%    |       |       | 0%    | 0%    |      |    |
| Storage Length (ft)     | 60    | 0     | 95    |       |       | 0    |    |
| Storage Lanes           | 1     | 1     | 1     |       |       | 0    |    |
| Taper Length (ft)       | 55    |       | 110   |       |       |      |    |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 0.95 |    |
| Ped Bike Factor         | 0.99  |       |       |       | 1.00  |      |    |
| Frt                     |       | 0.850 |       |       | 0.987 |      |    |
| Flt Protected           | 0.950 |       | 0.950 |       |       |      |    |
| Satd. Flow (prot)       | 1687  | 1553  | 1711  | 3601  | 3340  | 0    |    |
| Flt Permitted           | 0.950 |       | 0.201 |       |       |      |    |
| Satd. Flow (perm)       | 1667  | 1553  | 362   | 3601  | 3340  | 0    |    |
| Right Turn on Red       |       | Yes   |       |       |       | Yes  |    |
| Satd. Flow (RTOR)       |       | 70    |       |       | 10    |      |    |
| Link Speed (mph)        | 15    |       |       | 35    | 35    |      |    |
| Link Distance (ft)      | 509   |       |       | 375   | 98    |      |    |
| Travel Time (s)         | 23.1  |       |       | 7.3   | 1.9   |      |    |
| Confl. Peds. (#/hr)     | 4     |       | 11    |       |       | 11   |    |
| Confl. Bikes (#/hr)     |       |       |       |       |       |      |    |
| Peak Hour Factor        | 0.44  | 0.40  | 0.54  | 0.73  | 0.69  | 0.43 |    |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100% |    |
| Heavy Vehicles (%)      | 7%    | 4%    | 2%    | 2%    | 3%    | 0%   |    |
| Bus Blockages (#/hr)    | 0     | 0     | 0     | 0     | 0     | 0    |    |
| Parking (#/hr)          |       |       |       |       |       |      |    |
| Mid-Block Traffic (%)   | 0%    |       |       | 0%    | 0%    |      |    |
| Shared Lane Traffic (%) |       |       |       |       |       |      |    |
| Lane Group Flow (vph)   | 32    | 70    | 196   | 677   | 1167  | 0    |    |
| Turn Type               | Prot  | pm+ov | pm+pt | NA    | NA    |      |    |
| Protected Phases        | 4     | 5     | 5     | 2     | 6     | 3    |    |
| Permitted Phases        |       | 4     | 2     |       |       |      |    |
| Detector Phase          | 4     | 5     | 5     | 2     | 6     |      |    |
| Switch Phase            |       |       |       |       |       |      |    |
| Minimum Initial (s)     | 8.0   | 3.0   | 3.0   | 15.0  | 15.0  | 8.0  |    |
| Minimum Split (s)       | 16.0  | 6.5   | 6.5   | 26.0  | 29.0  | 32.0 |    |
| Total Split (s)         | 16.0  | 15.0  | 15.0  | 52.0  | 37.0  | 32.0 |    |
| Total Split (%)         | 16.0% | 15.0% | 15.0% | 52.0% | 37.0% | 32%  |    |
| Yellow Time (s)         | 4.5   | 3.0   | 3.0   | 4.5   | 4.5   | 4.0  |    |
| All-Red Time (s)        | 1.5   | 0.0   | 0.0   | 1.5   | 1.5   | 0.0  |    |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |    |
| Total Lost Time (s)     | 6.0   | 3.0   | 3.0   | 6.0   | 6.0   |      |    |
| Lead/Lag                | Lag   | Lead  | Lead  |       | Lag   | Lead |    |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   |       | Yes   | Yes  |    |
| Recall Mode             | None  | None  | None  | C-Max | C-Max | None |    |
| Act Effect Green (s)    | 9.5   | 18.7  | 87.1  | 86.5  | 72.3  |      |    |
| Actuated g/C Ratio      | 0.10  | 0.19  | 0.87  | 0.86  | 0.72  |      |    |

24-093 - Glenbard East High School - Lombard  
Existing Weekday Morning Peak Hour

Synchro 11 Report

## Lanes, Volumes, Timings

### 2: Main Street & Signalized Access Drive

04/29/2024



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR | Ø3 |
|-------------------------|------|------|------|------|------|-----|----|
| v/c Ratio               | 0.20 | 0.20 | 0.45 | 0.22 | 0.48 |     |    |
| Control Delay           | 44.1 | 7.8  | 5.1  | 2.4  | 7.3  |     |    |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |    |
| Total Delay             | 44.1 | 7.8  | 5.1  | 2.4  | 7.3  |     |    |
| LOS                     | D    | A    | A    | A    | A    |     |    |
| Approach Delay          | 19.2 |      |      | 3.0  | 7.3  |     |    |
| Approach LOS            | B    |      |      | A    | A    |     |    |
| Queue Length 50th (ft)  | 19   | 0    | 19   | 46   | 126  |     |    |
| Queue Length 95th (ft)  | 23   | 0    | 21   | 54   | 169  |     |    |
| Internal Link Dist (ft) | 429  |      |      | 295  | 18   |     |    |
| Turn Bay Length (ft)    | 60   |      | 95   |      |      |     |    |
| Base Capacity (vph)     | 175  | 400  | 483  | 3116 | 2417 |     |    |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    |     |    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |     |    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |     |    |
| Reduced v/c Ratio       | 0.18 | 0.17 | 0.41 | 0.22 | 0.48 |     |    |

#### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 6.1

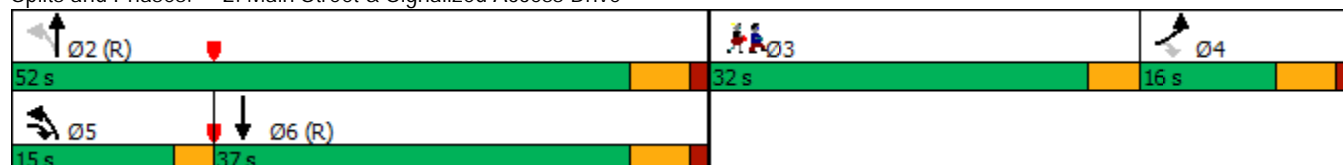
Intersection LOS: A

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Main Street & Signalized Access Drive














# HCM 6th TWSC

## 3: Main Street & South Outbound Only Access Drive

04/29/2024

| Intersection               |   |   |       |   |   |                                |
|----------------------------|---|---|-------|---|---|--------------------------------|
| Int Delay, s/veh           | 1.6   |   |       |   |   |                                |
| Movement                   | EBL   | EBR   | NBL   | NBT   | SBT   | SBR                            |
| Lane Configurations        |  |  |       |   |   |                                |
| Traffic Vol, veh/h         | 50  | 77  | 0     | 508   | 702   | 0                              |
| Future Vol, veh/h          | 50  | 77  | 0     | 508   | 702   | 0                              |
| Conflicting Peds, #/hr     | 0   | 0   | 3     | 0   | 0   | 3                              |
| Sign Control               | Stop  | Stop  | Free  | Free  | Free  | Free                           |
| RT Channelized             | -   | None  | -     | None  | -   | None                           |
| Storage Length             | 0   | 0   | -     | -   | -   | -                              |
| Veh in Median Storage, #   | 0   | -   | -     | 0   | 0   | -                              |
| Grade, %                   | 0   | -   | -     | 0   | 0   | -                              |
| Peak Hour Factor           | 50  | 50  | 100   | 73  | 69  | 100                            |
| Heavy Vehicles, %          | 2   | 0   | 0     | 2   | 3   | 0                              |
| Mvmt Flow                  | 100   | 154   | 0     | 696   | 1017  | 0                              |
|                            |   |   |       |   |   |                                |
| Major/Minor                | Minor2  | Major1  |       | Major2  |   |                                |
| Conflicting Flow All       | 1365  | 509   | -     | 0   | -   | 0                              |
| Stage 1                    | 1017  | -   | -     | -   | -   | -                              |
| Stage 2                    | 348   | -   | -     | -   | -   | -                              |
| Critical Hdwy              | 6.84  | 6.9   | -     | -   | -   | -                              |
| Critical Hdwy Stg 1        | 5.84  | -   | -     | -   | -   | -                              |
| Critical Hdwy Stg 2        | 5.84  | -   | -     | -   | -   | -                              |
| Follow-up Hdwy             | 3.52  | 3.3   | -     | -   | -   | -                              |
| Pot Cap-1 Maneuver         | *420  | *803  | 0     | -   | -   | 0                              |
| Stage 1                    | *529  | -   | 0     | -   | -   | 0                              |
| Stage 2                    | *879  | -   | 0     | -   | -   | 0                              |
| Platoon blocked, %         | 1   | 1   | -     | -   | -   | -                              |
| Mov Cap-1 Maneuver         | *420  | *803  | -     | -   | -   | -                              |
| Mov Cap-2 Maneuver         | *420  | -   | -     | -   | -   | -                              |
| Stage 1                    | *529  | -   | -     | -   | -   | -                              |
| Stage 2                    | *879  | -   | -     | -   | -   | -                              |
|                            |   |   |       |   |   |                                |
|                            |   |   |       |   |   |                                |
| Approach                   | EB  | NB  |       | SB  |   |                                |
| HCM Control Delay, s       | 12.7  | 0   |       | 0   |   |                                |
| HCM LOS                    | B   |   |       |   |   |                                |
|                            |   |   |       |   |   |                                |
| Minor Lane/Major Mvmt      | NBT   |   | EBLn1 | EBLn2   | SBT   |                                |
| Capacity (veh/h)           | -   |   | 420   | 803   | -   |                                |
| HCM Lane V/C Ratio         | -   |   | 0.238 | 0.192   | -   |                                |
| HCM Control Delay (s)      | -   |   | 16.2  | 10.5  | -   |                                |
| HCM Lane LOS               | -   |   | C     | B   | -   |                                |
| HCM 95th %tile Q(veh)      | -   |   | 0.9   | 0.7   | -   |                                |
| Notes                      |   |   |       |   |   |                                |
| ~: Volume exceeds capacity |   | \$: Delay exceeds 300s  |       | +: Computation Not Defined  |   | *: All major volume in platoon |

| Intersection             |   |      |      |   |   |      |
|--------------------------|---|------|------|---|---|------|
| Int Delay, s/veh         | 0.5   |      |      |   |   |      |
| Movement                 | EBL   | EBR  | NBL  | NBT   | SBT   | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 6   | 4    | 0    | 558   | 698   | 0    |
| Future Vol, veh/h        | 6   | 4    | 0    | 558   | 698   | 0    |
| Conflicting Peds, #/hr   | 0   | 0    | 1    | 0   | 0   | 1    |
| Sign Control             | Stop  | Stop | Free | Free  | Free  | Free |
| RT Channelized           | -   | None | -    | None  | -   | None |
| Storage Length           | 0   | -    | -    | -   | -   | -    |
| Veh in Median Storage, # | 0   | -    | -    | 0   | 0   | -    |
| Grade, %                 | 0   | -    | -    | 0   | 0   | -    |
| Peak Hour Factor         | 30  | 50   | 100  | 66  | 68  | 100  |
| Heavy Vehicles, %        | 0   | 0    | 0    | 1   | 3   | 0    |
| Mvmt Flow                | 20  | 8    | 0    | 845   | 1026  | 0    |

| Major/Minor          | Minor2 | Major1 | Major2  |
|----------------------|--------|--------|---------|
| Conflicting Flow All | 1449   | 513    | - 0 - 0 |
| Stage 1              | 1026   | -      | - - -   |
| Stage 2              | 423    | -      | - - -   |
| Critical Hdwy        | 6.8    | 6.9    | - - -   |
| Critical Hdwy Stg 1  | 5.8    | -      | - - -   |
| Critical Hdwy Stg 2  | 5.8    | -      | - - -   |
| Follow-up Hdwy       | 3.5    | 3.3    | - - -   |
| Pot Cap-1 Maneuver   | 124    | 512    | 0 - - 0 |
| Stage 1              | 311    | -      | 0 - - 0 |
| Stage 2              | 635    | -      | 0 - - 0 |
| Platoon blocked, %   |        |        | - -     |
| Mov Cap-1 Maneuver   | 124    | 512    | - - - - |
| Mov Cap-2 Maneuver   | 124    | -      | - - - - |
| Stage 1              | 311    | -      | - - - - |
| Stage 2              | 635    | -      | - - - - |

| Approach             | EB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 32.6 | 0  | 0  |
| HCM LOS              | D    |    |    |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|-----------------------|-----------|-----|
| Capacity (veh/h)      | - 158     | -   |
| HCM Lane V/C Ratio    | - 0.177   | -   |
| HCM Control Delay (s) | - 32.6    | -   |
| HCM Lane LOS          | - D       | -   |
| HCM 95th %tile Q(veh) | - 0.6     | -   |



# HCM 6th TWSC

## 5: Main Street & North Outbound Only Access Drie/Main Drive

04/29/2024

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0    |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      | ↗    |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 531  | 0    | 0    | 698  | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 531  | 0    | 0    | 698  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 1    | 1    | 0    | 1    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 0    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 100  | 100  | 100  | 100  | 100  | 100  | 47   | 71   | 100  | 100  | 72   | 36   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 3    | 0    |
| Mvmt Flow                | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 748  | 0    | 0    | 969  | 0    |

| Major/Minor          | Minor2 |   | Minor1 |      | Major1 |     | Major2 |   |   |     |   |   |
|----------------------|--------|---|--------|------|--------|-----|--------|---|---|-----|---|---|
| Conflicting Flow All | -      | - | 485    | 1234 | 1718   | 375 | -      | 0 | 0 | 749 | 0 | 0 |
| Stage 1              | -      | - | -      | 749  | 749    | -   | -      | - | - | -   | - | - |
| Stage 2              | -      | - | -      | 485  | 969    | -   | -      | - | - | -   | - | - |
| Critical Hdwy        | -      | - | 6.9    | 7.5  | 6.5    | 6.9 | -      | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1  | -      | - | -      | 6.5  | 5.5    | -   | -      | - | - | -   | - | - |
| Critical Hdwy Stg 2  | -      | - | -      | 6.5  | 5.5    | -   | -      | - | - | -   | - | - |
| Follow-up Hdwy       | -      | - | 3.3    | 3.5  | 4      | 3.3 | -      | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 533    | 135  | 91     | 628 | 0      | - | - | 869 | - | 0 |
| Stage 1              | 0      | 0 | -      | 375  | 422    | -   | 0      | - | - | -   | - | 0 |
| Stage 2              | 0      | 0 | -      | 537  | 334    | -   | 0      | - | - | -   | - | 0 |
| Platoon blocked, %   | -      | - | -      | -    | -      | -   | -      | - | - | -   | - | - |
| Mov Cap-1 Maneuver   | -      | - | 533    | 135  | 91     | 627 | -      | - | - | 868 | - | - |
| Mov Cap-2 Maneuver   | -      | - | -      | 135  | 91     | -   | -      | - | - | -   | - | - |
| Stage 1              | -      | - | -      | 375  | 422    | -   | -      | - | - | -   | - | - |
| Stage 2              | -      | - | -      | 537  | 334    | -   | -      | - | - | -   | - | - |

| Approach             | EB | WB | NB | SB |
|----------------------|----|----|----|----|
| HCM Control Delay, s | 0  | 0  | 0  | 0  |
| HCM LOS              | A  | A  |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1WBLn1 | SBL | SBT |
|-----------------------|-----|-----|------------|-----|-----|
| Capacity (veh/h)      | -   | -   | -          | 868 | -   |
| HCM Lane V/C Ratio    | -   | -   | -          | -   | -   |
| HCM Control Delay (s) | -   | -   | 0          | 0   | 0   |
| HCM Lane LOS          | -   | -   | A          | A   | A   |
| HCM 95th %tile Q(veh) | -   | -   | -          | 0   | -   |

# HCM 6th TWSC

## 7: Main Entrance East Access & Wilson Avenue

04/29/2024

| Intersection             |        |      |        |      |        |       |
|--------------------------|--------|------|--------|------|--------|-------|
| Int Delay, s/veh         | 6.3    |      |        |      |        |       |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR   |
| Lane Configurations      | ↑      |      |        | ↑    | ↘      | ↘     |
| Traffic Vol, veh/h       | 42     | 0    | 0      | 217  | 102    | 206   |
| Future Vol, veh/h        | 42     | 0    | 0      | 217  | 102    | 206   |
| Conflicting Peds, #/hr   | 0      | 2    | 2      | 0    | 2      | 8     |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop  |
| RT Channelized           | -      | None | -      | None | -      | None  |
| Storage Length           | -      | -    | -      | -    | 0      | 0     |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -     |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -     |
| Peak Hour Factor         | 75     | 100  | 100    | 61   | 70     | 57    |
| Heavy Vehicles, %        | 5      | 0    | 0      | 3    | 12     | 6     |
| Mvmt Flow                | 56     | 0    | 0      | 356  | 146    | 361   |
|                          |        |      |        |      |        |       |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |       |
| Conflicting Flow All     | 0      | -    | -      | -    | 414    | 64    |
| Stage 1                  | -      | -    | -      | -    | 56     | -     |
| Stage 2                  | -      | -    | -      | -    | 358    | -     |
| Critical Hdwy            | -      | -    | -      | -    | 6.52   | 6.26  |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | 5.52   | -     |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | 5.52   | -     |
| Follow-up Hdwy           | -      | -    | -      | -    | 3.608  | 3.354 |
| Pot Cap-1 Maneuver       | -      | 0    | 0      | -    | 576    | 989   |
| Stage 1                  | -      | 0    | 0      | -    | 942    | -     |
| Stage 2                  | -      | 0    | 0      | -    | 686    | -     |
| Platoon blocked, %       | -      |      |        | -    |        |       |
| Mov Cap-1 Maneuver       | -      | -    | -      | -    | 575    | 981   |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | 575    | -     |
| Stage 1                  | -      | -    | -      | -    | 942    | -     |
| Stage 2                  | -      | -    | -      | -    | 685    | -     |
|                          |        |      |        |      |        |       |
|                          |        |      |        |      |        |       |
| Approach                 | EB     |      | WB     |      | NB     |       |
| HCM Control Delay, s     | 0      |      | 0      |      | 11.5   |       |
| HCM LOS                  |        |      |        |      | B      |       |
|                          |        |      |        |      |        |       |
|                          |        |      |        |      |        |       |
| Minor Lane/Major Mvmt    | NBLn1  |      | NBLn2  |      | EBT    | WBT   |
| Capacity (veh/h)         | 575    |      | 981    |      | -      | -     |
| HCM Lane V/C Ratio       | 0.253  |      | 0.368  |      | -      | -     |
| HCM Control Delay (s)    | 13.4   |      | 10.8   |      | -      | -     |
| HCM Lane LOS             | B      |      | B      |      | -      | -     |
| HCM 95th %tile Q(veh)    | 1      |      | 1.7    |      | -      | -     |



## Intersection

Int Delay, s/veh 7.4

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 6    | 35   | 204  | 140  | 149  | 29   | 0    | 0    | 0    | 8    | 22   | 25   |
| Future Vol, veh/h        | 6    | 35   | 204  | 140  | 149  | 29   | 0    | 0    | 0    | 8    | 22   | 25   |
| Conflicting Peds, #/hr   | 1    | 0    | 2    | 2    | 0    | 1    | 17   | 0    | 0    | 0    | 0    | 17   |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 38   | 88   | 67   | 67   | 74   | 38   | 66   | 66   | 66   | 50   | 31   | 30   |
| Heavy Vehicles, %        | 0    | 9    | 10   | 3    | 3    | 38   | 0    | 0    | 0    | 13   | 4    | 0    |
| Mvmt Flow                | 16   | 40   | 304  | 209  | 201  | 76   | 0    | 0    | 0    | 16   | 71   | 83   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |       |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-------|-----|
| Conflicting Flow All | 278    | 0 | 0 | 346    | 0 | 0 | 977    | 922 | 194 | 882    | 1036  | 257 |
| Stage 1              | -      | - | - | -      | - | - | 226    | 226 | -   | 658    | 658   | -   |
| Stage 2              | -      | - | - | -      | - | - | 751    | 696 | -   | 224    | 378   | -   |
| Critical Hdwy        | 4.1    | - | - | 4.13   | - | - | 7.1    | 6.5 | 6.2 | 7.23   | 6.54  | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.23   | 5.54  | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.23   | 5.54  | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.227  | - | - | 3.5    | 4   | 3.3 | 3.617  | 4.036 | 3.3 |
| Pot Cap-1 Maneuver   | 1296   | - | - | 1207   | - | - | 232    | 272 | 853 | 255    | 230   | 787 |
| Stage 1              | -      | - | - | -      | - | - | 781    | 721 | -   | 436    | 458   | -   |
| Stage 2              | -      | - | - | -      | - | - | 406    | 446 | -   | 754    | 612   | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   | -      | -     | -   |
| Mov Cap-1 Maneuver   | 1295   | - | - | 1205   | - | - | 118    | 212 | 851 | 212    | 179   | 774 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 118    | 212 | -   | 212    | 179   | -   |
| Stage 1              | -      | - | - | -      | - | - | 767    | 708 | -   | 429    | 363   | -   |
| Stage 2              | -      | - | - | -      | - | - | 227    | 353 | -   | 742    | 601   | -   |




| Approach             | EB  | WB  | NB | SB   |
|----------------------|-----|-----|----|------|
| HCM Control Delay, s | 0.3 | 3.7 | 0  | 32.8 |
| HCM LOS              |     |     | A  | D    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | -     | 1295  | -   | -   | 1205  | -   | -   | 294   |
| HCM Lane V/C Ratio    | -     | 0.012 | -   | -   | 0.173 | -   | -   | 0.579 |
| HCM Control Delay (s) | 0     | 7.8   | 0   | -   | 8.6   | 0   | -   | 32.8  |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | D     |
| HCM 95th %tile Q(veh) | -     | 0     | -   | -   | 0.6   | -   | -   | 3.4   |

# HCM 6th TWSC

## 9: Parking Lot Access Drive & Wilson Avenue

04/29/2024

| Intersection             |   |        |       |   |   |       |
|--------------------------|---|--------|-------|---|---|-------|
| Int Delay, s/veh         | 2.8   |        |       |   |   |       |
| Movement                 | EBT   | EBR    | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations      |  |        |       |  |  |       |
| Traffic Vol, veh/h       | 239   | 42     | 50    | 123   | 9   | 6     |
| Future Vol, veh/h        | 239   | 42     | 50    | 123   | 9   | 6     |
| Conflicting Peds, #/hr   | 0   | 70     | 70    | 0   | 2   | 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         | 66  | 38     | 32    | 83  | 38  | 50    |
| Heavy Vehicles, %        | 9   | 5      | 4     | 2   | 22  | 33    |
| Mvmt Flow                | 362   | 111    | 156   | 148   | 24  | 12    |
| Major/Minor              | Major1  | Major2 |       | Minor1  |   |       |
| Conflicting Flow All     | 0   | 0      | 543   | 0   | 950   | 488   |
| Stage 1                  | -   | -      | -     | -   | 488   | -     |
| Stage 2                  | -   | -      | -     | -   | 462   | -     |
| Critical Hdwy            | -   | -      | 4.14  | -   | 6.62  | 6.53  |
| Critical Hdwy Stg 1      | -   | -      | -     | -   | 5.62  | -     |
| Critical Hdwy Stg 2      | -   | -      | -     | -   | 5.62  | -     |
| Follow-up Hdwy           | -   | -      | 2.236 | -   | 3.698   | 3.597 |
| Pot Cap-1 Maneuver       | -   | -      | 1016  | -   | 266   | 522   |
| Stage 1                  | -   | -      | -     | -   | 578   | -     |
| Stage 2                  | -   | -      | -     | -   | 594   | -     |
| Platoon blocked, %       | -   | -      | -     | -   | -   | -     |
| Mov Cap-1 Maneuver       | -   | -      | 948   | -   | 203   | 487   |
| Mov Cap-2 Maneuver       | -   | -      | -     | -   | 203   | -     |
| Stage 1                  | -   | -      | -     | -   | 539   | -     |
| Stage 2                  | -   | -      | -     | -   | 486   | -     |
| Approach                 | EB  |        | WB    |   | NB  |       |
| HCM Control Delay, s     | 0   |        | 4.9   |   | 21.6  |       |
| HCM LOS                  |   |        |       |   | C   |       |
| Minor Lane/Major Mvmt    | NBLn1   | EBT    | EBR   | WBL   | WBT   |       |
| Capacity (veh/h)         | 253   | -      | -     | 948   | -   |       |
| HCM Lane V/C Ratio       | 0.141   | -      | -     | 0.165   | -   |       |
| HCM Control Delay (s)    | 21.6  | -      | -     | 9.5   | 0   |       |
| HCM Lane LOS             | C   | -      | -     | A   | A   |       |
| HCM 95th %tile Q(veh)    | 0.5   | -      | -     | 0.6   | -   |       |






HCM 6th TWSC  
10: Wilson Avenue & Elizabeth Street

04/29/2024

Intersection

Int Delay, s/veh 2.3

| Movement                 | EBL  | EBT   | WBT   | WBR  | SBL   | SBR  |
|--------------------------|------|---|---|------|---|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 5    | 227   | 117   | 15   | 53  | 9    |
| Future Vol, veh/h        | 5    | 227   | 117   | 15   | 53  | 9    |
| Conflicting Peds, #/hr   | 2    | 0   | 0   | 2    | 1   | 19   |
| 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         | 42   | 62  | 71  | 63   | 58  | 75   |
| Heavy Vehicles, %        | 0    | 9   | 3   | 0    | 2   | 0    |
| Mvmt Flow                | 12   | 366   | 165   | 24   | 91  | 12   |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 191    | 0      | 0 570 198     |
| Stage 1              | -      | -      | - - 179 -     |
| Stage 2              | -      | -      | - - 391 -     |
| Critical Hdwy        | 4.1    | -      | - - 6.42 6.2  |
| Critical Hdwy Stg 1  | -      | -      | - - 5.42 -    |
| Critical Hdwy Stg 2  | -      | -      | - - 5.42 -    |
| Follow-up Hdwy       | 2.2    | -      | - - 3.518 3.3 |
| Pot Cap-1 Maneuver   | 1395   | -      | - - 483 848   |
| Stage 1              | -      | -      | - - 852 -     |
| Stage 2              | -      | -      | - - 683 -     |
| Platoon blocked, %   |        | -      | - -           |
| Mov Cap-1 Maneuver   | 1392   | -      | - - 476 831   |
| Mov Cap-2 Maneuver   | -      | -      | - - 476 -     |
| Stage 1              | -      | -      | - - 841 -     |
| Stage 2              | -      | -      | - - 682 -     |

| Approach             | EB  | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.2 | 0  | 14 |
| HCM LOS              |     |    | B  |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1392  | -   | -   | -   | 501   |
| HCM Lane V/C Ratio    | 0.009 | -   | -   | -   | 0.206 |
| HCM Control Delay (s) | 7.6   | 0   | -   | -   | 14    |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.8   |






















Capacity Analysis Summary Reports  
Weekday Afternoon Peak Hour – Existing Conditions



# Lanes, Volumes, Timings

## 1: Main Street & Wilson Avenue













04/29/2024

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)    | 89  | 50  | 90  | 73  | 50  | 57  | 51  | 742   | 56  | 62  | 657   | 42  |
| Future Volume (vph)     | 89  | 50  | 90  | 73  | 50  | 57  | 51  | 742   | 56  | 62  | 657   | 42  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  | 12  |
| Grade (%)               |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Storage Length (ft)     | 100   |   | 0   | 165   |   | 0   | 150   |   | 0   | 110   |   | 0   |
| Storage Lanes           | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 100   |   |   | 200   |   |   | 110   |   |   | 90  |   |   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         | 1.00  | 0.96  |   | 0.97  | 0.99  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                     |   | 0.896   |   |   | 0.937   |   |   | 0.987   |   |   | 0.990   |   |
| Flt Protected           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (prot)       | 1770  | 1608  | 0   | 1787  | 1702  | 0   | 1805  | 3447  | 0   | 1719  | 3484  | 0   |
| Flt Permitted           | 0.543   |   |   | 0.463   |   |   | 0.219   |   |   | 0.212   |   |   |
| Satd. Flow (perm)       | 1010  | 1608  | 0   | 842   | 1702  | 0   | 415   | 3447  | 0   | 383   | 3484  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 132   |   |   | 42  |   |   | 11  |   |   | 8   |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |   | 35  |   |   | 35  |   |
| Link Distance (ft)      |   | 291   |   |   | 419   |   |   | 247   |   |   | 516   |   |
| Travel Time (s)         |   | 7.9   |   |   | 9.5   |   |   | 4.8   |   |   | 10.1  |   |
| Confl. Peds. (#/hr)     | 2   |   | 48  | 48  |   | 2   | 9   |   | 6   | 6   |   | 9   |
| Confl. Bikes (#/hr)     |   |   |   |   |   |   |   |   |   |   |   |   |
| Peak Hour Factor        | 0.48  | 0.69  | 0.55  | 0.70  | 0.57  | 0.89  | 0.85  | 0.87  | 0.67  | 0.62  | 0.74  | 0.66  |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  | 100%  |
| Heavy Vehicles (%)      | 2%  | 0%  | 2%  | 1%  | 4%  | 4%  | 0%  | 3%  | 4%  | 5%  | 2%  | 7%  |
| Bus Blockages (#/hr)    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Parking (#/hr)          |   |   |   |   |   |   |   |   |   |   |   |   |
| Mid-Block Traffic (%)   |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 185   | 236   | 0   | 104   | 152   | 0   | 60  | 937   | 0   | 100   | 952   | 0   |
| Turn Type               | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases        | 4   |   |   | 8   |   |   | 2   |   |   | 6   |   |   |
| Detector Phase          | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 3.0   | 8.0   |   | 3.0   | 8.0   |   | 3.0   | 15.0  |   | 3.0   | 15.0  |   |
| Minimum Split (s)       | 6.5   | 33.0  |   | 6.5   | 33.0  |   | 6.5   | 31.0  |   | 6.5   | 31.0  |   |
| Total Split (s)         | 12.0  | 34.0  |   | 12.0  | 34.0  |   | 13.0  | 31.0  |   | 13.0  | 31.0  |   |
| Total Split (%)         | 13.3%   | 37.8%   |   | 13.3%   | 37.8%   |   | 14.4%   | 34.4%   |   | 14.4%   | 34.4%   |   |
| Yellow Time (s)         | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   |
| All-Red Time (s)        | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Lost Time (s)     | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   |
| Recall Mode             | None  | None  |   | None  | None  |   | None  | C-Max   |   | None  | C-Max   |   |
| Act Effect Green (s)    | 25.1  | 15.8  |   | 23.8  | 13.3  |   | 51.5  | 43.3  |   | 53.3  | 44.2  |   |
| Actuated g/C Ratio      | 0.28  | 0.18  |   | 0.26  | 0.15  |   | 0.57  | 0.48  |   | 0.59  | 0.49  |   |

# Lanes, Volumes, Timings

## 1: Main Street & Wilson Avenue

04/29/2024

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| v/c Ratio               | 0.53  | 0.61  |   | 0.34  | 0.53  |   | 0.18   | 0.56  |   | 0.29  | 0.56  |   |
| Control Delay           | 29.1  | 22.3  |   | 24.7  | 31.1  |   | 11.8   | 23.2  |   | 10.6  | 19.2  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0  | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 29.1  | 22.3  |   | 24.7  | 31.1  |   | 11.8   | 23.2  |   | 10.6  | 19.2  |   |
| LOS                     | C   | C   |   | C   | C   |   | B  | C   |   | B   | B   |   |
| Approach Delay          |   | 25.3  |   |   | 28.5  |   |  | 22.5  |   |   | 18.4  |   |
| Approach LOS            |   | C   |   |   | C   |   |  | C   |   |   | B   |   |
| Queue Length 50th (ft)  | 82  | 55  |   | 44  | 58  |   | 11   | 188   |   | 21  | 193   |   |
| Queue Length 95th (ft)  | 59  | 69  |   | 55  | 56  |   | 40   | 314   |   | 34  | 234   |   |
| Internal Link Dist (ft) |   | 211   |   |   | 339   |   |  | 167   |   |   | 436   |   |
| Turn Bay Length (ft)    | 100   |   |   | 165   |   |   | 150  |   |   | 110   |   |   |
| Base Capacity (vph)     | 352   | 591   |   | 316   | 558   |   | 392  | 1662  |   | 375   | 1715  |   |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.53  | 0.40  |   | 0.33  | 0.27  |   | 0.15   | 0.56  |   | 0.27  | 0.56  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 49 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 21.9
















Intersection LOS: C

Intersection Capacity Utilization 66.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Wilson Avenue

|   |   |   |   |   |   |   |   |   |  |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|--|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ø1  | Ø2 (R)  | Ø3  | Ø4  | Ø5  | Ø6 (R)  | Ø7  | Ø8  |   |  |   |   |   |   |   |
| 13 s  | 31 s  | 12 s  | 34 s  | 13 s  | 31 s  | 12 s  | 34 s  |   |  |   |   |   |   |   |



## Lanes, Volumes, Timings

### 2: Main Street & Signalized Access Drive

04/29/2024



| Lane Group              | EBL   | EBR   | NBL   | NBT   | SBT   | SBR  | Ø3 |
|-------------------------|-------|-------|-------|-------|-------|------|----|
| Lane Configurations     |       |       |       |       |       |      |    |
| Traffic Volume (vph)    | 30    | 84    | 23    | 804   | 777   | 51   |    |
| Future Volume (vph)     | 30    | 84    | 23    | 804   | 777   | 51   |    |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 2000  | 1900  | 1900 |    |
| Lane Width (ft)         | 12    | 12    | 11    | 11    | 11    | 11   |    |
| Grade (%)               | 0%    |       |       | 0%    | 0%    |      |    |
| Storage Length (ft)     | 60    | 0     | 95    |       |       | 0    |    |
| Storage Lanes           | 1     | 1     | 1     |       |       | 0    |    |
| Taper Length (ft)       | 55    |       | 110   |       |       |      |    |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 0.95 |    |
| Ped Bike Factor         | 0.98  |       |       |       | 0.99  |      |    |
| Frt                     |       | 0.850 |       |       | 0.989 |      |    |
| Flt Protected           | 0.950 |       | 0.950 |       |       |      |    |
| Satd. Flow (prot)       | 1805  | 1583  | 1601  | 3566  | 3366  | 0    |    |
| Flt Permitted           | 0.950 |       | 0.221 |       |       |      |    |
| Satd. Flow (perm)       | 1776  | 1583  | 372   | 3566  | 3366  | 0    |    |
| Right Turn on Red       |       | Yes   |       |       |       | Yes  |    |
| Satd. Flow (RTOR)       |       | 131   |       |       | 9     |      |    |
| Link Speed (mph)        | 15    |       |       | 35    | 35    |      |    |
| Link Distance (ft)      | 509   |       |       | 375   | 98    |      |    |
| Travel Time (s)         | 23.1  |       |       | 7.3   | 1.9   |      |    |
| Confl. Peds. (#/hr)     | 6     |       | 25    |       |       | 25   |    |
| Confl. Bikes (#/hr)     |       |       |       |       |       |      |    |
| Peak Hour Factor        | 0.36  | 0.64  | 0.52  | 0.85  | 0.79  | 0.64 |    |
| Growth Factor           | 100%  | 100%  | 100%  | 100%  | 100%  | 100% |    |
| Heavy Vehicles (%)      | 0%    | 2%    | 9%    | 3%    | 2%    | 2%   |    |
| Bus Blockages (#/hr)    | 0     | 0     | 0     | 0     | 0     | 0    |    |
| Parking (#/hr)          |       |       |       |       |       |      |    |
| Mid-Block Traffic (%)   | 0%    |       |       | 0%    | 0%    |      |    |
| Shared Lane Traffic (%) |       |       |       |       |       |      |    |
| Lane Group Flow (vph)   | 83    | 131   | 44    | 946   | 1064  | 0    |    |
| Turn Type               | Prot  | pm+ov | pm+pt | NA    | NA    |      |    |
| Protected Phases        | 4     | 5     | 5     | 2     | 6     | 3    |    |
| Permitted Phases        |       | 4     | 2     |       |       |      |    |
| Detector Phase          | 4     | 5     | 5     | 2     | 6     |      |    |
| Switch Phase            |       |       |       |       |       |      |    |
| Minimum Initial (s)     | 8.0   | 3.0   | 3.0   | 15.0  | 15.0  | 5.0  |    |
| Minimum Split (s)       | 16.0  | 6.5   | 6.5   | 26.0  | 29.0  | 32.0 |    |
| Total Split (s)         | 16.0  | 13.0  | 13.0  | 42.0  | 29.0  | 32.0 |    |
| Total Split (%)         | 17.8% | 14.4% | 14.4% | 46.7% | 32.2% | 36%  |    |
| Yellow Time (s)         | 4.5   | 3.0   | 3.0   | 4.5   | 4.5   | 4.0  |    |
| All-Red Time (s)        | 1.5   | 0.0   | 0.0   | 1.5   | 1.5   | 0.0  |    |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |    |
| Total Lost Time (s)     | 6.0   | 3.0   | 3.0   | 6.0   | 6.0   |      |    |
| Lead/Lag                | Lag   | Lead  | Lead  |       | Lag   | Lead |    |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   |       | Yes   | Yes  |    |
| Recall Mode             | None  | None  | None  | C-Max | C-Max | None |    |
| Act Effect Green (s)    | 11.4  | 20.7  | 72.4  | 70.6  | 60.3  |      |    |
| Actuated g/C Ratio      | 0.13  | 0.23  | 0.80  | 0.78  | 0.67  |      |    |

# Lanes, Volumes, Timings

## 2: Main Street & Signalized Access Drive

04/29/2024



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR | Ø3 |
|-------------------------|------|------|------|------|------|-----|----|
| v/c Ratio               | 0.36 | 0.28 | 0.12 | 0.34 | 0.47 |     |    |
| Control Delay           | 39.8 | 6.2  | 3.5  | 4.4  | 9.1  |     |    |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |    |
| Total Delay             | 39.8 | 6.2  | 3.5  | 4.4  | 9.1  |     |    |
| LOS                     | D    | A    | A    | A    | A    |     |    |
| Approach Delay          | 19.2 |      |      | 4.3  | 9.1  |     |    |
| Approach LOS            | B    |      |      | A    | A    |     |    |
| Queue Length 50th (ft)  | 44   | 0    | 5    | 82   | 230  |     |    |
| Queue Length 95th (ft)  | 32   | 12   | 8    | 117  | 189  |     |    |
| Internal Link Dist (ft) | 429  |      |      | 295  | 18   |     |    |
| Turn Bay Length (ft)    | 60   |      | 95   |      |      |     |    |
| Base Capacity (vph)     | 236  | 527  | 436  | 2798 | 2258 |     |    |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    |     |    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |     |    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |     |    |
| Reduced v/c Ratio       | 0.35 | 0.25 | 0.10 | 0.34 | 0.47 |     |    |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 5 (6%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 8.0

Intersection LOS: A

Intersection Capacity Utilization 39.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Main Street & Signalized Access Drive







|                           |                           |                       |
|---------------------------|---------------------------|-----------------------|
| <br><b>Ø2 (R)</b><br>42 s | <br><b>Ø3</b><br>32 s     | <br><b>Ø4</b><br>16 s |
| <br><b>Ø5</b><br>13 s     | <br><b>Ø6 (R)</b><br>29 s |                       |



# HCM 6th TWSC

## 3: Main Street & South Outbound Only Access Drive




04/29/2024

| Intersection               |   |   |       |   |   |                                |
|----------------------------|---|---|-------|---|---|--------------------------------|
| Int Delay, s/veh           | 0.2   |   |       |   |   |                                |
| Movement                   | EBL   | EBR   | NBL   | NBT   | SBT   | SBR                            |
| Lane Configurations        |  |  |       |   |   |                                |
| Traffic Vol, veh/h         | 9   | 4   | 0     | 834   | 824   | 0                              |
| Future Vol, veh/h          | 9   | 4   | 0     | 834   | 824   | 0                              |
| Conflicting Peds, #/hr     | 0   | 0   | 7     | 0   | 0   | 7                              |
| Sign Control               | Stop  | Stop  | Free  | Free  | Free  | Free                           |
| RT Channelized             | -   | None  | -     | None  | -   | None                           |
| Storage Length             | 0   | 0   | -     | -   | -   | -                              |
| Veh in Median Storage, #   | 0   | -   | -     | 0   | 0   | -                              |
| Grade, %                   | 0   | -   | -     | 0   | 0   | -                              |
| Peak Hour Factor           | 50  | 50  | 100   | 85  | 79  | 100                            |
| Heavy Vehicles, %          | 89  | 50  | 0     | 3   | 2   | 0                              |
| Mvmt Flow                  | 18  | 8   | 0     | 981   | 1043  | 0                              |
|                            |   |   |       |   |   |                                |
| Major/Minor                | Minor2  | Major1  |       | Major2  |   |                                |
| Conflicting Flow All       | 1534  | 522   | -     | 0   | -   | 0                              |
| Stage 1                    | 1043  | -   | -     | -   | -   | -                              |
| Stage 2                    | 491   | -   | -     | -   | -   | -                              |
| Critical Hdwy              | 8.58  | 7.9   | -     | -   | -   | -                              |
| Critical Hdwy Stg 1        | 7.58  | -   | -     | -   | -   | -                              |
| Critical Hdwy Stg 2        | 7.58  | -   | -     | -   | -   | -                              |
| Follow-up Hdwy             | 4.39  | 3.8   | -     | -   | -   | -                              |
| Pot Cap-1 Maneuver         | *295  | *670  | 0     | -   | -   | 0                              |
| Stage 1                    | *406  | -   | 0     | -   | -   | 0                              |
| Stage 2                    | *632  | -   | 0     | -   | -   | 0                              |
| Platoon blocked, %         | 1   | 1   | -     | -   | -   | -                              |
| Mov Cap-1 Maneuver         | *295  | *670  | -     | -   | -   | -                              |
| Mov Cap-2 Maneuver         | *295  | -   | -     | -   | -   | -                              |
| Stage 1                    | *406  | -   | -     | -   | -   | -                              |
| Stage 2                    | *632  | -   | -     | -   | -   | -                              |
|                            |   |   |       |   |   |                                |
|                            |   |   |       |   |   |                                |
| Approach                   | EB  | NB  |       | SB  |   |                                |
| HCM Control Delay, s       | 15.7  | 0   |       | 0   |   |                                |
| HCM LOS                    | C   |   |       |   |   |                                |
|                            |   |   |       |   |   |                                |
| Minor Lane/Major Mvmt      | NBT   |   | EBLn1 | EBLn2   | SBT   |                                |
| Capacity (veh/h)           | -   |   | 295   | 670   | -   |                                |
| HCM Lane V/C Ratio         | -   |   | 0.061 | 0.012   | -   |                                |
| HCM Control Delay (s)      | -   |   | 18    | 10.4  | -   |                                |
| HCM Lane LOS               | -   |   | C     | B   | -   |                                |
| HCM 95th %tile Q(veh)      | -   |   | 0.2   | 0   | -   |                                |
| Notes                      |   |   |       |   |   |                                |
| ~: Volume exceeds capacity |   | \$: Delay exceeds 300s  |       | +: Computation Not Defined  |   | *: All major volume in platoon |

# HCM 6th TWSC

## 4: Main Street & Middle Outbound Only Access Drive

04/29/2024





| Intersection             |   |        |       |   |   |      |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh         | 0.1   |        |       |   |   |      |
| Movement                 | EBL   | EBR    | NBL   | NBT   | SBT   | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0   | 4      | 0     | 843   | 820   | 0    |
| Future Vol, veh/h        | 0   | 4      | 0     | 843   | 820   | 0    |
| Conflicting Peds, #/hr   | 0   | 0      | 1     | 0   | 0   | 1    |
| Sign Control             | Stop  | Stop   | Free  | Free  | Free  | Free |
| RT Channelized           | -   | None   | -     | None  | -   | None |
| Storage Length           | 0   | -      | -     | -   | -   | -    |
| Veh in Median Storage, # | 0   | -      | -     | 0   | 0   | -    |
| Grade, %                 | 0   | -      | -     | 0   | 0   | -    |
| Peak Hour Factor         | 100   | 25     | 100   | 91  | 80  | 100  |
| Heavy Vehicles, %        | 0   | 0      | 0     | 3   | 2   | 0    |
| Mvmt Flow                | 0   | 16     | 0     | 926   | 1025  | 0    |
|                          |   |        |       |   |   |      |
| Major/Minor              | Minor2  | Major1 |       | Major2  |   |      |
| Conflicting Flow All     | 1488  | 513    | -     | 0   | -   | 0    |
| Stage 1                  | 1025  | -      | -     | -   | -   | -    |
| Stage 2                  | 463   | -      | -     | -   | -   | -    |
| Critical Hdwy            | 6.8   | 6.9    | -     | -   | -   | -    |
| Critical Hdwy Stg 1      | 5.8   | -      | -     | -   | -   | -    |
| Critical Hdwy Stg 2      | 5.8   | -      | -     | -   | -   | -    |
| Follow-up Hdwy           | 3.5   | 3.3    | -     | -   | -   | -    |
| Pot Cap-1 Maneuver       | 117   | 512    | 0     | -   | -   | 0    |
| Stage 1                  | 312   | -      | 0     | -   | -   | 0    |
| Stage 2                  | 606   | -      | 0     | -   | -   | 0    |
| Platoon blocked, %       |   |        |       | -   | -   |      |
| Mov Cap-1 Maneuver       | 117   | 512    | -     | -   | -   | -    |
| Mov Cap-2 Maneuver       | 117   | -      | -     | -   | -   | -    |
| Stage 1                  | 312   | -      | -     | -   | -   | -    |
| Stage 2                  | 606   | -      | -     | -   | -   | -    |
|                          |   |        |       |   |   |      |
|                          |   |        |       |   |   |      |
| Approach                 | EB  | NB     |       | SB  |   |      |
| HCM Control Delay, s     | 12.3  | 0      |       | 0   |   |      |
| HCM LOS                  | B   |        |       |   |   |      |
|                          |   |        |       |   |   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1   |        | SBT   |   |   |      |
| Capacity (veh/h)         | -   |        | 512   |   |   |      |
| HCM Lane V/C Ratio       | -   |        | 0.031 |   |   |      |
| HCM Control Delay (s)    | -   |        | 12.3  |   |   |      |
| HCM Lane LOS             | -   |        | B     |   |   |      |
| HCM 95th %tile Q(veh)    | -   |        | 0.1   |   |   |      |



# HCM 6th TWSC

## 5: Main Street & North Outbound Only Access Drie/Main Drive

04/29/2024

| Intersection             |        |      |   |      |   |      |        |   |      |      |   |      |
|--------------------------|--------|------|---|------|---|------|--------|---|------|------|---|------|
| Int Delay, s/veh         | 0.3    |      |   |      |   |      |        |   |      |      |   |      |
| Movement                 | EBL    | EBT  | EBR   | WBL  | WBT   | WBR  | NBL    | NBT   | NBR  | SBL  | SBT   | SBR  |
| Lane Configurations      |        |      |  |      |  |      |        |  |      |      |  |      |
| Traffic Vol, veh/h       | 0      | 0    | 11  | 0    | 0   | 8    | 0      | 842   | 0    | 0    | 809   | 0    |
| Future Vol, veh/h        | 0      | 0    | 11  | 0    | 0   | 8    | 0      | 842   | 0    | 0    | 809   | 0    |
| Conflicting Peds, #/hr   | 0      | 0    | 0   | 0    | 0   | 0    | 5      | 0   | 3    | 3    | 0   | 5    |
| Sign Control             | Stop   | Stop | Stop  | Stop | Stop  | Stop | Free   | Free  | Free | Free | Free  | Free |
| RT Channelized           | -      | -    | None  | -    | -   | None | -      | -   | None | -    | -   | None |
| Storage Length           | -      | -    | 0   | -    | -   | -    | -      | -   | -    | -    | -   | -    |
| Veh in Median Storage, # | -      | 0    | -   | -    | 0   | -    | -      | 0   | -    | -    | 0   | -    |
| Grade, %                 | -      | 0    | -   | -    | 0   | -    | -      | 0   | -    | -    | 0   | -    |
| Peak Hour Factor         | 100    | 100  | 31  | 100  | 100   | 40   | 100    | 87  | 100  | 100  | 78  | 50   |
| Heavy Vehicles, %        | 0      | 0    | 0   | 0    | 0   | 0    | 0      | 4   | 0    | 0    | 2   | 0    |
| Mvmt Flow                | 0      | 0    | 35  | 0    | 0   | 20   | 0      | 968   | 0    | 0    | 1037  | 0    |
| Major/Minor              | Minor2 |      | Minor1  |      | Major1  |      | Major2 |   |      |      |   |      |
| Conflicting Flow All     | -      | -    | 519   | 1490 | 2008  | 487  | -      | 0   | 0    | 971  | 0   | 0    |
| Stage 1                  | -      | -    | -   | 971  | 971   | -    | -      | -   | -    | -    | -   | -    |
| Stage 2                  | -      | -    | -   | 519  | 1037  | -    | -      | -   | -    | -    | -   | -    |
| Critical Hdwy            | -      | -    | 6.9   | 7.5  | 6.5   | 6.9  | -      | -   | -    | 4.1  | -   | -    |
| Critical Hdwy Stg 1      | -      | -    | -   | 6.5  | 5.5   | -    | -      | -   | -    | -    | -   | -    |
| Critical Hdwy Stg 2      | -      | -    | -   | 6.5  | 5.5   | -    | -      | -   | -    | -    | -   | -    |
| Follow-up Hdwy           | -      | -    | 3.3   | 3.5  | 4   | 3.3  | -      | -   | -    | 2.2  | -   | -    |
| Pot Cap-1 Maneuver       | 0      | 0    | 507   | 87   | 60  | 532  | 0      | -   | -    | 718  | -   | 0    |
| Stage 1                  | 0      | 0    | -   | 275  | 334   | -    | 0      | -   | -    | -    | -   | 0    |
| Stage 2                  | 0      | 0    | -   | 513  | 311   | -    | 0      | -   | -    | -    | -   | 0    |
| Platoon blocked, %       | -      | -    | -   | -    | -   | -    | -      | -   | -    | -    | -   | -    |
| Mov Cap-1 Maneuver       | -      | -    | 507   | 81   | 60  | 530  | -      | -   | -    | 716  | -   | -    |
| Mov Cap-2 Maneuver       | -      | -    | -   | 81   | 60  | -    | -      | -   | -    | -    | -   | -    |
| Stage 1                  | -      | -    | -   | 275  | 333   | -    | -      | -   | -    | -    | -   | -    |
| Stage 2                  | -      | -    | -   | 477  | 311   | -    | -      | -   | -    | -    | -   | -    |
| Approach                 | EB     |      | WB  |      | NB  |      | SB     |   |      |      |   |      |
| HCM Control Delay, s     | 12.6   |      | 12.1  |      | 0   |      | 0      |   |      |      |   |      |
| HCM LOS                  | B      |      | B   |      |   |      |        |   |      |      |   |      |
| Minor Lane/Major Mvmt    | NBT    |      | NBR EBLn1WBLn1  |      | SBL SBT   |      |        |   |      |      |   |      |
| Capacity (veh/h)         | -      |      | 507 530   |      | 716   |      | -      |   |      |      |   |      |
| HCM Lane V/C Ratio       | -      |      | 0.07 0.038  |      | -   |      | -      |   |      |      |   |      |
| HCM Control Delay (s)    | -      |      | 12.6 12.1   |      | 0   |      | -      |   |      |      |   |      |
| HCM Lane LOS             | -      |      | B B   |      | A   |      | -      |   |      |      |   |      |
| HCM 95th %tile Q(veh)    | -      |      | 0.2 0.1   |      | 0   |      | -      |   |      |      |   |      |

# HCM 6th TWSC

## 7: Main Entrance East Access & Wilson Avenue

04/29/2024





| Intersection             |        |      |        |      |        |       |
|--------------------------|--------|------|--------|------|--------|-------|
| Int Delay, s/veh         | 3.5    |      |        |      |        |       |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR   |
| Lane Configurations      | ↑      |      |        | ↑    | ↖      | ↗     |
| Traffic Vol, veh/h       | 169    | 0    | 0      | 143  | 41     | 60    |
| Future Vol, veh/h        | 169    | 0    | 0      | 143  | 41     | 60    |
| Conflicting Peds, #/hr   | 0      | 17   | 17     | 0    | 0      | 4     |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop  |
| RT Channelized           | -      | None | -      | None | -      | None  |
| Storage Length           | -      | -    | -      | -    | 0      | 0     |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -     |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -     |
| Peak Hour Factor         | 54     | 25   | 100    | 94   | 45     | 63    |
| Heavy Vehicles, %        | 1      | 0    | 0      | 4    | 34     | 5     |
| Mvmt Flow                | 313    | 0    | 0      | 152  | 91     | 95    |
|                          |        |      |        |      |        |       |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |       |
| Conflicting Flow All     | 0      | -    | -      | -    | 465    | 317   |
| Stage 1                  | -      | -    | -      | -    | 313    | -     |
| Stage 2                  | -      | -    | -      | -    | 152    | -     |
| Critical Hdwy            | -      | -    | -      | -    | 6.74   | 6.25  |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | 5.74   | -     |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | 5.74   | -     |
| Follow-up Hdwy           | -      | -    | -      | -    | 3.806  | 3.345 |
| Pot Cap-1 Maneuver       | -      | 0    | 0      | -    | 501    | 717   |
| Stage 1                  | -      | 0    | 0      | -    | 674    | -     |
| Stage 2                  | -      | 0    | 0      | -    | 804    | -     |
| Platoon blocked, %       | -      |      |        | -    |        |       |
| Mov Cap-1 Maneuver       | -      | -    | -      | -    | 501    | 714   |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | 501    | -     |
| Stage 1                  | -      | -    | -      | -    | 674    | -     |
| Stage 2                  | -      | -    | -      | -    | 804    | -     |
|                          |        |      |        |      |        |       |
|                          |        |      |        |      |        |       |
| Approach                 | EB     |      | WB     |      | NB     |       |
| HCM Control Delay, s     | 0      |      | 0      |      | 12.3   |       |
| HCM LOS                  |        |      |        |      | B      |       |
|                          |        |      |        |      |        |       |
|                          |        |      |        |      |        |       |
| Minor Lane/Major Mvmt    | NBLn1  |      | NBLn2  | EBT  | WBT    |       |
| Capacity (veh/h)         | 501    |      | 714    | -    | -      |       |
| HCM Lane V/C Ratio       | 0.182  |      | 0.133  | -    | -      |       |
| HCM Control Delay (s)    | 13.8   |      | 10.8   | -    | -      |       |
| HCM Lane LOS             | B      |      | B      | -    | -      |       |
| HCM 95th %tile Q(veh)    | 0.7    |      | 0.5    | -    | -      |       |



# HCM 6th TWSC

## 8: Main Entrance West Access/Lincoln Avenue & Wilson Avenue

04/29/2024

| Intersection             |        |   |      |        |   |      |        |   |      |        |   |      |
|--------------------------|--------|---|------|--------|---|------|--------|---|------|--------|---|------|
| Int Delay, s/veh         | 4.2    |   |      |        |   |      |        |   |      |        |   |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT   | SBR  |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |      |
| Traffic Vol, veh/h       | 19     | 124   | 33   | 28     | 141   | 16   | 33     | 1   | 18   | 10     | 3   | 12   |
| Future Vol, veh/h        | 19     | 124   | 33   | 28     | 141   | 16   | 33     | 1   | 18   | 10     | 3   | 12   |
| Conflicting Peds, #/hr   | 5      | 0   | 0    | 0      | 0   | 5    | 0      | 0   | 0    | 0      | 0   | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop  | Stop |
| RT Channelized           | -      | -   | None | -      | -   | None | -      | -   | None | -      | -   | None |
| Storage Length           | -      | -   | -    | -      | -   | -    | -      | -   | -    | -      | -   | -    |
| Veh in Median Storage, # | -      | 0   | -    | -      | 0   | -    | -      | 0   | -    | -      | 0   | -    |
| Grade, %                 | -      | 0   | -    | -      | 0   | -    | -      | 0   | -    | -      | 0   | -    |
| Peak Hour Factor         | 32     | 61  | 52   | 70     | 86  | 80   | 64     | 25  | 45   | 50     | 38  | 43   |
| Heavy Vehicles, %        | 0      | 1   | 3    | 0      | 11  | 19   | 9      | 0   | 0    | 0      | 33  | 0    |
| Mvmt Flow                | 59     | 203   | 63   | 40     | 164   | 20   | 52     | 4   | 40   | 20     | 8   | 28   |
|                          |        |   |      |        |   |      |        |   |      |        |   |      |
| Major/Minor              | Major1 |   |      | Major2 |   |      | Minor1 |   |      | Minor2 |   |      |
| Conflicting Flow All     | 189    | 0   | 0    | 266    | 0   | 0    | 625    | 622   | 235  | 634    | 643   | 179  |
| Stage 1                  | -      | -   | -    | -      | -   | -    | 353    | 353   | -    | 259    | 259   | -    |
| Stage 2                  | -      | -   | -    | -      | -   | -    | 272    | 269   | -    | 375    | 384   | -    |
| Critical Hdwy            | 4.1    | -   | -    | 4.1    | -   | -    | 7.19   | 6.5   | 6.2  | 7.1    | 6.83  | 6.2  |
| Critical Hdwy Stg 1      | -      | -   | -    | -      | -   | -    | 6.19   | 5.5   | -    | 6.1    | 5.83  | -    |
| Critical Hdwy Stg 2      | -      | -   | -    | -      | -   | -    | 6.19   | 5.5   | -    | 6.1    | 5.83  | -    |
| Follow-up Hdwy           | 2.2    | -   | -    | 2.2    | -   | -    | 3.581  | 4   | 3.3  | 3.5    | 4.297   | 3.3  |
| Pot Cap-1 Maneuver       | 1397   | -   | -    | 1310   | -   | -    | 387    | 405   | 809  | 395    | 354   | 869  |
| Stage 1                  | -      | -   | -    | -      | -   | -    | 650    | 634   | -    | 750    | 640   | -    |
| Stage 2                  | -      | -   | -    | -      | -   | -    | 719    | 690   | -    | 650    | 561   | -    |
| Platoon blocked, %       |        | -   | -    |        | -   | -    |        |   |      |        |   |      |
| Mov Cap-1 Maneuver       | 1390   | -   | -    | 1310   | -   | -    | 344    | 370   | 809  | 347    | 323   | 865  |
| Mov Cap-2 Maneuver       | -      | -   | -    | -      | -   | -    | 344    | 370   | -    | 347    | 323   | -    |
| Stage 1                  | -      | -   | -    | -      | -   | -    | 618    | 602   | -    | 709    | 615   | -    |
| Stage 2                  | -      | -   | -    | -      | -   | -    | 664    | 663   | -    | 583    | 533   | -    |
|                          |        |   |      |        |   |      |        |   |      |        |   |      |
| Approach                 | EB     |   |      | WB     |   |      | NB     |   |      | SB     |   |      |
| HCM Control Delay, s     | 1.4    |   |      | 1.4    |   |      | 15     |   |      | 13.3   |   |      |
| HCM LOS                  |        |   |      |        |   |      | C      |   |      | B      |   |      |
|                          |        |   |      |        |   |      |        |   |      |        |   |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1   |      |        |   |      |
| Capacity (veh/h)         | 455    | 1390  | -    | -      | 1310  | -    | -      | 488   |      |        |   |      |
| HCM Lane V/C Ratio       | 0.21   | 0.043   | -    | -      | 0.031   | -    | -      | 0.114   |      |        |   |      |
| HCM Control Delay (s)    | 15     | 7.7   | 0    | -      | 7.8   | 0    | -      | 13.3  |      |        |   |      |
| HCM Lane LOS             | C      | A   | A    | -      | A   | A    | -      | B   |      |        |   |      |
| HCM 95th %tile Q(veh)    | 0.8    | 0.1   | -    | -      | 0.1   | -    | -      | 0.4   |      |        |   |      |




# HCM 6th TWSC

## 9: Parking Lot Access Drive & Wilson Avenue

04/29/2024

### Intersection

Int Delay, s/veh 4.5

| Movement                 | EBT   | EBR  | WBL  | WBT   | NBL   | NBR  |
|--------------------------|---|------|------|---|---|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 148   | 8    | 5    | 178   | 28  | 25   |
| Future Vol, veh/h        | 148   | 8    | 5    | 178   | 28  | 25   |
| Conflicting Peds, #/hr   | 0   | 53   | 53   | 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         | 63  | 29   | 31   | 79  | 26  | 27   |
| Heavy Vehicles, %        | 1   | 0    | 0    | 10  | 0   | 0    |
| Mvmt Flow                | 235   | 28   | 16   | 225   | 108   | 93   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 316    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.1    |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.2    |
| Pot Cap-1 Maneuver   | -      | -      | 1256   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1193   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.5 | 15.2 |
| HCM LOS              |    |     | C    |




| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 550   | -   | -   | 1193  | -   |
| HCM Lane V/C Ratio    | 0.364 | -   | -   | 0.014 | -   |
| HCM Control Delay (s) | 15.2  | -   | -   | 8.1   | 0   |
| HCM Lane LOS          | C     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 1.7   | -   | -   | 0     | -   |

HCM 6th TWSC  
10: Wilson Avenue & Elizabeth Street

04/29/2024

Intersection

Int Delay, s/veh 2.2

| Movement                 | EBL  | EBT   | WBT   | WBR  | SBL   | SBR  |
|--------------------------|------|---|---|------|---|------|
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 8    | 105   | 170   | 33   | 29  | 10   |
| Future Vol, veh/h        | 8    | 105   | 170   | 33   | 29  | 10   |
| Conflicting Peds, #/hr   | 2    | 0   | 0   | 2    | 17  | 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         | 50   | 73  | 82  | 64   | 45  | 50   |
| Heavy Vehicles, %        | 0    | 1   | 8   | 15   | 3   | 0    |
| Mvmt Flow                | 16   | 144   | 207   | 52   | 64  | 20   |

| Major/Minor          | Major1 | Major2 | Minor2      |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 261    | 0      | 0 428 235   |
| Stage 1              | -      | -      | - 235 -     |
| Stage 2              | -      | -      | - 193 -     |
| Critical Hdwy        | 4.1    | -      | - 6.43 6.2  |
| Critical Hdwy Stg 1  | -      | -      | - 5.43 -    |
| Critical Hdwy Stg 2  | -      | -      | - 5.43 -    |
| Follow-up Hdwy       | 2.2    | -      | - 3.527 3.3 |
| Pot Cap-1 Maneuver   | 1315   | -      | - 582 809   |
| Stage 1              | -      | -      | - 802 -     |
| Stage 2              | -      | -      | - 837 -     |
| Platoon blocked, %   | -      | -      | -           |
| Mov Cap-1 Maneuver   | 1312   | -      | - 572 807   |
| Mov Cap-2 Maneuver   | -      | -      | - 572 -     |
| Stage 1              | -      | -      | - 790 -     |
| Stage 2              | -      | -      | - 835 -     |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.8 | 0  | 11.8 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1312  | -   | -   | -   | 614   |
| HCM Lane V/C Ratio    | 0.012 | -   | -   | -   | 0.138 |
| HCM Control Delay (s) | 7.8   | 0   | -   | -   | 11.8  |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.5   |
























Capacity Analysis Summary Reports  
Weekday Morning Peak Hour – Projected Conditions

# Lanes, Volumes, Timings

## 1: Main Street & Wilson Avenue













01/22/2025

|                         |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)    | 50  | 13  | 170   | 117   | 25  | 32  | 140   | 514   | 44  | 42  | 639   | 37  |
| Future Volume (vph)     | 50  | 13  | 170   | 117   | 25  | 32  | 140   | 514   | 44  | 42  | 639   | 37  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 100   |   | 0   | 165   |   | 0   | 150   |   | 0   | 110   |   | 0   |
| Storage Lanes           | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 100   |   |   | 200   |   |   | 110   |   |   | 90  |   |   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         | 1.00  | 0.97  |   | 0.99  | 0.99  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                     |   | 0.859   |   |   | 0.920   |   |   | 0.985   |   |   | 0.990   |   |
| Flt Protected           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (prot)       | 1671  | 1512  | 0   | 1719  | 1659  | 0   | 1752  | 3440  | 0   | 1770  | 3463  | 0   |
| Flt Permitted           | 0.704   |   |   | 0.294   |   |   | 0.185   |   |   | 0.318   |   |   |
| Satd. Flow (perm)       | 1237  | 1512  | 0   | 527   | 1659  | 0   | 341   | 3440  | 0   | 592   | 3463  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 254   |   |   | 44  |   |   | 13  |   |   | 8   |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |   | 35  |   |   | 35  |   |
| Link Distance (ft)      |   | 291   |   |   | 419   |   |   | 247   |   |   | 516   |   |
| Travel Time (s)         |   | 7.9   |   |   | 9.5   |   |   | 4.8   |   |   | 10.1  |   |
| Confl. Peds. (#/hr)     | 1   |   | 14  | 14  |   | 1   | 4   |   | 3   | 3   |   | 4   |
| Confl. Bikes (#/hr)     |   |   |   |   |   |   |   |   | 1   |   |   |   |
| Peak Hour Factor        | 0.54  | 0.78  | 0.67  | 0.64  | 0.66  | 0.73  | 0.62  | 0.65  | 0.50  | 0.88  | 0.70  | 0.56  |
| Heavy Vehicles (%)      | 8%  | 7%  | 5%  | 5%  | 3%  | 6%  | 3%  | 3%  | 4%  | 2%  | 3%  | 3%  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 93  | 271   | 0   | 183   | 82  | 0   | 226   | 879   | 0   | 48  | 979   | 0   |
| Turn Type               | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases        | 4   |   |   | 8   |   |   | 2   |   |   | 6   |   |   |
| Detector Phase          | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 3.0   | 8.0   |   | 3.0   | 8.0   |   | 3.0   | 15.0  |   | 3.0   | 15.0  |   |
| Minimum Split (s)       | 6.5   | 33.0  |   | 6.5   | 33.0  |   | 6.5   | 39.0  |   | 6.5   | 38.0  |   |
| Total Split (s)         | 13.0  | 34.0  |   | 13.0  | 34.0  |   | 15.0  | 40.0  |   | 13.0  | 38.0  |   |
| Total Split (%)         | 13.0%   | 34.0%   |   | 13.0%   | 34.0%   |   | 15.0%   | 40.0%   |   | 13.0%   | 38.0%   |   |
| Yellow Time (s)         | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   |
| All-Red Time (s)        | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Lost Time (s)     | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   |
| Recall Mode             | None  | None  |   | None  | None  |   | None  | C-Max   |   | None  | C-Max   |   |
| Act Effect Green (s)    | 22.0  | 10.8  |   | 23.7  | 13.6  |   | 66.7  | 57.9  |   | 57.0  | 48.0  |   |
| Actuated g/C Ratio      | 0.22  | 0.11  |   | 0.24  | 0.14  |   | 0.67  | 0.58  |   | 0.57  | 0.48  |   |
| v/c Ratio               | 0.30  | 0.69  |   | 0.77  | 0.31  |   | 0.56  | 0.44  |   | 0.12  | 0.59  |   |
| Control Delay           | 30.4  | 16.5  |   | 52.8  | 24.2  |   | 16.0  | 11.0  |   | 8.1   | 22.1  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 30.4  | 16.5  |   | 52.8  | 24.2  |   | 16.0  | 11.0  |   | 8.1   | 22.1  |   |
| LOS                     | C   | B   |   | D   | C   |   | B   | B   |   | A   | C   |   |
| Approach Delay          |   | 20.1  |   |   | 43.9  |   |   | 12.0  |   |   | 21.5  |   |

# Lanes, Volumes, Timings

## 1: Main Street & Wilson Avenue

01/22/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Approach LOS            | C   |   |   | D   |   |   | B  |   |   | C   |   |   |
| Queue Length 50th (ft)  | 48  | 10  |   | 99  | 23  |   | 39   | 141   |   | 9   | 211   |   |
| Queue Length 95th (ft)  | 46  | 47  |   | 97  | 38  |   | 51   | 136   |   | 26  | 260   |   |
| Internal Link Dist (ft) |   | 211   |   |   | 339   |   |  | 167   |   |   | 436   |   |
| Turn Bay Length (ft)    | 100   |   |   | 165   |   |   | 150  |   |   | 110   |   |   |
| Base Capacity (vph)     | 323   | 606   |   | 238   | 496   |   | 419  | 1998  |   | 467   | 1665  |   |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.29  | 0.45  |   | 0.77  | 0.17  |   | 0.54   | 0.44  |   | 0.10  | 0.59  |   |

### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 19.6









Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Wilson Avenue

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 13 s   | 40 s   | 13 s   | 34 s   |
|  Ø5 |  Ø6 (R) |  Ø7 |  Ø8 |
| 15 s   | 38 s   | 13 s   | 34 s   |



# Lanes, Volumes, Timings

## 2: Main Street & Signalized Access Drive

01/22/2025



| Lane Group              | EBL   | EBR   | NBL   | NBT   | SBT   | SBR  | Ø3   |
|-------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations     |       |       |       |       |       |      |      |
| Traffic Volume (vph)    | 209   | 170   | 106   | 494   | 594   | 43   |      |
| Future Volume (vph)     | 209   | 170   | 106   | 494   | 594   | 43   |      |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 2000  | 1900  | 1900 |      |
| Lane Width (ft)         | 12    | 12    | 11    | 11    | 11    | 11   |      |
| Storage Length (ft)     | 60    | 0     | 95    |       |       | 0    |      |
| Storage Lanes           | 1     | 1     | 1     |       |       | 0    |      |
| Taper Length (ft)       | 55    |       | 110   |       |       |      |      |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 0.95 |      |
| Ped Bike Factor         | 0.99  |       |       |       | 1.00  |      |      |
| Frt                     |       | 0.850 |       |       | 0.984 |      |      |
| Flt Protected           | 0.950 |       | 0.950 |       |       |      |      |
| Satd. Flow (prot)       | 1687  | 1553  | 1711  | 3601  | 3329  | 0    |      |
| Flt Permitted           | 0.950 |       | 0.115 |       |       |      |      |
| Satd. Flow (perm)       | 1667  | 1553  | 207   | 3601  | 3329  | 0    |      |
| Right Turn on Red       |       | Yes   |       |       |       | Yes  |      |
| Satd. Flow (RTOR)       |       | 425   |       |       | 13    |      |      |
| Link Speed (mph)        | 15    |       |       | 35    | 35    |      |      |
| Link Distance (ft)      | 509   |       |       | 375   | 98    |      |      |
| Travel Time (s)         | 23.1  |       |       | 7.3   | 1.9   |      |      |
| Confl. Peds. (#/hr)     | 4     |       | 11    |       |       | 11   |      |
| Peak Hour Factor        | 0.44  | 0.40  | 0.54  | 0.73  | 0.69  | 0.43 |      |
| Heavy Vehicles (%)      | 7%    | 4%    | 2%    | 2%    | 3%    | 0%   |      |
| Shared Lane Traffic (%) |       |       |       |       |       |      |      |
| Lane Group Flow (vph)   | 475   | 425   | 196   | 677   | 961   | 0    |      |
| Turn Type               | Prot  | pm+ov | pm+pt | NA    | NA    |      |      |
| Protected Phases        | 4     | 5     | 5     | 2     | 6     |      | 3    |
| Permitted Phases        |       | 4     | 2     |       |       |      |      |
| Detector Phase          | 4     | 5     | 5     | 2     | 6     |      |      |
| Switch Phase            |       |       |       |       |       |      |      |
| Minimum Initial (s)     | 8.0   | 3.0   | 3.0   | 15.0  | 15.0  |      | 8.0  |
| Minimum Split (s)       | 16.0  | 6.5   | 6.5   | 26.0  | 29.0  |      | 32.0 |
| Total Split (s)         | 16.0  | 15.0  | 15.0  | 52.0  | 37.0  |      | 32.0 |
| Total Split (%)         | 16.0% | 15.0% | 15.0% | 52.0% | 37.0% |      | 32%  |
| Yellow Time (s)         | 4.5   | 3.0   | 3.0   | 4.5   | 4.5   |      | 4.0  |
| All-Red Time (s)        | 1.5   | 0.0   | 0.0   | 1.5   | 1.5   |      | 0.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Lost Time (s)     | 6.0   | 3.0   | 3.0   | 6.0   | 6.0   |      |      |
| Lead/Lag                | Lag   | Lead  | Lead  |       | Lag   |      | Lead |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   |       | Yes   |      | Yes  |
| Recall Mode             | None  | None  | None  | C-Max | C-Max |      | None |
| Act Effect Green (s)    | 42.0  | 59.1  | 49.0  | 46.0  | 31.9  |      |      |
| Actuated g/C Ratio      | 0.42  | 0.59  | 0.49  | 0.46  | 0.32  |      |      |
| v/c Ratio               | 0.67  | 0.39  | 0.73  | 0.41  | 0.90  |      |      |
| Control Delay           | 29.2  | 2.0   | 35.5  | 18.9  | 39.8  |      |      |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Delay             | 29.2  | 2.0   | 35.5  | 18.9  | 39.8  |      |      |
| LOS                     | C     | A     | D     | B     | D     |      |      |
| Approach Delay          | 16.3  |       |       | 22.6  | 39.8  |      |      |

## Lanes, Volumes, Timings

### 2: Main Street & Signalized Access Drive

01/22/2025



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR | Ø3 |
|-------------------------|------|------|------|------|------|-----|----|
| Approach LOS            | B    |      |      | C    | D    |     |    |
| Queue Length 50th (ft)  | 239  | 0    | 69   | 146  | 312  |     |    |
| Queue Length 95th (ft)  | 134  | 0    | 63   | 147  | 219  |     |    |
| Internal Link Dist (ft) | 429  |      |      | 295  | 18   |     |    |
| Turn Bay Length (ft)    | 60   |      | 95   |      |      |     |    |
| Base Capacity (vph)     | 708  | 1101 | 281  | 1656 | 1071 |     |    |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    |     |    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |     |    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |     |    |
| Reduced v/c Ratio       | 0.67 | 0.39 | 0.70 | 0.41 | 0.90 |     |    |

#### Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 26.6

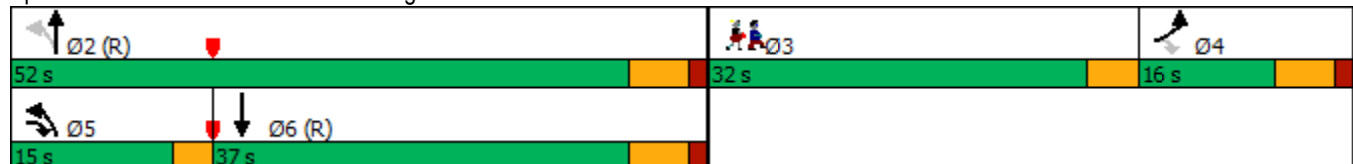
Intersection LOS: C

Intersection Capacity Utilization 50.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Main Street & Signalized Access Drive
























Capacity Analysis Summary Reports  
Weekday Afternoon Peak Hour – Projected Conditions



# Lanes, Volumes, Timings













## 1: Main Street & Wilson Avenue

01/22/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |  |  |   |  |  |   |  |  |   |  |  |  |
| Traffic Volume (vph)    | 88  | 42  | 105   | 84  | 39  | 57  | 68  | 743   | 64  | 62  | 666   | 33  |
| Future Volume (vph)     | 88  | 42  | 105   | 84  | 39  | 57  | 68  | 743   | 64  | 62  | 666   | 33  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 100   |   | 0   | 165   |   | 0   | 150   |   | 0   | 110   |   | 0   |
| Storage Lanes           | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   | 1   |   | 0   |
| Taper Length (ft)       | 100   |   |   | 200   |   |   | 110   |   |   | 90  |   |   |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 0.95  | 0.95  |
| Ped Bike Factor         | 1.00  | 0.95  |   | 0.97  | 0.99  |   | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                     |   | 0.886   |   |   | 0.927   |   |   | 0.985   |   |   | 0.992   |   |
| Flt Protected           | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   | 0.950   |   |   |
| Satd. Flow (prot)       | 1770  | 1582  | 0   | 1787  | 1682  | 0   | 1805  | 3439  | 0   | 1719  | 3495  | 0   |
| Flt Permitted           | 0.647   |   |   | 0.331   |   |   | 0.225   |   |   | 0.218   |   |   |
| Satd. Flow (perm)       | 1203  | 1582  | 0   | 603   | 1682  | 0   | 426   | 3439  | 0   | 394   | 3495  | 0   |
| Right Turn on Red       |   |   | Yes   |   |   | Yes   |   |   | Yes   |   |   | Yes   |
| Satd. Flow (RTOR)       |   | 182   |   |   | 55  |   |   | 13  |   |   | 6   |   |
| Link Speed (mph)        |   | 25  |   |   | 30  |   |   | 35  |   |   | 35  |   |
| Link Distance (ft)      |   | 291   |   |   | 419   |   |   | 247   |   |   | 516   |   |
| Travel Time (s)         |   | 7.9   |   |   | 9.5   |   |   | 4.8   |   |   | 10.1  |   |
| Confl. Peds. (#/hr)     | 2   |   | 48  | 48  |   | 2   | 9   |   | 6   | 6   |   | 9   |
| Peak Hour Factor        | 0.48  | 0.69  | 0.55  | 0.70  | 0.57  | 0.89  | 0.85  | 0.87  | 0.67  | 0.62  | 0.74  | 0.66  |
| Heavy Vehicles (%)      | 2%  | 0%  | 2%  | 1%  | 4%  | 4%  | 0%  | 3%  | 4%  | 5%  | 2%  | 7%  |
| Shared Lane Traffic (%) |   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Group Flow (vph)   | 183   | 252   | 0   | 120   | 132   | 0   | 80  | 950   | 0   | 100   | 950   | 0   |
| Turn Type               | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   | pm+pt   | NA  |   |
| Protected Phases        | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases        | 4   |   |   | 8   |   |   | 2   |   |   | 6   |   |   |
| Detector Phase          | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Switch Phase            |   |   |   |   |   |   |   |   |   |   |   |   |
| Minimum Initial (s)     | 3.0   | 8.0   |   | 3.0   | 8.0   |   | 3.0   | 15.0  |   | 3.0   | 15.0  |   |
| Minimum Split (s)       | 6.5   | 33.0  |   | 6.5   | 33.0  |   | 6.5   | 31.0  |   | 6.5   | 31.0  |   |
| Total Split (s)         | 12.0  | 34.0  |   | 12.0  | 34.0  |   | 13.0  | 31.0  |   | 13.0  | 31.0  |   |
| Total Split (%)         | 13.3%   | 37.8%   |   | 13.3%   | 37.8%   |   | 14.4%   | 34.4%   |   | 14.4%   | 34.4%   |   |
| Yellow Time (s)         | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   | 3.0   | 4.0   |   |
| All-Red Time (s)        | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   | 0.5   | 2.0   |   |
| Lost Time Adjust (s)    | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Lost Time (s)     | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   | 3.5   | 6.0   |   |
| Lead/Lag                | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   | Lead  | Lag   |   |
| Lead-Lag Optimize?      | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   | Yes   | Yes   |   |
| Recall Mode             | None  | None  |   | None  | None  |   | None  | C-Max   |   | None  | C-Max   |   |
| Act Effect Green (s)    | 23.3  | 12.3  |   | 22.8  | 12.1  |   | 53.2  | 44.6  |   | 54.2  | 45.1  |   |
| Actuated g/C Ratio      | 0.26  | 0.14  |   | 0.25  | 0.13  |   | 0.59  | 0.50  |   | 0.60  | 0.50  |   |
| v/c Ratio               | 0.50  | 0.67  |   | 0.46  | 0.49  |   | 0.22  | 0.56  |   | 0.29  | 0.54  |   |
| Control Delay           | 29.4  | 20.5  |   | 28.8  | 26.6  |   | 15.7  | 28.6  |   | 9.9   | 18.5  |   |
| Queue Delay             | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   | 0.0   | 0.0   |   |
| Total Delay             | 29.4  | 20.5  |   | 28.8  | 26.6  |   | 15.7  | 28.6  |   | 9.9   | 18.5  |   |
| LOS                     | C   | C   |   | C   | C   |   | B   | C   |   | A   | B   |   |
| Approach Delay          |   | 24.3  |   |   | 27.7  |   |   | 27.6  |   |   | 17.7  |   |
| Approach LOS            |   | C   |   |   | C   |   |   | C   |   |   | B   |   |

Lanes, Volumes, Timings  
1: Main Street & Wilson Avenue

01/22/2025

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Queue Length 50th (ft)  | 83  | 37  |   | 52  | 41  |   | 22   | 250   |   | 19  | 185   |   |
| Queue Length 95th (ft)  | 60  | 51  |   | 64  | 43  |   | 60   | 354   |   | 32  | 231   |   |
| Internal Link Dist (ft) |   | 211   |   |   | 339   |   |  | 167   |   |   | 436   |   |
| Turn Bay Length (ft)    | 100   |   |   | 165   |   |   | 150  |   |   | 110   |   |   |
| Base Capacity (vph)     | 365   | 617   |   | 266   | 561   |   | 404  | 1711  |   | 384   | 1755  |   |
| Starvation Cap Reductn  | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Spillback Cap Reductn   | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Storage Cap Reductn     | 0   | 0   |   | 0   | 0   |   | 0  | 0   |   | 0   | 0   |   |
| Reduced v/c Ratio       | 0.50  | 0.41  |   | 0.45  | 0.24  |   | 0.20   | 0.56  |   | 0.26  | 0.54  |   |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 49 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 23.3









Intersection LOS: C

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Wilson Avenue

|  |  |  |  |
|--|--|--|--|
|  Ø1 |  Ø2 (R) |  Ø3 |  Ø4 |
| 13 s   | 31 s   | 12 s   | 34 s   |
|  Ø5 |  Ø6 (R) |  Ø7 |  Ø8 |
| 13 s   | 31 s   | 12 s   | 34 s   |

# Lanes, Volumes, Timings

## 2: Main Street & Signalized Access Drive

01/22/2025



| Lane Group              | EBL   | EBR   | NBL   | NBT   | SBT   | SBR  | Ø3   |
|-------------------------|-------|-------|-------|-------|-------|------|------|
| Lane Configurations     |       |       |       |       |       |      |      |
| Traffic Volume (vph)    | 65    | 112   | 23    | 804   | 751   | 51   |      |
| Future Volume (vph)     | 65    | 112   | 23    | 804   | 751   | 51   |      |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 2000  | 1900  | 1900 |      |
| Lane Width (ft)         | 12    | 12    | 11    | 11    | 11    | 11   |      |
| Storage Length (ft)     | 60    | 0     | 95    |       |       | 0    |      |
| Storage Lanes           | 1     | 1     | 1     |       |       | 0    |      |
| Taper Length (ft)       | 55    |       | 110   |       |       |      |      |
| Lane Util. Factor       | 1.00  | 1.00  | 1.00  | 0.95  | 0.95  | 0.95 |      |
| Ped Bike Factor         | 0.98  |       |       |       | 0.99  |      |      |
| Frt                     |       | 0.850 |       |       | 0.988 |      |      |
| Flt Protected           | 0.950 |       | 0.950 |       |       |      |      |
| Satd. Flow (prot)       | 1805  | 1583  | 1601  | 3566  | 3362  | 0    |      |
| Flt Permitted           | 0.950 |       | 0.208 |       |       |      |      |
| Satd. Flow (perm)       | 1776  | 1583  | 350   | 3566  | 3362  | 0    |      |
| Right Turn on Red       |       | Yes   |       |       |       | Yes  |      |
| Satd. Flow (RTOR)       |       | 175   |       |       | 9     |      |      |
| Link Speed (mph)        | 15    |       |       | 35    | 35    |      |      |
| Link Distance (ft)      | 509   |       |       | 375   | 98    |      |      |
| Travel Time (s)         | 23.1  |       |       | 7.3   | 1.9   |      |      |
| Confl. Peds. (#/hr)     | 6     |       | 25    |       |       | 25   |      |
| Peak Hour Factor        | 0.36  | 0.64  | 0.52  | 0.85  | 0.79  | 0.64 |      |
| Heavy Vehicles (%)      | 0%    | 2%    | 9%    | 3%    | 2%    | 2%   |      |
| Shared Lane Traffic (%) |       |       |       |       |       |      |      |
| Lane Group Flow (vph)   | 181   | 175   | 44    | 946   | 1031  | 0    |      |
| Turn Type               | Prot  | pm+ov | pm+pt | NA    | NA    |      |      |
| Protected Phases        | 4     | 5     | 5     | 2     | 6     |      | 3    |
| Permitted Phases        |       | 4     | 2     |       |       |      |      |
| Detector Phase          | 4     | 5     | 5     | 2     | 6     |      |      |
| Switch Phase            |       |       |       |       |       |      |      |
| Minimum Initial (s)     | 8.0   | 3.0   | 3.0   | 15.0  | 15.0  |      | 5.0  |
| Minimum Split (s)       | 16.0  | 6.5   | 6.5   | 26.0  | 29.0  |      | 32.0 |
| Total Split (s)         | 16.0  | 13.0  | 13.0  | 42.0  | 29.0  |      | 32.0 |
| Total Split (%)         | 17.8% | 14.4% | 14.4% | 46.7% | 32.2% |      | 36%  |
| Yellow Time (s)         | 4.5   | 3.0   | 3.0   | 4.5   | 4.5   |      | 4.0  |
| All-Red Time (s)        | 1.5   | 0.0   | 0.0   | 1.5   | 1.5   |      | 0.0  |
| Lost Time Adjust (s)    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Lost Time (s)     | 6.0   | 3.0   | 3.0   | 6.0   | 6.0   |      |      |
| Lead/Lag                | Lag   | Lead  | Lead  |       | Lag   |      | Lead |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   |       | Yes   |      | Yes  |
| Recall Mode             | None  | None  | None  | C-Max | C-Max |      | None |
| Act Effect Green (s)    | 17.4  | 29.7  | 63.6  | 60.6  | 51.3  |      |      |
| Actuated g/C Ratio      | 0.19  | 0.33  | 0.71  | 0.67  | 0.57  |      |      |
| v/c Ratio               | 0.52  | 0.27  | 0.13  | 0.39  | 0.54  |      |      |
| Control Delay           | 37.7  | 4.3   | 5.5   | 7.4   | 15.6  |      |      |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      |      |
| Total Delay             | 37.7  | 4.3   | 5.5   | 7.4   | 15.6  |      |      |
| LOS                     | D     | A     | A     | A     | B     |      |      |
| Approach Delay          | 21.3  |       |       | 7.4   | 15.6  |      |      |



# Lanes, Volumes, Timings

## 2: Main Street & Signalized Access Drive

01/22/2025



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR | Ø3 |
|-------------------------|------|------|------|------|------|-----|----|
| Approach LOS            | C    |      |      | A    |      | B   |    |
| Queue Length 50th (ft)  | 92   | 0    | 7    | 112  | 252  |     |    |
| Queue Length 95th (ft)  | 55   | 9    | 10   | 151  | 286  |     |    |
| Internal Link Dist (ft) | 429  |      |      | 295  | 18   |     |    |
| Turn Bay Length (ft)    | 60   |      | 95   |      |      |     |    |
| Base Capacity (vph)     | 348  | 697  | 386  | 2401 | 1919 |     |    |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    |     |    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    |     |    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    |     |    |
| Reduced v/c Ratio       | 0.52 | 0.25 | 0.11 | 0.39 | 0.54 |     |    |

### Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 5 (6%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 13.0

Intersection LOS: B

Intersection Capacity Utilization 39.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Main Street & Signalized Access Drive

|                           |                           |                       |  |                       |
|---------------------------|---------------------------|-----------------------|--|-----------------------|
| <p>Ø2 (R)</p> <p>42 s</p> |                           | <p>Ø3</p> <p>32 s</p> |  | <p>Ø4</p> <p>16 s</p> |
| <p>Ø5</p> <p>13 s</p>     | <p>Ø6 (R)</p> <p>29 s</p> |                       |  |                       |