



**HEINRICH & KLEIN
ASSOCIATES, INC.**

TRAFFIC ENGINEERING & PLANNING
1134 Heinrich Lane • Ambler, Pennsylvania 19002
215-793-4177 • FAX 215-793-4179

MEMORANDUM

TO: Hal Davidow, Chief Financial Officer
William Penn Charter School

FROM: Andreas Heinrich, P.E., P.T.O.E.

DATE: October 14, 2022

RE: Updated Traffic Access Study
Proposed Master Plan – William Penn Charter School (WPC)
City of Philadelphia, PA

As requested, please accept the results of this updated Traffic Access Study for implementation of the Master Plan for the William Penn Charter School located between Schoolhouse Lane and Coulter Street in the City of Philadelphia, Pennsylvania. As part of the Master Plan, it is proposed to construct a new Lower School, construct a new fieldhouse, and expand/relocate several athletic fields/courts. Current (2022) enrollment at the William Penn Charter School totals 984 students (all grades). The projected enrollment is expected to remain relatively constant increasing somewhat to a total of 1,001 students (all grades) by the year 2026. This updated Traffic Access Study includes expansion of the study area to include two additional intersections (Foxy Lane at Schoolhouse Lane and The Oak Road at Midvale Avenue) and is based on new traffic count data collected in September 2022.

Access to the main campus of the William Penn Charter School is currently provided via four driveways – the main driveway that intersects Schoolhouse Lane at a point approximately 2,100 feet west of Wissahickon Avenue, the bus entrance driveway that intersects Schoolhouse Lane approximately 1,300 feet west of Wissahickon Avenue, the Fox Street driveway which is the fourth leg of the intersection of Fox Street and Coulter Street, and the Stokely Street bus exit driveway that intersects Coulter Street near Stokely Street. Access to the Strawbridge Campus situated along the north side of Schoolhouse Lane is provided via a driveway that intersects Schoolhouse Lane at a point approximately 1,655 feet west of Wissahickon Drive. In addition, the existing small parking lot at the Timmons House currently has access via a driveway that intersects The Oak Road; and, the William Penn Charter School Pre-K program is operated with the Memorial Church of the Good Shepherd facility also located along The Oak Road.

As a revision to the Master Plan, it is proposed to maintain the Main Driveway location along Schoolhouse Lane and widen to improve traffic flow and queuing. In addition, it is proposed to eliminate the internal connection through the campus between the main driveway and the Fox Street driveway (emergency vehicle access through the campus will be maintained) and construct a new parking area at the Timmons House with access via the bus entrance driveway. Existing William Penn Charter School parking lot access via The Oak Road will be eliminated. Off-street parking will be increased from about 294 marked parking spaces to 319 marked parking spaces. In addition, 32 parking spaces will be leased for overflow parking as may be needed.

The purpose of this Traffic Access Study is to assess the potential traffic impact of access proposed as part of the Master Plan on the immediately adjacent roadways, and to comment on site access from the viewpoint of both traffic efficiency and safety. As such, our study has included:

- visits to the site to observe traffic conditions and to note existing physical characteristics of the adjacent highways;
- completion of Turning Movement Traffic Counts on a typical weekday from 6:30 AM to 9:30 AM and from 2:00 PM to 6:00 PM at the intersections listed below:
 - Schoolhouse Lane/Main Driveway/Cherry Lane
 - Schoolhouse Lane/Bus Entrance Driveway/Falls Village Driveway
 - Schoolhouse Lane/The Oak Road
 - Schoolhouse Lane/Strawbridge Campus Driveway
 - Schoolhouse Lane/Foxx Lane
 - Fox Street/Coulter Street
 - Bus Exit Driveway/Stokely Street/Coulter Street
 - Midvale Avenue/The Oak Road;
- quantification of the traffic generation characteristics and potential travel patterns of existing and future traffic generated by the William Penn Charter School;
- completion of volume/capacity analyses of existing and future (2026) peak hour traffic after implementation of the proposed Master Plan;
- completion of volume/capacity analyses of future (2026) peak hour traffic after implementation of the proposed Master Plan;
- review of proposed site access relative to the maintenance of safe and efficient access to the William Penn Charter School.

Existing Transportation Setting

Schoolhouse Lane is a two-way, two-lane local street in the City of Philadelphia. Schoolhouse Lane is typically 30 feet wide curb-to-curb with one travel lane in each direction 11 feet wide, and a parking lane along the south side 8 feet wide. The posted speed limit along Schoolhouse Lane is 25 miles per hour with a school zone speed limit of 15 miles per hour from a point approximately 140 feet east of the bus entrance driveway to a point 290 feet west of the existing main driveway.

The Oak Road is a two-way, two-lane local street in the City of Philadelphia. The Oak Road is typically 26 feet wide curb-to-curb with on-street parking allowed along both sides of the street. Traffic on The Oak Road is Stop-sign controlled at the intersections with Schoolhouse Lane and with Midvale Avenue. There is no posted speed limit along The Oak Road.

Fox Street is a two-way, two-lane local street in the City of Philadelphia. Fox Street is typically 34 feet wide curb-to-curb with on-street parking allowed along both sides of the street. The extension of Fox Street north of Coulter Street serves as an access driveway for the William Penn Charter School. The WPC driveway is 20 feet wide curb-to-curb. Traffic at the intersection of Fox Street and Coulter Street is regulated by multi-way Stop-signs on all four approaches to the intersection. There is no posted speed limit along Fox Street.

Coulter Street is a two-way, two-lane local street in the City of Philadelphia. Coulter Street is typically 34 feet wide curb-to-curb with on-street parking allowed along both sides of the street. Traffic at the intersection of Fox Street and Coulter Street is regulated by multi-way Stop-signs on all four approaches to the intersection. The posted speed limit along Coulter Street is 25 miles per hour.

Stokely Street is a two-way, two-lane local street in the City of Philadelphia. Stokely Street is typically 34 feet wide curb-to-curb with on-street parking allowed along both sides of the street. There is no posted speed limit along Stokely Street.

Foxx Lane is a two-way, two-lane private cul-de-sac. Foxx Lane is typically 16 feet wide. There is no speed limit along Foxx Lane.

The WPC Main Driveway is a two-way, two-lane access road 22 feet wide curb-to-curb. The Bus Driveway is a one-way southbound access road 15 to 16 feet wide curb-to-curb with the entrance intersecting Schoolhouse Lane and the exit intersecting Coulter Street near Stokely Street. The Strawbridge Campus Driveway is a two-way, two-lane access road 20 feet wide.

Existing highway travel demand and traffic patterns in the vicinity of the WPC were determined from completion of a Turning Movement Traffic Counts on a typical weekday from 6:30 AM to 9:30 AM and from 2:00 PM to 6:00 PM at the intersections listed below:

- Schoolhouse Lane/Main Driveway/Cherry Lane
- Schoolhouse Lane/Bus Entrance Driveway/Falls Village Driveway

- Schoolhouse Lane/The Oak Road
- Schoolhouse Lane/Strawbridge Campus Driveway
- Schoolhouse Lane/Foxx Lane
- Fox Street/Coulter Street
- Bus Exit Driveway/Stokely Street/Coulter Street
- Midvale Avenue/The Oak Road.

The Intersection Turning Movement Counts were completed in September 2022. Figures 1, 2, 3 and 4 summarize existing (2022) weekday morning school peak, weekday morning street peak, weekday afternoon school peak, and weekday afternoon street peak hour traffic, respectively, at the study area intersections. A copy of the Traffic Count Summary Data sheets is attached.

Pedestrian Facilities

Existing pedestrian facilities are provided throughout the study area with sidewalks provided along both sides of every street in the study area. A mid-block raised crosswalk is constructed across Schoolhouse Lane approximately 160 feet west of the Bus Lane Driveway. The raised crosswalk connects the athletic fields on the William Penn Charter School main campus on the south side of Schoolhouse Lane with the athletic fields/courts on the Strawbridge Campus on the north side of Schoolhouse Lane. ADA compliant curb ramps with Detectable Warning Surfaces (DWS) are provided on both ends of the raised crosswalk. A pedestrian-actuated Rectangular Rapid Flashing Beacon (RRFB) is installed at the raised crosswalk to warn motorists that a pedestrian is in the raised crosswalk.

Public Transportation

There is no public transportation immediately adjacent to the William Penn Charter School Campus. The nearest available public transportation is provided via S.E.P.T.A. regularly scheduled bus service along Henry Avenue (Route 32 Bus), at the intersection of Wissahickon Avenue and Schoolhouse Lane (Route J Bus), and at the intersection of Midvale Avenue and Fox Street (Routes K and R Bus).

Traffic Generation Characteristics

As described previously, as part of the Master Plan, it is proposed to construct a new Lower School, construct a new fieldhouse, and expand/relocate several athletic fields/courts. Current (2022) enrollment at the William Penn Charter School totals 988 students (all grades). The projected enrollment is expected to remain relatively constant increasing somewhat to a total of 1,001 students (all grades) by the year 2026. Accordingly, trip generation is expected to remain relatively constant over the next eight years or so. With changes to access and internal vehicular circulation, traffic patterns exhibited by the WPC will change. A summary of existing (2022) trip generation quantified by 15-minute time intervals and by access location is provided in Table 1. Table 1 also summarizes the total peak hour trip generation for the morning school peak hour (7:15 AM to 8:15 AM), the morning street peak hour (7:30 AM to 8:30 AM), the afternoon school peak hour (2:30 PM to 3:30 PM), and the afternoon street peak hour (5:00 PM to 6:00 PM).

TABLE 1

**EXISTING (2022) TRAFFIC GENERATED BY
WILLIAM PENN CHARTER SCHOOL
CITY OF PHILADELPHIA, PENNSYLVANIA**

SEPTEMBER, 2022

Time Period	Main Driveway	Bus Driveway	Fox St. Driveway	Stokely St. Strawbridge		Total Inbound	Main Driveway	Bus Driveway	Fox St. Driveway	Stokely St. Strawbridge		Total Outbound	TOTAL
				Driveway	Driveway					Driveway	Driveway		
6:30 to 6:45 AM	1	0	1	0	0	2	1	0	0	0	0	1	3
6:45 to 7:00 AM	10	5	12	1	1	29	5	0	0	0	0	11	40
7:00 to 7:15 AM	24	6	32	0	0	62	10	1	31	7	0	49	111
7:15 to 7:30 AM	36	3	16	1	0	56	10	0	6	4	0	20	76
7:30 to 7:45 AM	57	0	19	0	2	78	21	0	12	2	1	36	114
7:45 to 8:00 AM	118	7	58	0	4	187	68	0	27	3	0	98	285
8:00 to 8:15 AM	98	5	17	0	4	124	105	0	13	5	0	123	247
8:15 to 8:30 AM	17	1	8	1	3	30	28	1	6	2	0	37	67
8:30 to 8:45 AM	8	1	4	0	4	17	7	1	0	0	1	9	26
8:45 to 9:00 AM	8	0	2	1	18	29	8	0	0	1	1	10	39
9:00 to 9:15 AM	3	1	1	0	0	5	3	1	1	1	0	6	11
9:15 to 9:30 AM	3	0	6	0	1	10	6	0	2	0	0	8	18
Morning School Peak Hour	309	15	110	1	10	445	204	0	58	14	1	277	722
Morning Street Peak Hour	290	13	102	1	13	419	222	1	58	12	1	294	713

TABLE 1 (Continued)

**EXISTING (2022) TRAFFIC GENERATED BY
WILLIAM PENN CHARTER SCHOOL
CITY OF PHILADELPHIA, PENNSYLVANIA**

SEPTEMBER, 2022

Time Period	Main Driveway	Bus Driveway	Fox St. Driveway	Stokely St. Strawbridge Driveway	Total Inbound	Main Driveway	Bus Driveway	Fox St. Driveway	Stokely St. Strawbridge Driveway	Total Outbound	TOTAL
2:00 to 2:15 PM	2	1	2	0	6	3	0	3	1	8	14
2:15 to 2:30 PM	10	4	2	0	16	5	0	5	0	10	26
2:30 to 2:45 PM	25	0	9	1	35	4	0	0	1	5	40
2:45 to 3:00 PM	34	3	16	1	62	32	0	13	2	48	110
3:00 to 3:15 PM	9	4	14	5	32	41	0	14	2	70	102
3:15 to 3:30 PM	12	1	7	1	21	37	0	12	1	54	75
3:30 to 3:45 PM	5	2	4	0	15	12	0	9	2	24	39
3:45 to 4:00 PM	4	2	4	1	14	9	0	10	1	20	34
4:00 to 4:15 PM	16	0	7	0	23	9	0	10	0	19	42
4:15 to 4:30 PM	22	0	21	1	45	31	2	18	2	53	98
4:30 to 4:45 PM	7	1	12	0	20	24	1	17	0	51	71
4:45 to 5:00 PM	11	1	6	0	19	29	0	11	2	44	63
5:00 to 5:15 PM	10	2	11	0	23	16	0	13	2	31	54
5:15 to 5:30 PM	17	1	12	4	34	13	0	13	1	36	70
5:30 to 5:45 PM	17	1	2	0	21	5	0	9	2	19	40
5:45 to 6:00 PM	17	1	18	0	37	18	0	10	0	28	65
Afternoon School Peak Hour 2:30 to 3:30 PM	80	8	46	2	150	114	0	39	8	177	327
Afternoon Street Peak Hour 5:00 to 6:00 PM	61	5	43	0	115	52	0	45	12	114	229

It should be noted that the calculated trip generation rates for the William Penn Charter School compare favorably with trip generation rates for a Private School (K-12) (ITE LUC 532) published in the Trip Generation Manual⁽¹⁾ by the Institute of Transportation Engineers. The calculated trip generation during the morning school peak hour is 0.73 trips per student versus 0.78 trips per student in the Trip Generation Manual. The calculated trip generation during the morning street peak hour is 0.72 trips per student versus 0.78 trips per student in the Trip Generation Manual. The calculated trip generation during the afternoon school peak hour is 0.33 trips per student versus 0.50 trips per student in the Trip Generation Manual. The calculated trip generation during the afternoon street peak hour is 0.23 trips per student versus 0.17 trips per student in the Trip Generation Manual.

Specifically, virtually all of the available off-street parking at the WPC can be currently accessed via either the main driveway that intersects Schoolhouse Lane or via the Fox Street access driveway. With proposed internal changes to parking and circulation, only 54 parking spaces will be accessible via the Fox Street driveway, 150 parking spaces will be accessible via the Main Driveway that intersects Schoolhouse Lane, 74 new parking spaces will be accessible via the bus entrance driveway that intersects Schoolhouse Lane, and 41 parking spaces are provided at the Strawbridge Campus. In addition, 32 parking spaces will be leased for overflow parking as may be needed. Based on these changes, it is anticipated that the main driveway via Schoolhouse Lane will experience a slight decrease in trip generation of 3% to 5%; the Fox Street driveway will experience a decrease in trip generation of 23% to 34%; the bus entrance driveway with the new parking area at the Timmons House will see a three to five-fold increase in activity compared to the current use of bus entrance driveway; and, it is anticipated the Strawbridge Campus parking area will experience little change in traffic demand. The re-assignment of trip generation for the revised access as part of the Master Plan, including a modest increase in total trip generation of about 1.7% due to increased enrollment, is presented in Figures 5 and 6.

Volume/Capacity Analysis

While traffic volumes provide a measure of activity on the area road system, it is also important to calculate the ability of the road system to adequately accommodate the traffic demand. This involves a comparison of peak hour traffic demand with available roadway or intersection capacity. Intersections and driveways are usually the critical points in any road network. At intersections, conflicts occur between through, crossing and turning traffic. It is at intersections where congestion is most likely to occur.

A volume/capacity analysis was completed for the unsignalized intersections and driveways in the study area based upon the peak hour traffic volumes illustrated in Figures 1, 2, 3 and 4. The volume/capacity analysis was completed in accordance with the standard procedures contained in the "Highway Capacity Manual"⁽²⁾. By definition, vehicle capacity represents "the maximum number of vehicles that can pass a given point during a specified

(1) *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, Washington, D.C., 2021.

(2) "Highway Capacity Manual", 6th Edition, Transportation Research Board of the National Academies, Washington, D.C., 2016.

period under prevailing roadway, traffic and control conditions". The level of functioning of an intersection or a uniform section of lane or roadway can be expressed in terms of levels of service. A level of service is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. Such measures include speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

In calculating the capacity of an unsignalized intersection, it is assumed that the through movements on the major street and the right turns from the major street are unimpeded and have the right-of-way over all minor street traffic and left turns from the major street. All other movements in the intersection cross, merge with, or are affected by other flows. For each movement, all conflicting flows are summed and a "critical gap" is determined. The control delay of a critical movement includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Since operation at capacity is usually unsatisfactory to most drivers, a descriptive mechanism has been developed which relates capacity with the expected traffic delay. This is known as Level of Service (LOS). Level of service for a two-way stop-controlled intersection, or a multi-way Stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a signalized intersection is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Table 2 provides the correlation between levels of service and the average total delay at unsignalized intersections.

The resultant levels of service calculated from the volume/capacity analysis of existing (2022) peak hour traffic conditions are illustrated in Figures 7 and 8 (volume/capacity analysis worksheets attached). The results of the analysis of existing peak hour traffic conditions reveal that all critical movements at the existing unsignalized intersections and driveways in the vicinity of the campus are currently operating at an acceptable Level of Service (LOS D or better) during all four peak hours.

Future (2026) Conditions

New traffic patterns for traffic generated by the WPC were then applied to existing (2022) peak hour traffic volumes. Existing through traffic traveling along the adjacent roadways was then increased by about 0.36% (based on the most recent Pennsylvania Department of Transportation Bureau of Planning and Research Growth Factors for the period August 2021 to July 2022) to reflect some traffic growth over the next few years. Further, much of the peak hour traffic volume along Schoolhouse Lane, Coulter Street, Fox Street and Stokely Street is related to traffic generated by schools in the area. Any realistic increase in peak hour traffic along these streets will be related to an expansion of student enrollment, which is accounted for in the increased trip generation.

Future (2026) peak hour traffic volume after implementation of the Master Plan is presented in Figures 9, 10, 11 and 12. To accommodate traffic entering and exiting from the new Timmons House parking lot, this analysis assumes the bus lane will be maintained for one-way southbound traffic flow (i.e., all traffic entering the proposed Timmons House

TABLE 2

LEVEL OF SERVICE

UNIGNALIZED INTERSECTIONS

At unsignalized intersections the criteria used to evaluate the quality of flow is the measure of the adequacy of the number of acceptable gaps in the through traffic stream for drivers facing a STOP or YIELD condition. Variables affecting the gaps are the distribution or arrival of vehicles in the through traffic stream, percentage of trucks, grades, and the amount of time it requires to enter the traffic stream from a stop position (critical gap size). The control delay of a critical movement includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

As a result, the following criteria has been established:

<u>Level of Service</u>	<u>Control Delay Range (sec./veh/)</u>
A	less than 10
B	10 to 15
C	15 to 25
D	25 to 35
E	35 to 50
F	more than 50 and/or volume-to- capacity ratio greater than 1.0

parking lot will do so via Schoolhouse Lane while all traffic exiting the proposed Timmons House parking lot will do so via Stokely Street. In addition, the Main Driveway will be widened and improved at Schoolhouse Lane to provide a separate right turn exit lane; and, two inbound lanes will be provided to increase queuing capacity on-campus. The resultant levels of service calculated from the volume/capacity analysis of future (2026) peak hour traffic conditions are illustrated in Figures 13 and 14 (volume/capacity analysis worksheets attached). The results of the analysis of future (2026) peak hour traffic conditions reveal that all critical movements at the unsignalized intersections and driveways in the vicinity of the campus will continue to operate at an acceptable Level of Service (LOS D or better) during all four peak hours. Traffic at the main driveway via Schoolhouse Lane should be observed as it may become advisable to station a traffic control officer at the main driveway location during school arrival/dismissal time periods to direct traffic into and out of the main school driveway.

It should be noted that the alternative whereby all traffic to/from the proposed Timmons House parking lot would enter and exit via Schoolhouse Lane was studied. From an operational point of view, whether the bus lane is configured for two-way traffic to Schoolhouse Lane or is maintained for one-way southbound traffic along its entire length, acceptable levels of service are expected under both alternatives. While more traffic will exit via Stokely Street by maintaining one-way southbound traffic, total peak hour traffic volumes along Coulter Street, Stokely Street and Fox Street will still be reduced compared to existing (2022) conditions due to closure of the cross-connection through the WPC Campus. Accordingly, the current one-way southbound traffic pattern along the Bus Lane was deemed the better solution for both WPC operations and for neighboring traffic patterns.

Lower School Parent Drop-off/Pick-up

Currently, parent drop-off/pick-up operations occur at two locations during the morning arrival and afternoon dismissal time periods. Because of the location of the existing Lower School together with the magnitude of the drop-off/pick-up queueing that occurs, drop-off/pick-up for certain grades occurs via the Fox Street driveway, while drop-off/pick-up for the remaining grades occurs via the Schoolhouse Lane driveway.

Queuing can vary from day-to-day, and it is my understanding that queuing is increased on days when there are no after-school activities scheduled. Based on observations on Wednesday January 26, 2022 and Wednesday February 2, 2022, the maximum queue length from the Fox Street driveway totaled 47 vehicles including eight (8) vehicles in the intersection of Fox Street and Coulter Street. With an average of about 21 feet per vehicle, this results in a maximum queue length of almost 900 feet. The maximum queue length from the Schoolhouse Lane driveway totaled 33 vehicles. With an average of about 21 feet per vehicle, this results in a maximum queue length of almost 700 feet. In total, the maximum observed queue totaled 80 vehicles, or about 1,680 feet. It should be noted that maximum queue refers to the maximum number of vehicles observed only on the two days of observation. Anecdotally, queues have been known to extend further along Fox Street and along Coulter Street in both directions, and also along the entire length of the Schoolhouse Lane driveway.

Indeed, due to the effects of Covid-19, there has been a reduced reliance on school buses to transport students to/from the school. Instead, parent drop-off/pick-up activity has been increased significantly. It is anticipated that school bus service and parent drop-off/pick-up activity will eventually return to pre-Covid-19 levels resulting in a reduction of the observed queues indicated above.

With the proposed improvements to the campus including elimination of the internal connection between Fox Street and Schoolhouse Lane, and the relocation of the new Lower School, the amount of queue length for parent drop-off/pick-up will be altered. If the queue begins at the curve at the end of the parking bay adjacent to the new Lower School, the direct queue line will be about 500 feet, plus an additional 270 feet in the entrance lane of the main driveway out to Schoolhouse Lane, or about 36 or 37 vehicles. This is far fewer than what was observed in February 2022. Lower School students can walk to/from the curb cut-out located between the Main Building and the Kurtz Theater Building, and the queue length can be extended approximately 400 feet to a total length of about 900 feet to accommodate about 42 or 43 vehicles. This is still about 37 or 38 vehicles short of the maximum queue observed in February 2022. The queue can be advanced 150 feet into the circle in front of the Main Building which will require some students having to walk a greater distance. This will be sufficient to accommodate almost 50 vehicles. Again, it is anticipated that school bus service and parent drop-off/pick-up activity will eventually return to pre-Covid-19 levels resulting in a reduction of the observed queues indicated above. In any event, manual traffic control will continue to be required to route incoming vehicles in, around and out of the new parking bays.

As indicated above, observation on two Wednesdays revealed a maximum queue length of about 1,680 feet. The proposed plan can provide a queue length of about 1,050 feet, which is not adequate to accommodate the observed maximum queue. Under these circumstances, the maximum queue is likely to extend out onto Schoolhouse Lane. To avoid blocking through traffic along Schoolhouse Lane, queues can be extended completely around the Upper School parking loop and/or through the Strawbridge lot along the west side of Schoolhouse Lane. Extending around the Upper School parking loop will add another 450 feet or so of queue length (21 or 22 vehicles), but will require additional manual traffic control at the crossing point between the Upper School and Kurtz Center parking areas. Extending into the Strawbridge lot will add another 600 feet or so of queue length (28 or 29 vehicles), but will require additional manual traffic control to route traffic through that lot and then back across Schoolhouse Lane. Again, it is anticipated that school bus service and parent drop-off/pick-up activity will eventually return to pre-Covid-19 levels resulting in a reduction of the observed queues indicated above.

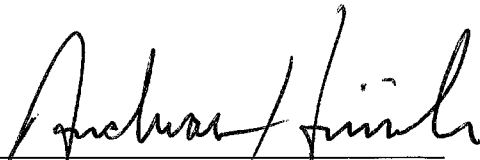
There is one additional concern to make note of. While all circulation aisles will be wide enough for two-way traffic, as the queue extends to its maximum length, one lane throughout much of the parking areas will be blocked with vehicles in the queue. The Main Driveway will be widened for a second inbound lane which will also provide sufficient width for an emergency vehicle to enter the campus. Should there be an emergency on campus, queues within the parking areas will continue to hinder the ability for emergency vehicles to circulate through the parking areas. Emergency response vehicles must be notified in advance of arrival during these time periods to use the Fox Street driveway. Contingency planning

Hal Davidow, Chief Financial Officer
William Penn Charter School
October 14, 2022
Page 9

should also be provided for the manual traffic control staff to have all vehicles in the queue vacate the campus immediately to improve access for emergency response vehicles.

Conclusions

The foregoing Updated Traffic Access Study for the William Penn Charter School demonstrates that safe and efficient access will be provided for access to/from the campus. Contingency planning should be provided for the manual traffic control staff to safely and efficiently move traffic during the parent drop-off/pick-up time periods.



Andreas Heinrich, P.E., P.T.O.E.
Principal

AH:rh

cc: Peter F. Kelsen, Esq.
Conrad Talley, AIA
Brian D. Spray, P.E.

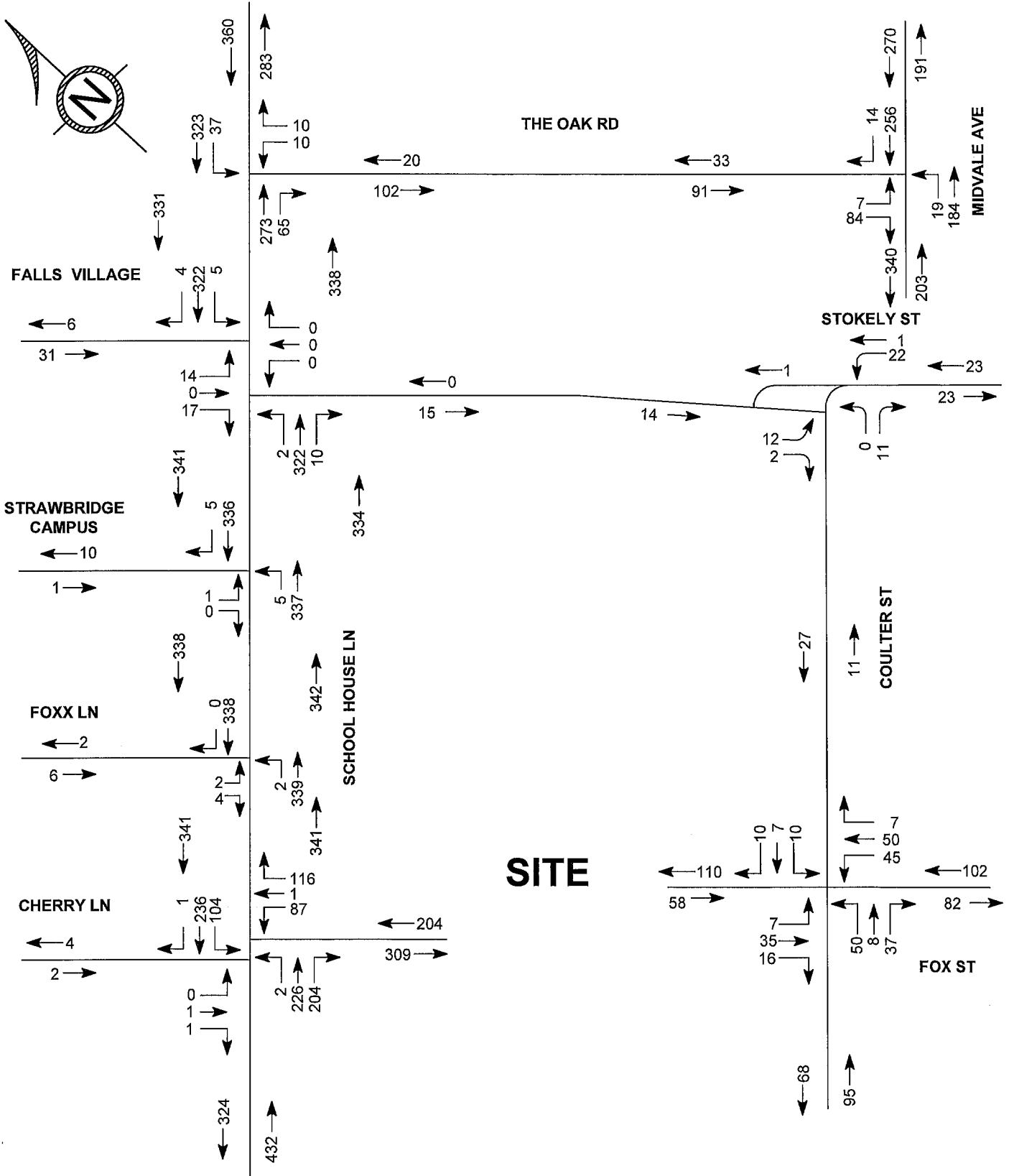


FIGURE 1
 EXISTING (2022) MORNING SCHOOL PEAK HOUR
 TRAFFIC
 (7:15 AM TO 8:15 AM)
WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



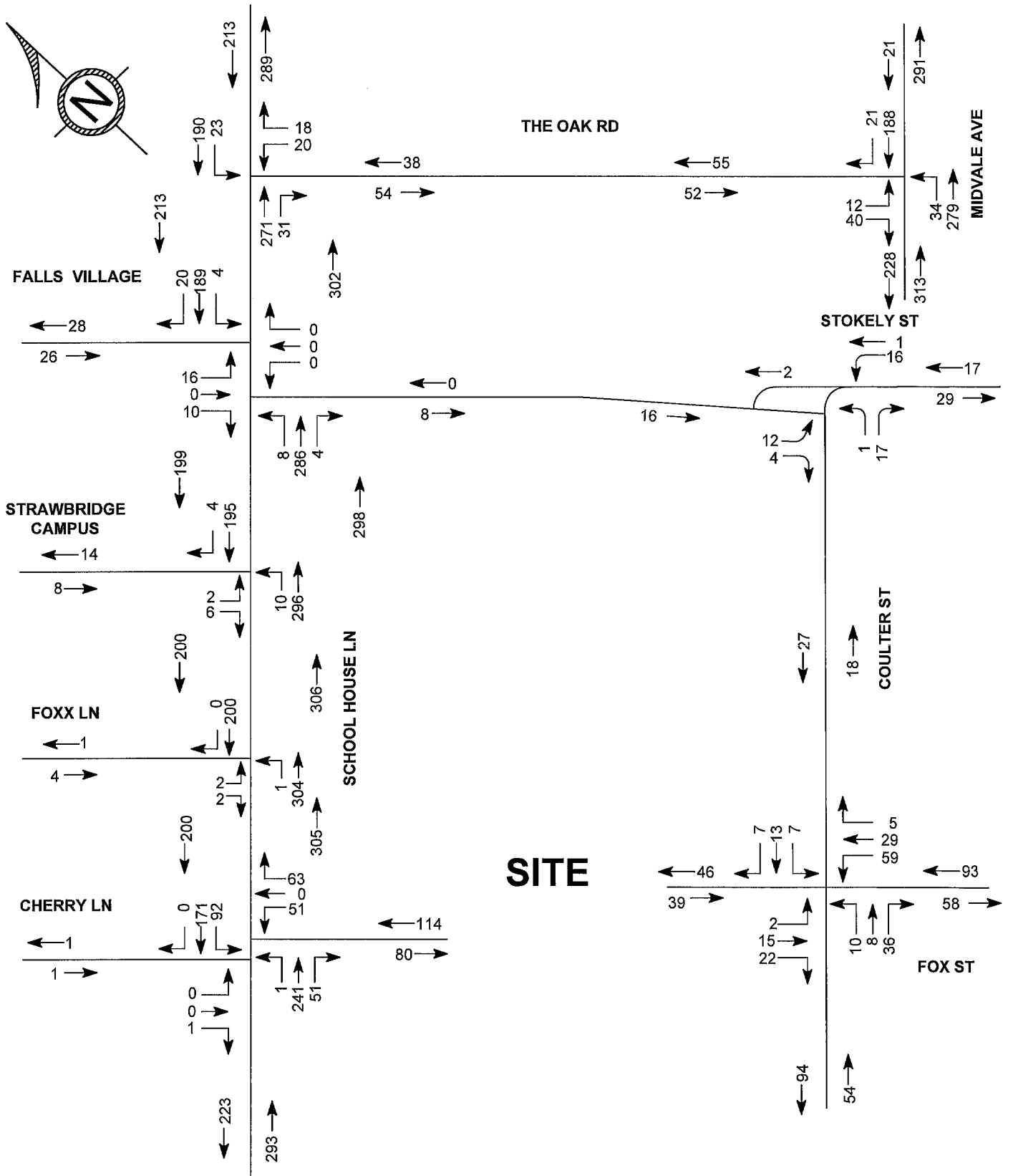


FIGURE 3
 EXISTING (2022) AFTERNOON SCHOOL PEAK HOUR TRAFFIC
 (2:30 PM TO 3:30 PM)

WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



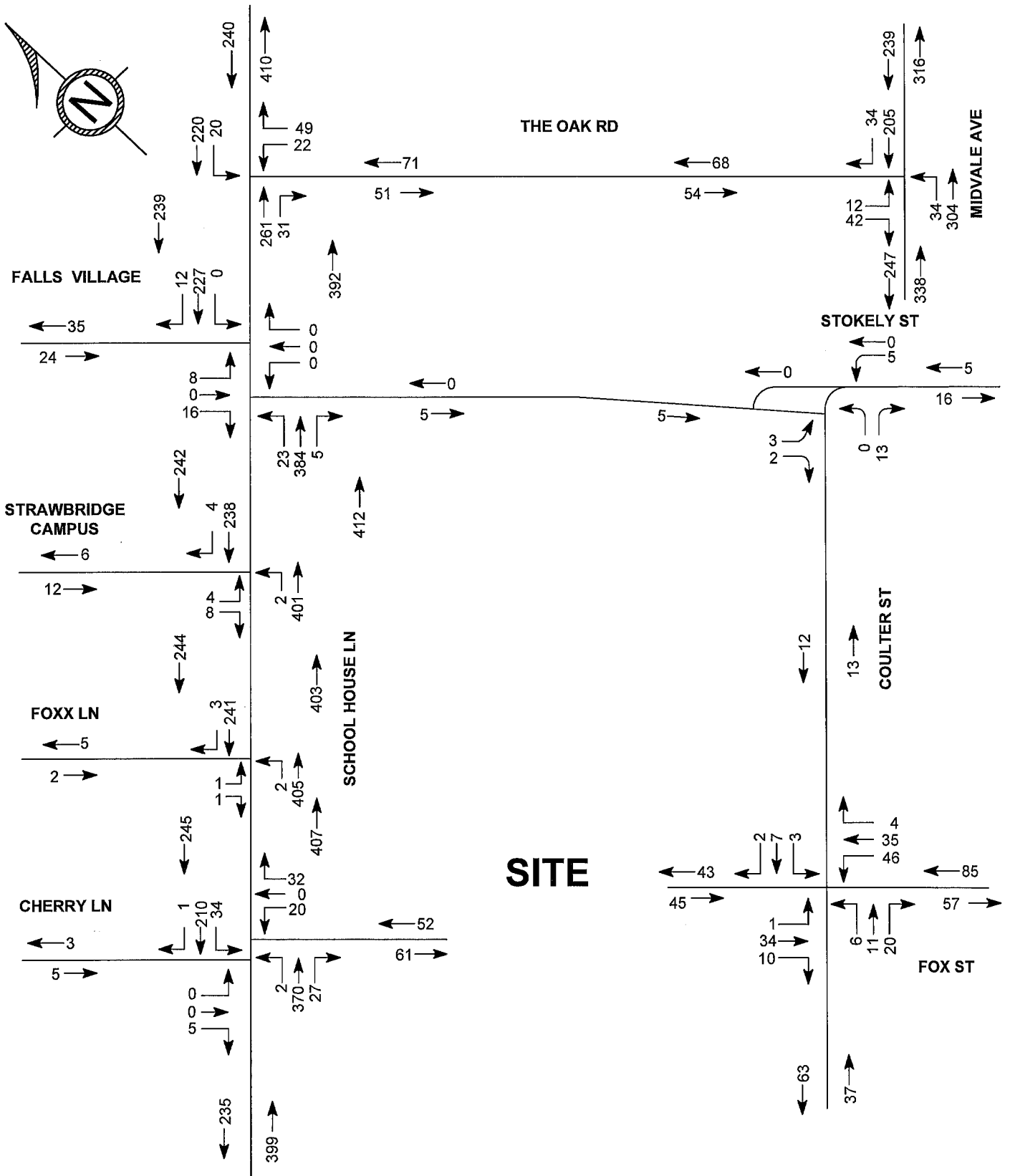


FIGURE 4
 EXISTING (2022) AFTERNOON STREET PEAK HOUR TRAFFIC
 (5:00 PM TO 6:00 PM)

WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



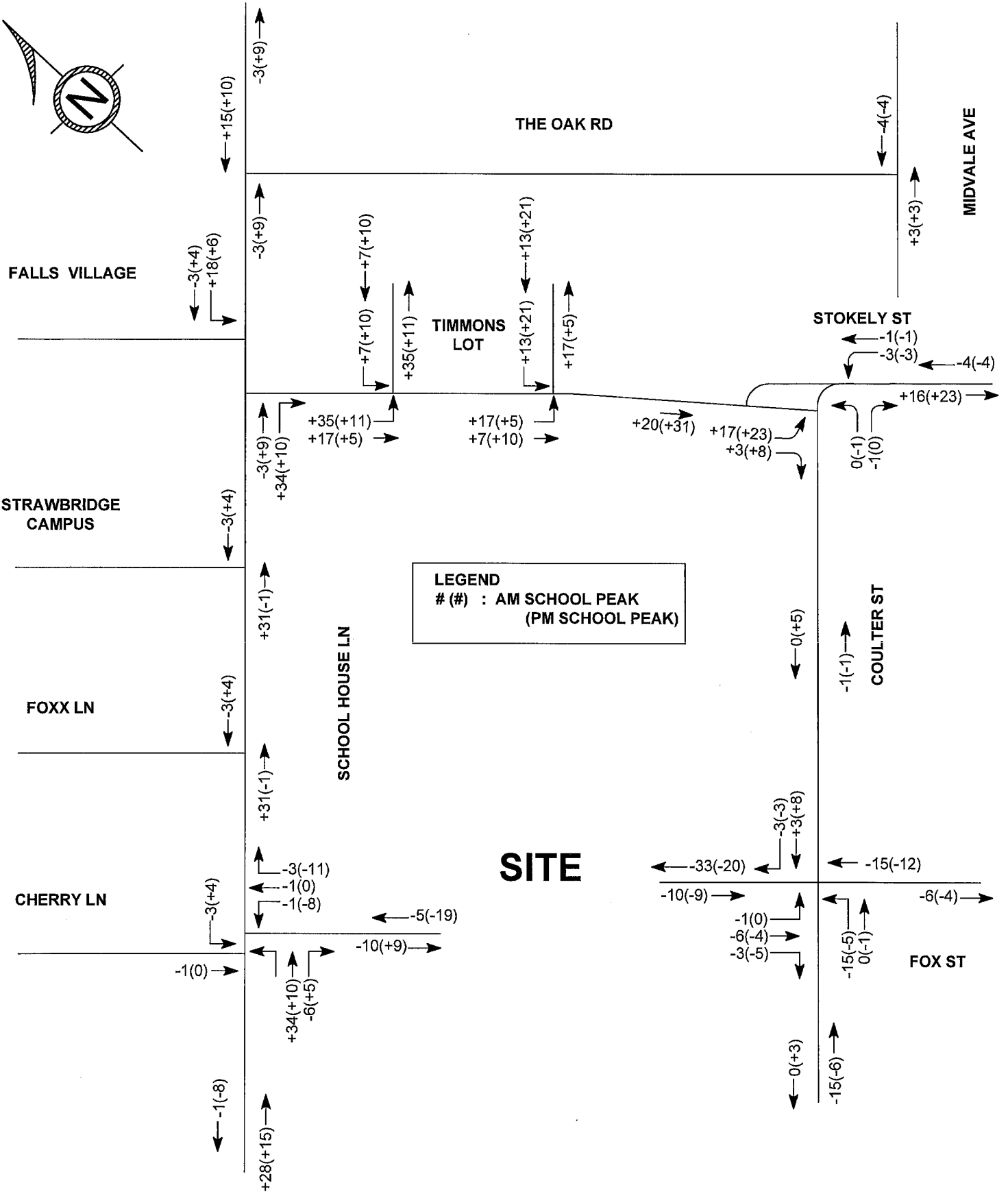
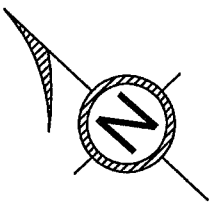


FIGURE 5
 CHANGES IN TRAFFIC PATTERN
 SCHOOL PEAK HOURS

WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



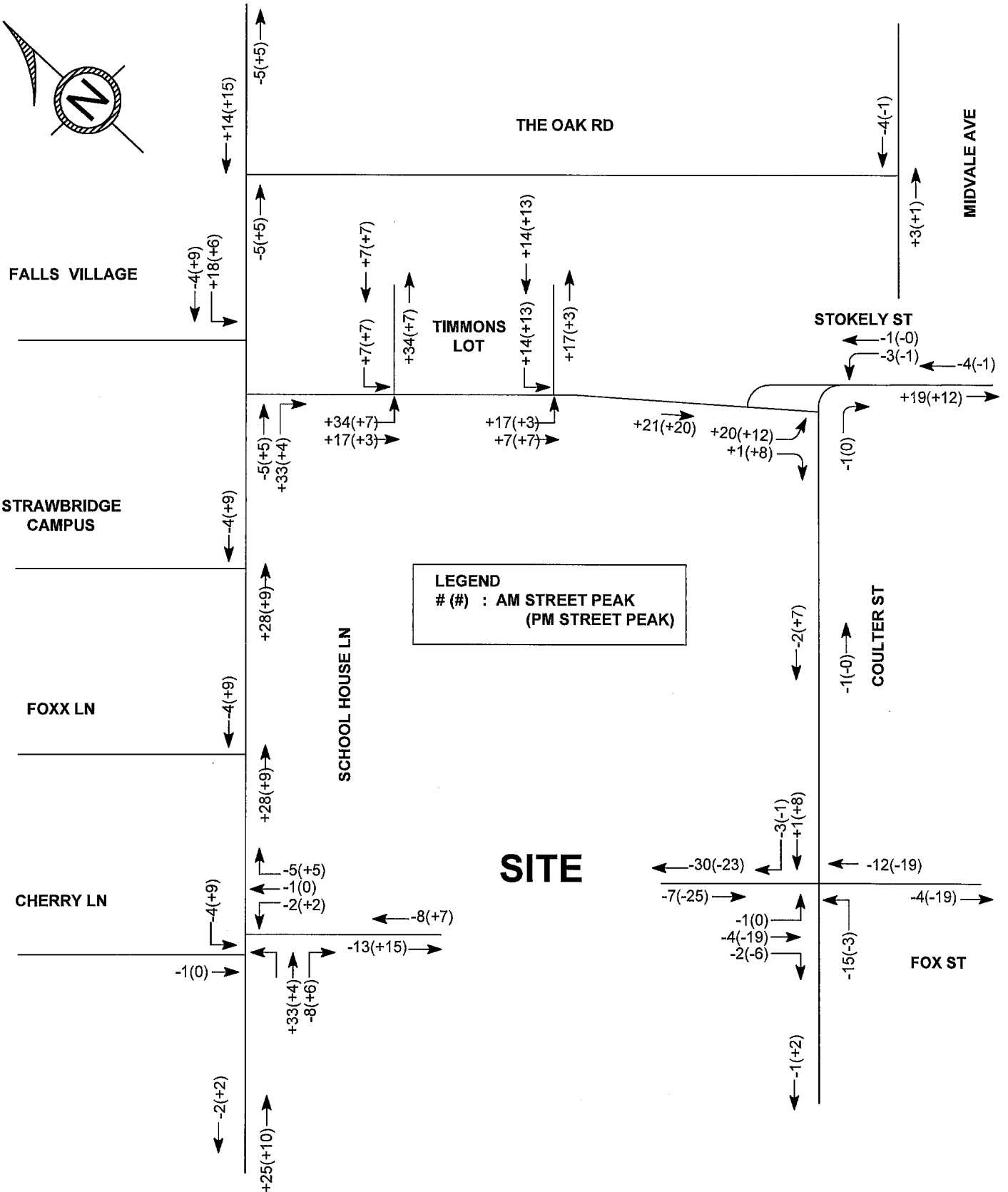
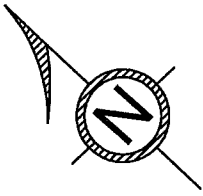


FIGURE 6
CHANGES IN TRAFFIC PATTERN
STREET PEAK HOURS
WILLIAM PENN CHARTER SCHOOL
CITY OF PHILADELPHIA, PA



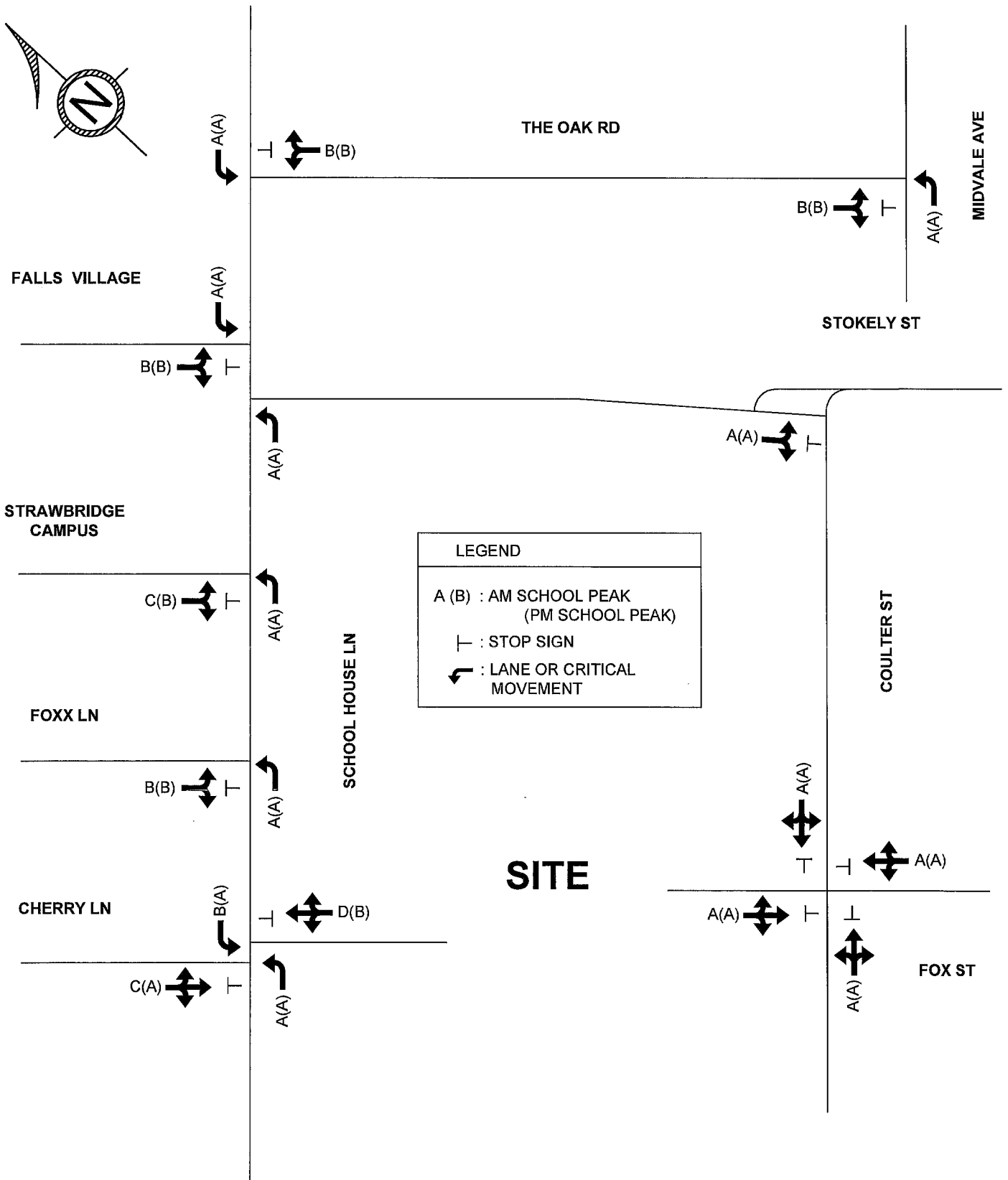


FIGURE 7
EXISTING (2022) SCHOOL PEAK HOUR LEVELS OF SERVICE

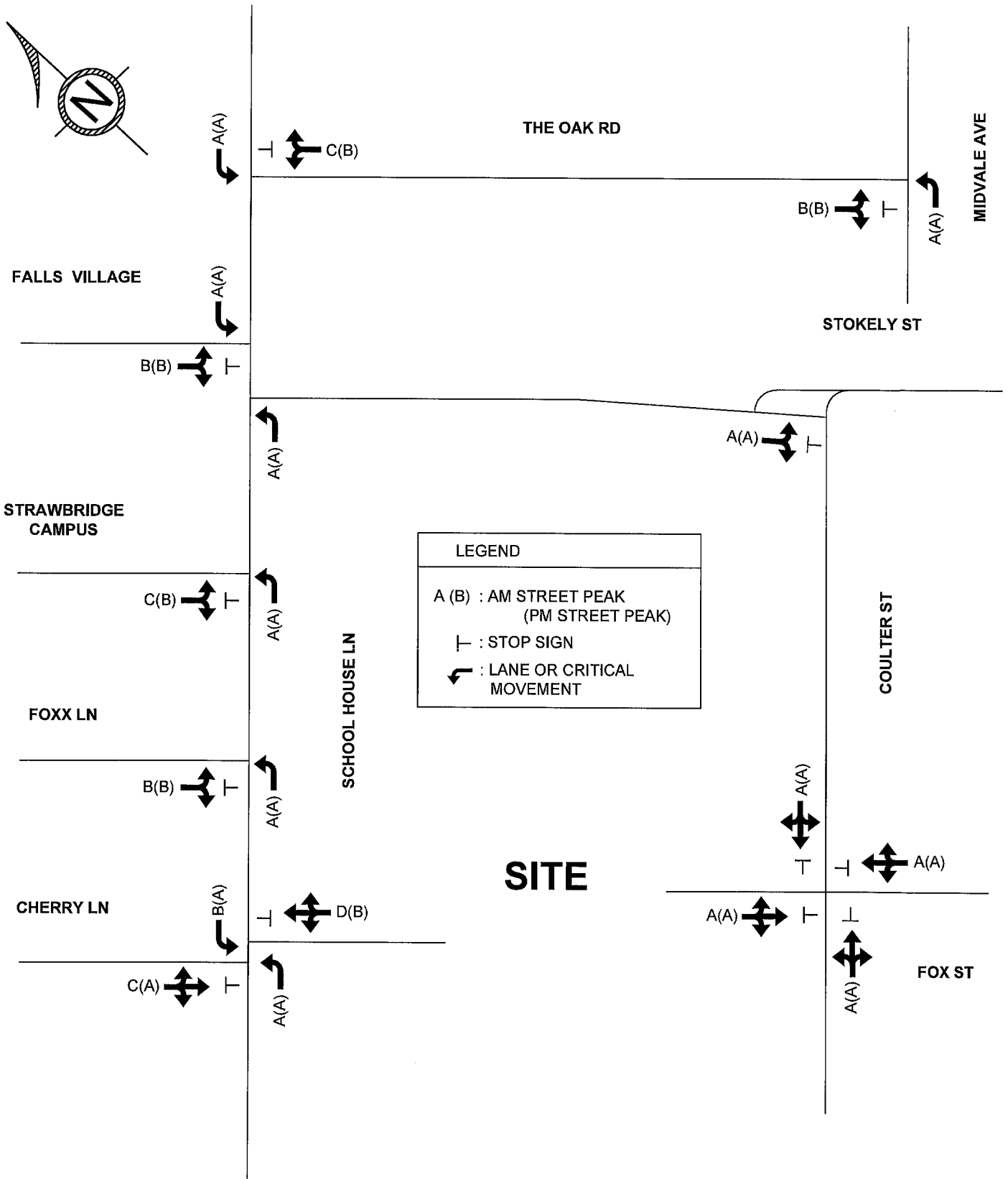


FIGURE 8
EXISTING (2022) STREET PEAK HOUR LEVELS OF SERVICE

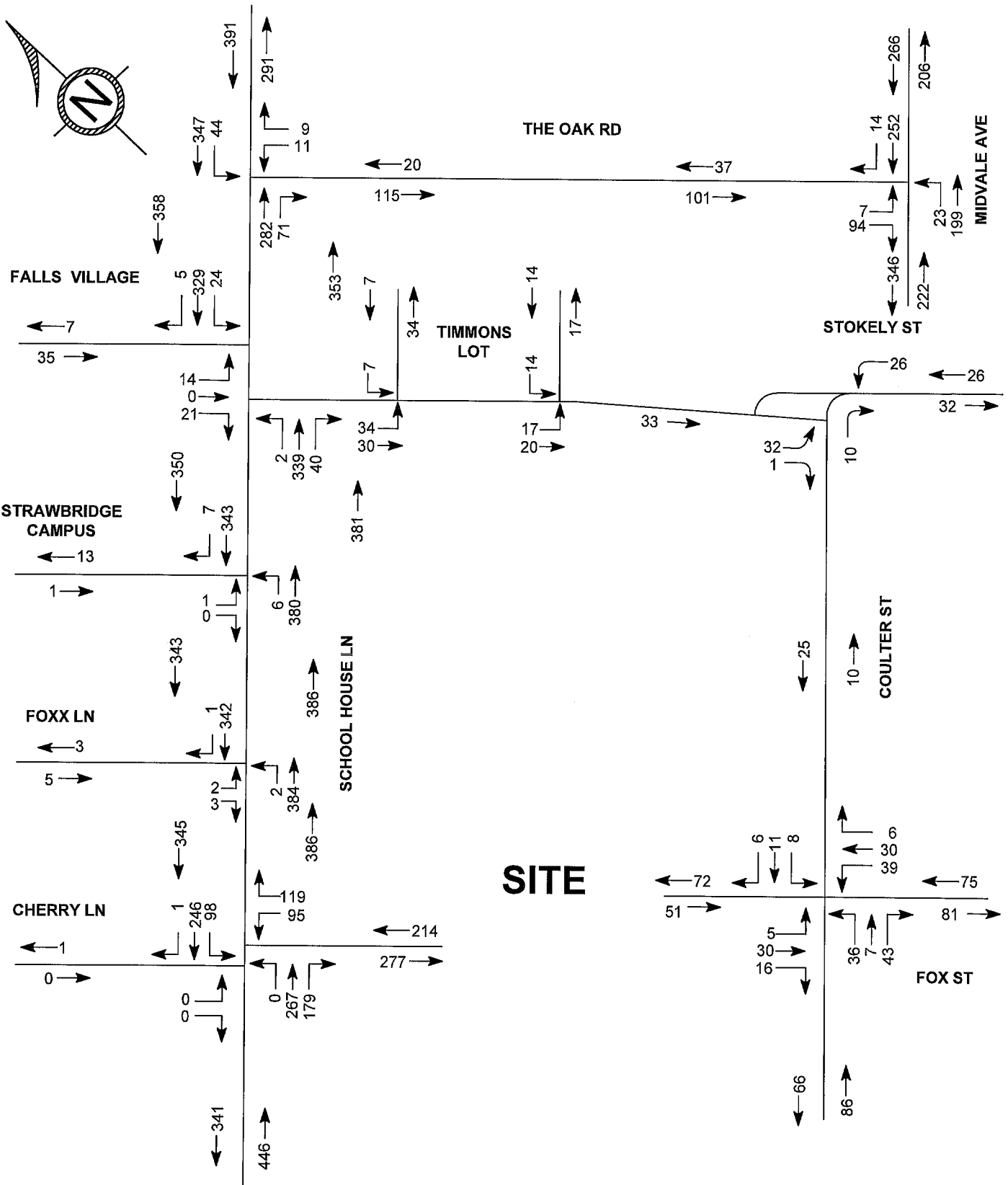


FIGURE 10
 FUTURE (2026) MORNING STREET PEAK HOUR TRAFFIC
 AFTER DEVELOPMENT

WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



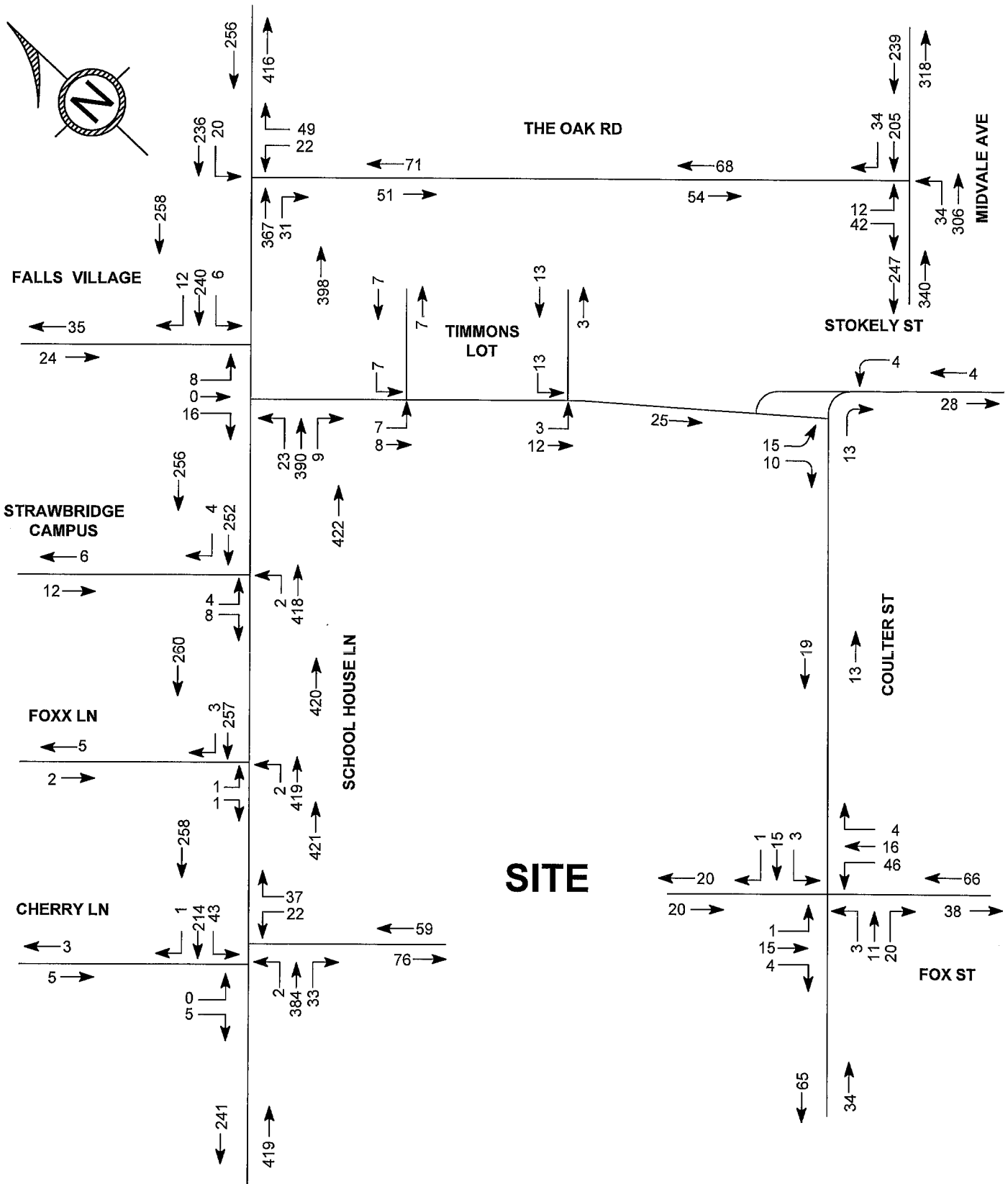


FIGURE 12
 FUTURE (2026) AFTERNOON STREET PEAK HOUR TRAFFIC
 AFTER DEVELOPMENT

WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



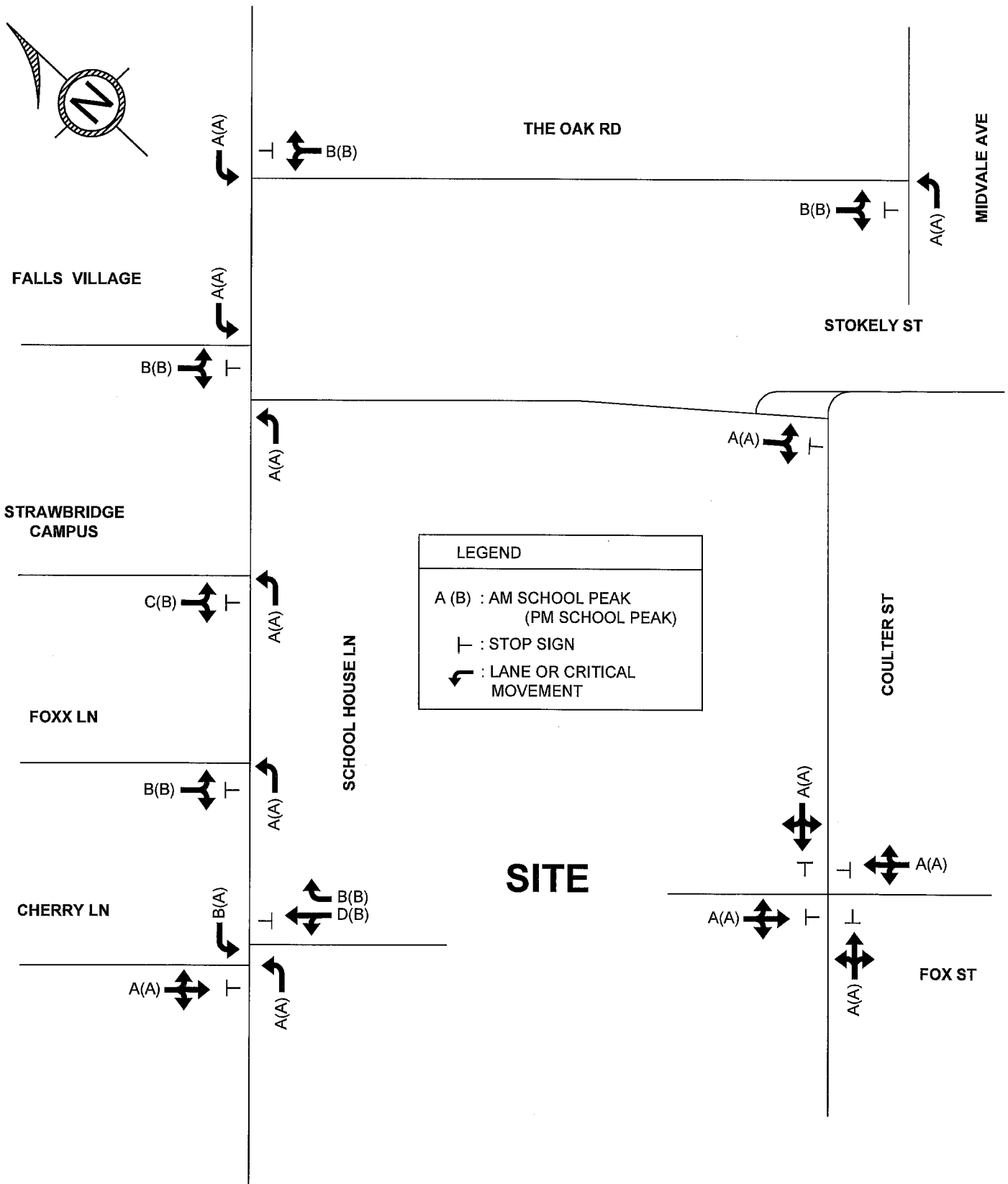


FIGURE 13
 FUTURE (2026) SCHOOL PEAK HOUR LEVELS OF SERVICE
 AFTER DEVELOPMENT

WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



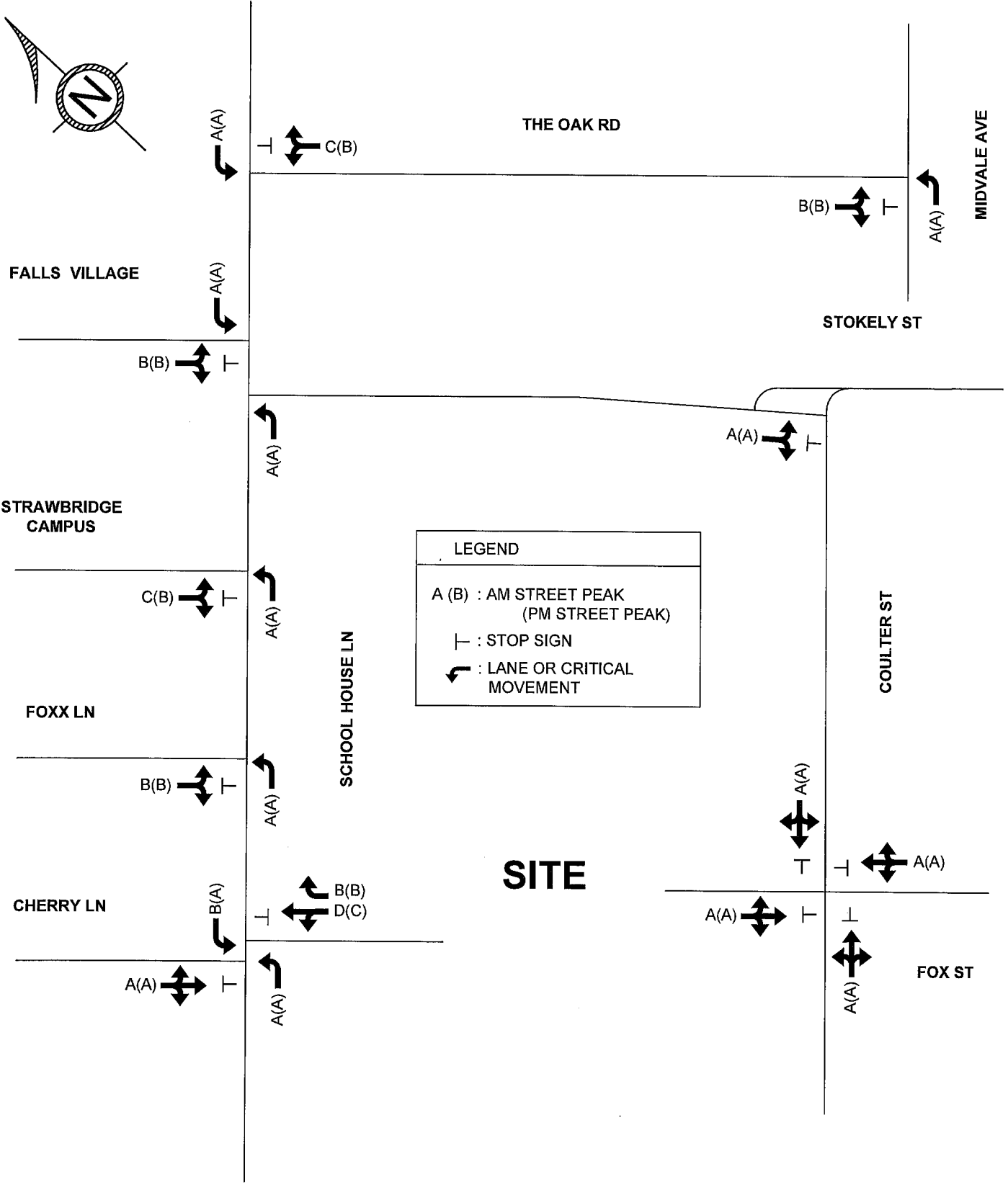


FIGURE 14
 FUTURE (2026) STREET PEAK HOUR LEVELS OF SERVICE
 AFTER DEVELOPMENT

WILLIAM PENN CHARTER SCHOOL
 CITY OF PHILADELPHIA, PA



	2020-21	2021-22	2022-23	2023-24	2023-25	2023-26
	<u>FORECAST</u>	<u>FORECAST</u>	<u>FORECAST</u>	<u>ORECAST</u>	<u>FORECAST</u>	<u>FORECAST</u>
Pre-K	30	31	28	30	30	30
K	43	46	42	45	45	45
1	43	43	48	45	45	45
2	45	48	46	45	45	45
3	44	46	48	45	45	45
4	45	46	46	45	45	45
5	44	55	52	50	50	50
6	68	66	67	68	66	66
7	77	79	76	82	83	81
8	76	89	85	82	88	89
9	115	116	120	116	117	118
10	108	109	115	118	114	115
11	114	104	108	113	116	112
12	<u>118</u>	<u>110</u>	<u>103</u>	<u>107</u>	<u>112</u>	<u>115</u>
	970	988	984	991	1001	1001

[Updated arrival/dismissal times are:

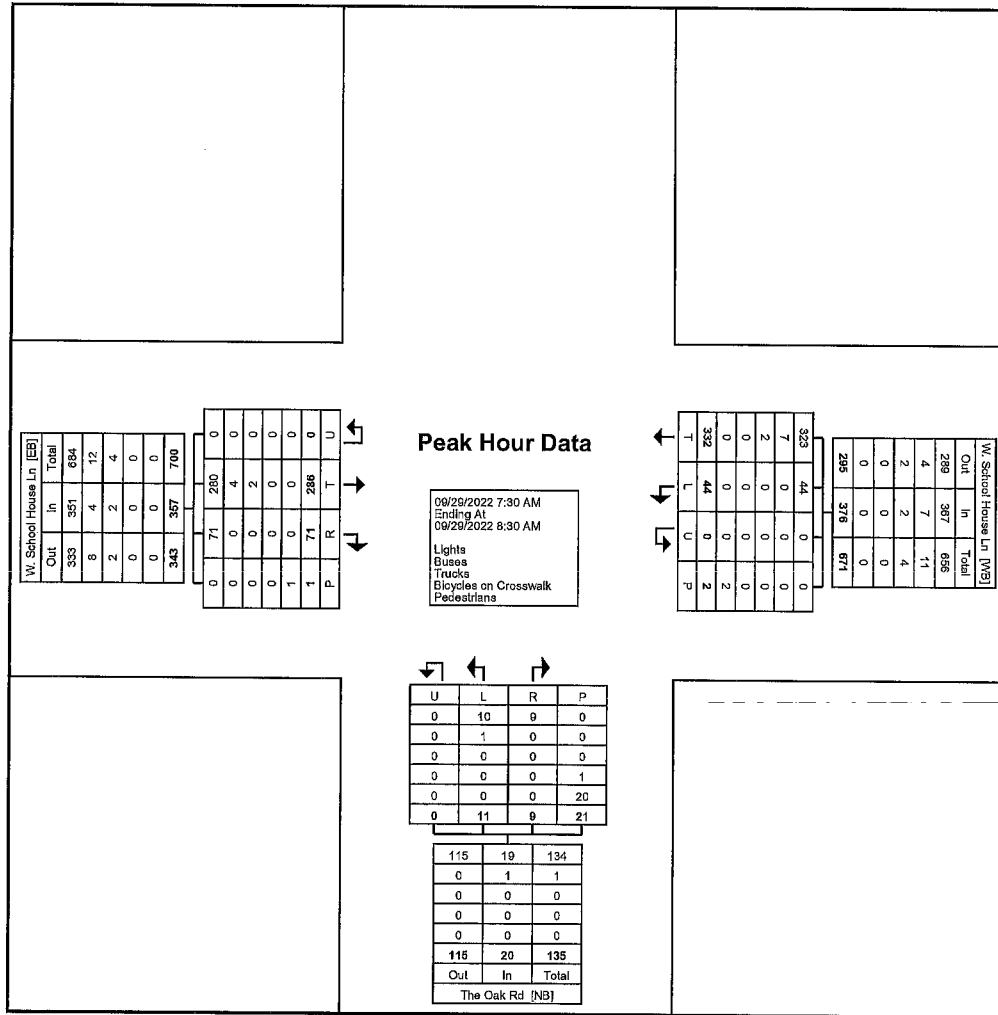
	Arrival	Dismissal
Pre-K	8:30	3:00
K-5	8:00	3:00
6-8	8:10	2:35
9-12	8:20	3:10

Turning Movement Data

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					The Oak Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:30 AM	11	3	0	0	14	2	23	0	2	25	1	0	0	1	1	40
6:45 AM	25	2	0	0	27	2	39	0	0	41	1	0	0	1	1	69
Hourly Total	36	5	0	0	41	4	62	0	2	66	2	0	0	2	2	109
7:00 AM	37	4	0	8	41	11	44	0	0	55	1	3	0	3	4	100
7:15 AM	38	3	0	1	41	3	59	0	0	62	0	2	0	0	2	105
7:30 AM	76	8	0	1	84	14	69	0	1	83	2	4	0	2	6	173
7:45 AM	94	18	0	0	112	13	94	0	0	107	4	2	0	4	6	225
Hourly Total	245	33	0	10	278	41	266	0	1	307	7	11	0	9	18	603
8:00 AM	65	36	0	0	101	7	101	0	1	108	4	2	0	9	6	215
8:15 AM	51	9	0	0	60	10	68	0	0	78	1	1	0	6	2	140
8:30 AM	55	0	0	0	55	13	50	0	0	63	2	3	0	6	5	123
8:45 AM	43	2	0	1	45	6	70	0	1	76	3	1	0	5	4	125
Hourly Total	214	47	0	1	261	36	289	0	2	325	10	7	0	26	17	603
9:00 AM	38	3	0	0	41	5	53	0	0	58	3	1	0	2	4	103
9:15 AM	35	2	0	1	37	4	45	0	0	49	3	3	0	5	6	92
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	73	5	0	1	78	9	98	0	0	107	6	4	0	7	10	195
2:00 PM	45	3	0	0	48	2	38	0	2	40	1	1	0	3	2	90
2:15 PM	39	8	0	0	47	3	41	0	3	44	3	6	0	6	9	100
2:30 PM	64	8	0	0	72	3	42	0	0	45	4	2	0	6	6	123
2:45 PM	69	9	0	1	78	7	49	0	0	56	4	3	0	3	7	141
Hourly Total	217	28	0	1	245	15	170	0	5	185	12	12	0	18	24	454
3:00 PM	86	6	0	1	92	5	49	0	1	54	7	3	0	8	10	156
3:15 PM	52	8	0	3	60	8	50	0	1	58	5	10	0	2	15	133
3:30 PM	70	4	0	0	74	14	39	0	0	53	8	11	0	10	19	146
3:45 PM	78	11	0	1	89	3	44	0	1	47	4	6	0	8	10	146
Hourly Total	286	29	0	5	315	30	182	0	3	212	24	30	0	28	54	581
4:00 PM	89	4	0	0	93	2	57	0	0	59	4	6	0	11	10	162
4:15 PM	87	9	0	0	96	3	52	0	2	55	5	8	0	2	13	164
4:30 PM	79	7	0	0	86	4	48	0	0	52	1	9	0	10	10	148
4:45 PM	93	8	0	0	101	3	41	0	0	44	5	16	0	10	21	166
Hourly Total	348	28	0	0	376	12	198	0	2	210	15	39	0	33	54	640
5:00 PM	69	10	0	0	79	2	47	0	1	49	8	5	0	6	13	141
5:15 PM	95	12	0	3	107	4	52	0	1	56	4	11	0	6	15	178
5:30 PM	91	7	0	0	98	7	64	0	1	71	7	13	0	5	20	189
5:45 PM	106	2	0	3	108	6	57	1	0	64	3	20	0	9	23	195
Hourly Total	361	31	0	6	392	19	220	1	3	240	22	49	0	26	71	703
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1780	206	0	24	1986	166	1485	1	18	1652	98	152	0	149	250	3888
Approach %	89.6	10.4	0.0	-	-	10.0	89.9	0.1	-	-	39.2	60.8	0.0	-	-	-
Total %	45.8	5.3	0.0	-	51.1	4.3	38.2	0.0	-	42.5	2.5	3.9	0.0	-	6.4	-
Lights	1736	206	0	-	1942	165	1442	1	-	1608	96	151	0	-	247	3797
% Lights	97.5	100.0	-	-	97.8	99.4	97.1	100.0	-	97.3	98.0	99.3	-	-	98.8	97.7
Buses	22	0	0	-	22	1	25	0	-	26	2	0	0	-	2	50
% Buses	1.2	0.0	-	-	1.1	0.6	1.7	0.0	-	1.6	2.0	0.0	-	-	0.8	1.3
Trucks	22	0	0	-	22	0	18	0	-	18	0	1	0	-	1	41
% Trucks	1.2	0.0	-	-	1.1	0.0	1.2	0.0	-	1.1	0.0	0.7	-	-	0.4	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	1.3	-	-
Pedestrians	-	-	-	24	-	-	-	-	18	-	-	-	-	147	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	98.7	-	-

Turning Movement Peak Hour Data (7:30 AM)

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					The Oak Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:30 AM	76	8	0	1	84	14	69	0	1	83	2	4	0	2	6	173
7:45 AM	94	18	0	0	112	13	94	0	0	107	4	2	0	4	6	225
8:00 AM	65	36	0	0	101	7	101	0	1	108	4	2	0	9	6	215
8:15 AM	51	9	0	0	60	10	68	0	0	78	1	1	0	6	2	140
Total	286	71	0	1	357	44	332	0	2	376	11	9	0	21	20	753
Approach %	80.1	19.9	0.0	-	-	11.7	88.3	0.0	-	-	55.0	45.0	0.0	-	-	-
Total %	38.0	9.4	0.0	-	47.4	5.8	44.1	0.0	-	49.9	1.5	1.2	0.0	-	2.7	-
PHF	0.781	0.493	0.000	-	0.797	0.786	0.822	0.000	-	0.870	0.688	0.563	0.000	-	0.833	0.837
Lights	280	71	0	-	351	44	323	0	-	367	10	9	0	-	19	737
% Lights	97.9	100.0	-	-	98.3	100.0	97.3	-	-	97.6	90.9	100.0	-	-	95.0	97.9
Buses	4	0	0	-	4	0	7	0	-	7	1	0	0	-	1	12
% Buses	1.4	0.0	-	-	1.1	0.0	2.1	-	-	1.9	9.1	0.0	-	-	5.0	1.6
Trucks	2	0	0	-	2	0	2	0	-	2	0	0	0	-	0	4
% Trucks	0.7	0.0	-	-	0.6	0.0	0.6	-	-	0.5	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	4.8	-	-
Pedestrians	-	-	-	1	-	-	-	-	2	-	-	-	-	20	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	95.2	-	-



Turning Movement Peak Hour Data Plot (7:30 AM)



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184 Baker Rd

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Philadelphia, PA
W School House Ln & The Oak Rd
Thursday, September 29, 2022
Location: 40.024409, -75.18492

Count Name: W. School House Ln & The Oak Rd
Site Code:
Start Date: 09/29/2022
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					The Oak Rd Northbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:00 PM	69	10	0	0	79	2	47	0	1	49	8	5	0	6	13	141
5:15 PM	95	12	0	3	107	4	52	0	1	56	4	11	0	6	15	178
5:30 PM	91	7	0	0	98	7	64	0	1	71	7	13	0	5	20	189
5:45 PM	106	2	0	3	108	6	57	1	0	64	3	20	0	9	23	195
Total	361	31	0	6	392	19	220	1	3	240	22	49	0	26	71	703
Approach %	92.1	7.9	0.0	-	-	7.9	91.7	0.4	-	-	31.0	69.0	0.0	-	-	-
Total %	51.4	4.4	0.0	-	55.8	2.7	31.3	0.1	-	34.1	3.1	7.0	0.0	-	10.1	-
PHF	0.851	0.646	0.000	-	0.907	0.679	0.859	0.250	-	0.845	0.688	0.613	0.000	-	0.772	0.901
Lights	358	31	0	-	389	19	220	1	-	240	22	49	0	-	71	700
% Lights	99.2	100.0	-	-	99.2	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	99.6
Buses	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	0.3	0.0	-	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Trucks	0.6	0.0	-	-	0.5	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	6	-	-	-	-	3	-	-	-	-	26	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

TRI-ST ^{TE}

TRAFFIC DATA

www.TSTData.com
184 Baker Rd

Philadelphia, PA
W School House Ln & Falls
Village Dr
Thursday, September 29, 2022
Location: 40.024137, -75.18571

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: W. School House
Ln & Falls Village Dr
Site Code:
Start Date: 09/29/2022
Page No: 1

Turning Movement Data

Start Time	W. School House Ln Eastbound						W. School House Ln Westbound						School Dr Northbound						Falls Village Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 AM	1	10	0	0	0	11	0	23	0	0	0	23	0	0	0	0	4	0	5	0	2	0	2	7	41
6:45 AM	0	22	4	0	0	26	1	38	1	0	0	40	0	0	0	0	3	0	5	0	3	0	2	8	74
Hourly Total	1	32	4	0	0	37	1	61	1	0	0	63	0	0	0	0	7	0	10	0	5	0	4	15	115
7:00 AM	1	39	3	0	0	43	3	41	0	0	1	44	0	0	1	0	3	1	3	0	2	0	11	5	93
7:15 AM	0	32	3	0	0	35	0	61	0	0	4	61	0	0	0	0	0	0	6	0	0	0	1	6	102
7:30 AM	0	85	0	0	0	85	0	69	1	0	0	70	0	0	0	0	2	0	2	0	8	1	1	11	166
7:45 AM	2	105	5	0	0	112	2	95	2	0	1	99	0	0	0	0	2	0	4	0	5	0	15	9	220
Hourly Total	3	261	11	0	0	275	5	266	3	0	6	274	0	0	1	0	7	1	15	0	15	1	28	31	581
8:00 AM	0	100	2	0	0	102	3	97	1	0	2	101	0	0	0	0	13	0	2	0	4	0	6	6	209
8:15 AM	0	56	0	0	0	56	1	66	1	0	0	68	1	0	0	0	5	1	5	0	4	0	1	9	134
8:30 AM	2	53	1	0	0	56	0	52	0	0	0	52	1	0	0	0	9	1	1	0	3	0	5	4	113
8:45 AM	0	42	0	0	0	42	0	73	0	0	0	73	0	0	0	0	8	0	1	0	2	0	9	3	118
Hourly Total	2	251	3	0	0	256	4	288	2	0	2	294	2	0	0	0	35	2	9	0	13	0	21	22	574
9:00 AM	0	38	1	0	0	39	0	57	1	0	1	58	0	1	0	0	6	1	3	0	1	0	8	4	102
9:15 AM	3	36	0	0	0	39	0	47	0	0	0	47	0	0	0	0	3	0	1	0	2	0	17	3	89
9:30 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
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	3	74	1	0	0	78	0	104	1	0	1	105	0	1	0	0	9	1	4	0	3	0	25	7	191
2:00 PM	3	47	1	0	0	51	0	39	0	0	0	39	0	0	0	0	8	0	2	0	3	0	10	5	95
2:15 PM	3	45	2	0	0	50	2	38	6	0	1	46	0	0	0	0	7	0	3	0	2	0	13	5	101
2:30 PM	1	63	0	0	0	64	0	43	4	0	2	47	0	0	0	0	7	0	5	0	5	0	17	10	121
2:45 PM	3	76	2	0	0	81	1	48	6	0	1	55	0	0	0	0	5	0	6	0	4	0	10	10	146
Hourly Total	10	231	5	0	0	246	3	168	16	0	4	187	0	0	0	0	27	0	16	0	14	0	50	30	463
3:00 PM	0	89	2	0	0	91	2	47	7	0	1	56	0	0	0	0	6	0	2	0	1	0	8	3	150
3:15 PM	4	58	0	0	0	62	1	51	3	0	1	55	0	0	0	0	0	0	3	0	0	0	12	3	120
3:30 PM	3	72	0	0	0	75	2	44	3	0	0	49	0	0	0	0	7	0	4	0	1	0	2	5	129
3:45 PM	5	85	1	0	0	91	1	44	3	0	0	48	0	0	0	0	9	0	2	0	6	0	9	8	147
Hourly Total	12	304	3	0	0	319	6	186	16	0	2	208	0	0	0	0	22	0	11	0	8	0	31	19	548
4:00 PM	3	97	0	0	0	100	0	55	7	0	0	62	0	0	0	0	19	0	3	0	3	0	6	6	168
4:15 PM	4	94	0	0	0	98	0	56	0	0	2	56	1	1	0	0	8	2	0	0	0	0	6	0	156
4:30 PM	5	83	1	0	0	89	0	46	3	0	0	49	1	0	0	0	12	1	2	0	4	0	7	6	145
4:45 PM	3	98	1	0	0	102	0	40	5	0	1	45	0	0	0	0	10	0	4	0	2	0	3	6	153
Hourly Total	15	372	2	0	0	389	0	197	15	0	3	212	2	1	0	0	49	3	9	0	9	0	22	18	622
5:00 PM	5	82	2	0	0	89	0	46	7	0	0	53	0	0	0	0	8	0	0	0	4	0	5	4	146
5:15 PM	4	102	1	0	1	107	0	54	2	0	0	56	0	0	0	0	5	0	5	0	0	0	7	5	168
5:30 PM	3	95	1	0	1	99	0	69	2	0	0	71	0	0	0	0	9	0	1	0	4	0	8	5	175
5:45 PM	11	105	1	0	0	117	0	58	1	0	1	59	0	0	0	0	6	0	2	0	8	0	11	10	186
Hourly Total	23	384	5	0	2	412	0	227	12	0	1	239	0	0	0	0	28	0	8	0	16	0	31	24	675
6:00 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
Grand Total	69	1909	34	0	2	2012	19	1497	66	0	19	1582	4	2	1	0	184	7	82	0	83	1	212	166	3787
Approach %	3.4	94.9	1.7	0.0	-	-	1.2	94.6	4.2	0.0	-	-	57.1	28.6	14.3	0.0	-	-	49.4	0.0	50.0	0.6	-	-	-
Total %	1.8	60.7	0.9	0.0	-	53.4	0.5	39.7	1.8	0.0	-	42.0	0.1	0.1	0.0	0.0	-	0.2	2.2	0.0	2.2	0.0	-	4.4	-
Lights	69	1864	16	0	-	1949	7	1464	65	0	-	1536	4	1	1	0	-	6	80	0	83	0	-	163	3654
% Lights	100.0	97.6	47.1	-	-	96.9	36.8	97.8	98.5	-	-	97.1	100.0	50.0	100.0	-	-	85.7	97.6	-	100.0	0.0	-	98.2	97.0
Buses	0	23	18	0	-	41	12	14	0	0	-	26	0	0	0	0	-	0	0	0	0	0	-	0	67
% Buses	0.0	1.2	52.9	-	-	2.0	63.2	0.9	0.0	-	-	1.6	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	1.8
Trucks	0	22	0	0	-	22	0	19	1	0	-	20	0	1	0	0	-	1	2	0	0	1	-	3	46
% Trucks	0.0	1.2	0.0	-	-	1.1	0.0	1.3	1.5	-	-	1.3	0.0	50.0	0.0	-	-	14.3	2.4	-	0.0	100.0	-	1.8	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	1.6	-	-	-	-	-	3.8	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	19	-	-	-	-	-	181	-	-	-	-	-	204	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	98.4	-	-	-	-	-	96.2	-	-

Turning Movement Peak Hour Data (7:30 AM)

Start Time	W. School House Ln Eastbound						W. School House Ln Westbound						School Dr Northbound						Falls Village Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	85	0	0	0	85	0	69	1	0	0	70	0	0	0	0	2	0	2	0	8	1	1	11	166
7:45 AM	2	105	5	0	0	112	2	95	2	0	1	99	0	0	0	0	2	0	4	0	5	0	15	9	220
8:00 AM	0	100	2	0	0	102	3	97	1	0	2	101	0	0	0	0	13	0	2	0	4	0	6	6	209
8:15 AM	0	56	0	0	0	56	1	66	1	0	0	68	1	0	0	0	5	1	5	0	4	0	1	9	134
Total	2	346	7	0	0	355	6	327	5	0	3	338	1	0	0	0	22	1	13	0	21	1	23	35	729
Approach %	0.6	97.5	2.0	0.0	-	-	1.8	96.7	1.5	0.0	-	-	100.0	0.0	0.0	0.0	-	-	37.1	0.0	60.0	2.9	-	-	-
Total %	0.3	47.5	1.0	0.0	-	48.7	0.8	44.9	0.7	0.0	-	46.4	0.1	0.0	0.0	0.0	-	0.1	1.8	0.0	2.9	0.1	-	4.8	-
PHF	0.250	0.824	0.350	0.000	-	0.792	0.500	0.843	0.625	0.000	-	0.837	0.250	0.000	0.000	0.000	-	0.250	0.650	0.000	0.656	0.250	-	0.795	0.828
Lights	2	340	1	0	-	343	2	322	5	0	-	329	1	0	0	0	-	1	13	0	21	0	-	34	707
% Lights	100.0	98.3	14.3	-	-	96.6	33.3	98.5	100.0	-	-	97.3	100.0	-	-	-	-	100.0	100.0	-	100.0	0.0	-	97.1	97.0
Buses	0	4	6	0	-	10	4	4	0	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	18
% Buses	0.0	1.2	85.7	-	-	2.8	66.7	1.2	0.0	-	-	2.4	0.0	-	-	-	-	0.0	0.0	-	0.0	0.0	-	0.0	2.5
Trucks	0	2	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	4
% Trucks	0.0	0.6	0.0	-	-	0.6	0.0	0.3	0.0	-	-	0.3	0.0	-	-	-	-	0.0	0.0	-	0.0	100.0	-	2.9	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	4.5	-	-	-	-	-	8.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	21	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	95.5	-	-	-	-	-	91.3	-	-

Turning Movement Peak Hour Data (5:00 PM)

Start Time	W. School House Ln Eastbound						W. School House Ln Westbound						School Dr Northbound						Falls Village Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
5:00 PM	5	82	2	0	0	89	0	46	7	0	0	53	0	0	0	0	8	0	0	0	4	0	5	4	146
5:15 PM	4	102	1	0	1	107	0	54	2	0	0	56	0	0	0	0	5	0	5	0	0	0	7	5	168
5:30 PM	3	95	1	0	1	99	0	69	2	0	0	71	0	0	0	0	9	0	1	0	4	0	8	5	175
5:45 PM	11	105	1	0	0	117	0	58	1	0	1	59	0	0	0	0	6	0	2	0	8	0	11	10	186
Total	23	384	5	0	2	412	0	227	12	0	1	239	0	0	0	0	28	0	8	0	16	0	31	24	675
Approach %	5.6	93.2	1.2	0.0	-	-	0.0	95.0	5.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	33.3	0.0	66.7	0.0	-	-	-
Total %	3.4	56.9	0.7	0.0	-	61.0	0.0	33.6	1.8	0.0	-	35.4	0.0	0.0	0.0	0.0	-	0.0	1.2	0.0	2.4	0.0	-	3.6	-
PHF	0.523	0.914	0.625	0.000	-	0.880	0.000	0.822	0.429	0.000	-	0.842	0.000	0.000	0.000	0.000	-	0.000	0.400	0.000	0.500	0.000	-	0.600	0.907
Lights	23	381	2	0	-	406	0	227	12	0	-	239	0	0	0	0	-	0	8	0	16	0	-	24	669
% Lights	100.0	99.2	40.0	-	-	98.5	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0	-	100.0	-	-	100.0	99.1
Buses	0	2	3	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	0.0	0.5	60.0	-	-	1.2	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	0.7
Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	0.0	0.3	0.0	-	-	0.2	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	6.5	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	28	-	-	-	-	-	29	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	93.5	-	-



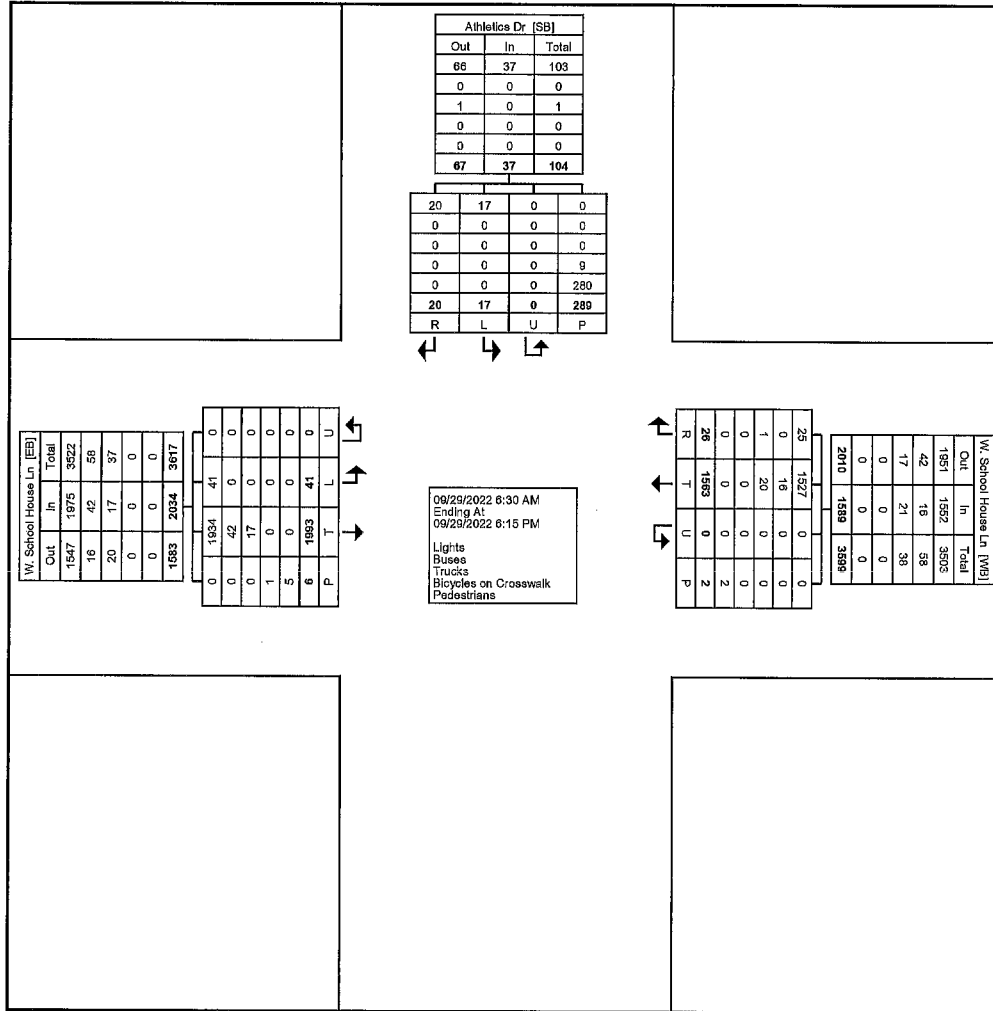
Philadelphia, PA
 W School House Ln & Athletics
 Dr
 Thursday, September 29, 2022
 Location: 40.023457, -
 75.187604

www.TSTData.com
 184 Baker Rd
 Coatesville, Pennsylvania, United States 19320
 610-466-1469
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Count Name: W. School House
 Ln & Athletics Dr
 Site Code:
 Start Date: 09/29/2022
 Page No: 1

Turning Movement Data

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					Athletics Dr Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:30 AM	0	13	0	0	13	26	0	0	0	26	0	0	0	5	0	39
6:45 AM	0	26	0	1	26	40	1	0	0	41	0	0	0	1	0	67
Hourly Total	0	39	0	1	39	66	1	0	0	67	0	0	0	6	0	106
7:00 AM	0	42	0	0	42	44	0	0	0	44	0	0	0	13	0	86
7:15 AM	0	35	0	0	35	61	0	0	0	61	0	0	0	2	0	96
7:30 AM	1	86	0	0	87	74	1	0	0	75	1	0	0	3	1	163
7:45 AM	2	112	0	0	114	98	2	0	0	100	0	0	0	17	0	214
Hourly Total	3	275	0	0	278	277	3	0	0	280	1	0	0	35	1	559
8:00 AM	2	104	0	0	106	103	2	0	0	105	0	0	0	11	0	211
8:15 AM	1	55	0	1	56	68	2	0	0	70	0	0	0	3	0	126
8:30 AM	3	53	0	1	56	55	1	0	1	56	1	0	0	7	1	113
8:45 AM	13	42	0	0	55	70	5	0	0	75	1	0	0	10	1	131
Hourly Total	19	254	0	2	273	296	10	0	1	306	2	0	0	31	2	581
9:00 AM	0	40	0	0	40	57	0	0	0	57	0	0	0	10	0	97
9:15 AM	0	39	0	1	39	49	1	0	0	50	0	0	0	19	0	89
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	79	0	1	79	106	1	0	0	107	0	0	0	29	0	186
2:00 PM	0	52	0	0	52	41	1	0	0	42	1	0	0	13	1	95
2:15 PM	0	51	0	0	51	40	0	0	0	40	0	0	0	20	0	91
2:30 PM	0	63	0	0	63	48	0	0	0	48	0	1	0	21	1	112
2:45 PM	7	86	0	0	93	51	1	0	1	52	0	1	0	13	1	146
Hourly Total	7	252	0	0	259	180	2	0	1	182	1	2	0	67	3	444
3:00 PM	3	83	0	0	86	46	2	0	0	48	2	0	0	11	2	136
3:15 PM	0	64	0	0	64	50	1	0	0	51	0	4	0	11	4	119
3:30 PM	4	75	0	0	79	46	0	0	0	46	0	1	0	7	1	126
3:45 PM	1	92	0	0	93	48	2	0	0	50	1	0	0	14	1	144
Hourly Total	8	314	0	0	322	190	5	0	0	195	3	5	0	43	8	525
4:00 PM	0	96	0	0	96	58	0	0	0	58	0	0	0	8	0	154
4:15 PM	1	94	0	0	95	55	0	0	0	55	0	0	0	12	0	150
4:30 PM	0	88	0	0	88	54	0	0	0	54	4	5	0	9	9	151
4:45 PM	1	100	0	0	101	43	0	0	0	43	2	0	0	5	2	146
Hourly Total	2	378	0	0	380	210	0	0	0	210	6	5	0	34	11	601
5:00 PM	0	91	0	1	91	50	0	0	0	50	0	0	0	10	0	141
5:15 PM	1	99	0	0	100	51	3	0	0	54	4	5	0	11	9	163
5:30 PM	1	95	0	0	96	71	0	0	0	71	0	3	0	12	3	170
5:45 PM	0	116	0	1	116	66	1	0	0	67	0	0	0	11	0	183
Hourly Total	2	401	0	2	403	238	4	0	0	242	4	8	0	44	12	657
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	41	1993	0	6	2034	1563	26	0	2	1589	17	20	0	289	37	3660
Approach %	2.0	98.0	0.0	-	-	98.4	1.6	0.0	-	-	45.9	54.1	0.0	-	-	-
Total %	1.1	54.5	0.0	-	55.6	42.7	0.7	0.0	-	43.4	0.5	0.5	0.0	-	1.0	-
Lights	41	1934	0	-	1975	1527	25	0	-	1552	17	20	0	-	37	3564
% Lights	100.0	97.0	-	-	97.1	97.7	96.2	-	-	97.7	100.0	100.0	-	-	100.0	97.4
Buses	0	42	0	-	42	16	0	0	-	16	0	0	0	-	0	58
% Buses	0.0	2.1	-	-	2.1	1.0	0.0	-	-	1.0	0.0	0.0	-	-	0.0	1.6
Trucks	0	17	0	-	17	20	1	0	-	21	0	0	0	-	0	38
% Trucks	0.0	0.9	-	-	0.8	1.3	3.8	-	-	1.3	0.0	0.0	-	-	0.0	1.0
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	9	-	-
% Bicycles on Crosswalk	-	-	-	16.7	-	-	-	-	0.0	-	-	-	-	3.1	-	-
Pedestrians	-	-	-	5	-	-	-	-	2	-	-	-	-	280	-	-
% Pedestrians	-	-	-	83.3	-	-	-	-	100.0	-	-	-	-	96.9	-	-



Turning Movement Data Plot

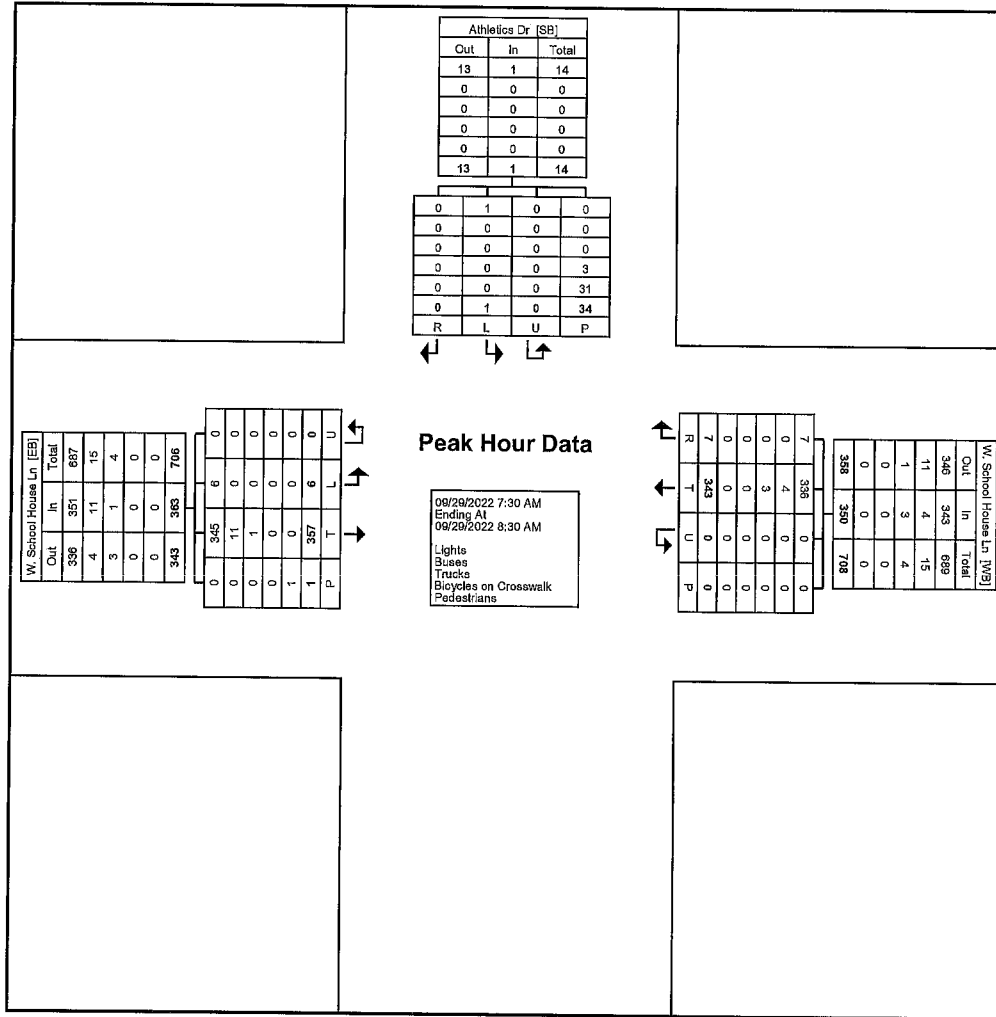
Turning Movement Peak Hour Data (7:30 AM)

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					Athletics Dr Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:30 AM	1	86	0	0	87	74	1	0	0	75	1	0	0	3	1	163
7:45 AM	2	112	0	0	114	98	2	0	0	100	0	0	0	17	0	214
8:00 AM	2	104	0	0	106	103	2	0	0	105	0	0	0	11	0	211
8:15 AM	1	55	0	1	56	68	2	0	0	70	0	0	0	3	0	126
Total	6	357	0	1	363	343	7	0	0	350	1	0	0	34	1	714
Approach %	1.7	98.3	0.0	-	-	98.0	2.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.8	50.0	0.0	-	50.8	48.0	1.0	0.0	-	49.0	0.1	0.0	0.0	-	0.1	-
PHF	0.750	0.797	0.000	-	0.796	0.833	0.875	0.000	-	0.833	0.250	0.000	0.000	-	0.250	0.834
Lights	6	345	0	-	351	336	7	0	-	343	1	0	0	-	1	695
% Lights	100.0	96.6	-	-	96.7	98.0	100.0	-	-	98.0	100.0	-	-	-	100.0	97.3
Buses	0	11	0	-	11	4	0	0	-	4	0	0	0	-	0	15
% Buses	0.0	3.1	-	-	3.0	1.2	0.0	-	-	1.1	0.0	-	-	-	0.0	2.1
Trucks	0	1	0	-	1	3	0	0	-	3	0	0	0	-	0	4
% Trucks	0.0	0.3	-	-	0.3	0.9	0.0	-	-	0.9	0.0	-	-	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	8.8	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	31	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	91.2	-	-

Philadelphia, PA
W School House Ln & Athletics
Dr
Thursday, September 29, 2022
Location: 40.023457, -
75.187604

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Turning Movement Peak Hour Data Plot (7:30 AM)

Philadelphia, PA
W School House Ln & Athletics
Dr
Thursday, September 29, 2022
Location: 40.023457, -
75.187604

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Start Date: 09/29/2022
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					Athletics Dr Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:00 PM	0	91	0	1	91	50	0	0	0	50	0	0	0	10	0	141
5:15 PM	1	99	0	0	100	51	3	0	0	54	4	5	0	11	9	163
5:30 PM	1	95	0	0	96	71	0	0	0	71	0	3	0	12	3	170
5:45 PM	0	116	0	1	118	66	1	0	0	67	0	0	0	11	0	183
Total	2	401	0	2	403	238	4	0	0	242	4	8	0	44	12	657
Approach %	0.5	99.5	0.0	-	-	98.3	1.7	0.0	-	-	33.3	66.7	0.0	-	-	-
Total %	0.3	61.0	0.0	-	61.3	36.2	0.6	0.0	-	36.8	0.6	1.2	0.0	-	1.8	-
PHF	0.500	0.864	0.000	-	0.869	0.838	0.333	0.000	-	0.852	0.250	0.400	0.000	-	0.333	0.898
Lights	2	396	0	-	398	238	4	0	-	242	4	8	0	-	12	652
% Lights	100.0	98.8	-	-	98.8	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	99.2
Buses	0	5	0	-	5	0	0	0	-	0	0	0	0	-	0	5
% Buses	0.0	1.2	-	-	1.2	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.8
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	4.5	-	-
Pedestrians	-	-	-	2	-	-	-	0	-	-	-	-	-	42	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	95.5	-	-

Turning Movement Data

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					Foxx Ln Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:30 AM	0	14	0	0	14	24	0	0	0	24	0	1	0	5	1	39
6:45 AM	0	24	0	0	24	40	0	0	0	40	0	1	0	2	1	65
Hourly Total	0	38	0	0	38	64	0	0	0	64	0	2	0	7	2	104
7:00 AM	1	45	0	0	46	46	0	0	0	46	0	1	0	12	1	93
7:15 AM	0	37	0	0	37	64	0	0	0	64	0	1	0	2	1	102
7:30 AM	2	86	0	0	88	75	0	0	0	75	2	1	0	5	3	166
7:45 AM	0	112	0	0	112	97	0	0	0	97	0	1	0	18	1	210
Hourly Total	3	280	0	0	283	282	0	0	0	282	2	4	0	37	6	571
8:00 AM	0	104	0	0	104	102	0	0	0	102	0	1	0	6	1	207
8:15 AM	0	60	0	0	60	69	1	0	1	70	0	0	0	2	0	130
8:30 AM	1	52	0	0	53	53	0	0	1	53	0	1	0	7	1	107
8:45 AM	1	58	0	0	59	68	0	0	0	68	0	0	0	12	0	127
Hourly Total	2	274	0	0	276	292	1	0	2	293	0	2	0	27	2	571
9:00 AM	0	40	0	0	40	61	0	0	0	61	0	2	0	13	2	103
9:15 AM	0	42	0	0	42	45	1	0	0	46	2	0	0	17	2	90
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	83	0	0	83	106	1	0	0	107	2	2	0	30	4	194
2:00 PM	0	55	0	0	55	40	1	0	0	41	0	3	0	15	3	99
2:15 PM	0	48	0	0	48	40	0	0	0	40	1	0	0	17	1	89
2:30 PM	0	66	0	1	66	47	0	0	0	47	0	1	0	21	1	114
2:45 PM	0	90	0	0	90	54	0	0	0	54	1	1	0	19	2	148
Hourly Total	0	259	0	1	259	181	1	0	0	182	2	5	0	72	7	448
3:00 PM	1	82	0	0	83	45	0	0	0	45	1	0	0	5	1	129
3:15 PM	0	66	0	0	66	54	0	0	0	54	0	0	0	11	0	120
3:30 PM	1	78	0	0	79	47	0	0	0	47	0	0	0	7	0	126
3:45 PM	0	94	0	0	94	49	1	0	0	50	0	0	0	14	0	144
Hourly Total	2	320	0	0	322	195	1	0	0	196	1	0	0	37	1	519
4:00 PM	0	99	0	0	99	57	0	0	0	57	0	1	0	8	1	157
4:15 PM	0	91	0	0	91	55	1	0	0	56	1	2	0	13	3	160
4:30 PM	3	87	1	0	91	57	0	0	0	57	0	0	0	8	0	148
4:45 PM	0	102	0	0	102	44	0	0	0	44	1	1	0	5	2	148
Hourly Total	3	379	1	0	383	213	1	0	0	214	2	4	0	34	6	603
5:00 PM	2	87	0	0	89	49	0	0	0	49	0	0	0	10	0	138
5:15 PM	0	103	0	0	103	53	1	0	0	54	1	0	0	11	1	158
5:30 PM	0	94	0	0	94	76	1	0	0	77	0	0	0	13	0	171
5:45 PM	0	121	0	2	121	63	1	0	0	64	0	1	0	11	1	186
Hourly Total	2	405	0	2	407	241	3	0	0	244	1	1	0	45	2	653
6:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	12	2039	1	3	2052	1575	8	0	2	1583	10	20	0	289	30	3665
Approach %	0.6	99.4	0.0	-	-	99.5	0.5	0.0	-	-	33.3	66.7	0.0	-	-	-
Total %	0.3	55.6	0.0	-	56.0	43.0	0.2	0.0	-	43.2	0.3	0.5	0.0	-	0.8	-
Lights	12	1978	1	-	1991	1539	7	0	-	1546	9	19	0	-	28	3565
% Lights	100.0	97.0	100.0	-	97.0	97.7	87.5	-	-	97.7	90.0	95.0	-	-	93.3	97.3
Buses	0	42	0	-	42	16	0	0	-	16	0	0	0	-	0	58
% Buses	0.0	2.1	0.0	-	2.0	1.0	0.0	-	-	1.0	0.0	0.0	-	-	0.0	1.6
Trucks	0	19	0	-	19	20	1	0	-	21	1	1	0	-	2	42
% Trucks	0.0	0.9	0.0	-	0.9	1.3	12.5	-	-	1.3	10.0	5.0	-	-	6.7	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	2.8	-	-
Pedestrians	-	-	-	3	-	-	-	-	2	-	-	-	-	281	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	97.2	-	-

Turning Movement Peak Hour Data (7:30 AM)

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					Foxx Ln Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:30 AM	2	86	0	0	88	75	0	0	0	75	2	1	0	5	3	166
7:45 AM	0	112	0	0	112	97	0	0	0	97	0	1	0	18	1	210
8:00 AM	0	104	0	0	104	102	0	0	0	102	0	1	0	6	1	207
8:15 AM	0	60	0	0	60	69	1	0	1	70	0	0	0	2	0	130
Total	2	362	0	0	364	343	1	0	1	344	2	3	0	31	5	713
Approach %	0.5	99.5	0.0	-	-	99.7	0.3	0.0	-	-	40.0	60.0	0.0	-	-	-
Total %	0.3	50.8	0.0	-	51.1	48.1	0.1	0.0	-	48.2	0.3	0.4	0.0	-	0.7	-
PHF	0.250	0.808	0.000	-	0.813	0.841	0.250	0.000	-	0.843	0.250	0.750	0.000	-	0.417	0.849
Lights	2	349	0	-	351	335	1	0	-	336	2	3	0	-	5	692
% Lights	100.0	96.4	-	-	96.4	97.7	100.0	-	-	97.7	100.0	100.0	-	-	100.0	97.1
Buses	0	11	0	-	11	4	0	0	-	4	0	0	0	-	0	15
% Buses	0.0	3.0	-	-	3.0	1.2	0.0	-	-	1.2	0.0	0.0	-	-	0.0	2.1
Trucks	0	2	0	-	2	4	0	0	-	4	0	0	0	-	0	6
% Trucks	0.0	0.6	-	-	0.5	1.2	0.0	-	-	1.2	0.0	0.0	-	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	6.5	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	29	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	93.5	-	-

Turning Movement Peak Hour Data (5:00 PM)

Start Time	W. School House Ln Eastbound					W. School House Ln Westbound					Foxx Ln Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
5:00 PM	2	87	0	0	89	49	0	0	0	49	0	0	0	10	0	138
5:15 PM	0	103	0	0	103	53	1	0	0	54	1	0	0	11	1	158
5:30 PM	0	94	0	0	94	76	1	0	0	77	0	0	0	13	0	171
5:45 PM	0	121	0	2	121	63	1	0	0	64	0	1	0	11	1	186
Total	2	405	0	2	407	241	3	0	0	244	1	1	0	45	2	653
Approach %	0.5	99.5	0.0	-	-	98.8	1.2	0.0	-	-	50.0	50.0	0.0	-	-	-
Total %	0.3	62.0	0.0	-	62.3	36.9	0.5	0.0	-	37.4	0.2	0.2	0.0	-	0.3	-
PHF	0.250	0.837	0.000	-	0.841	0.793	0.750	0.000	-	0.792	0.250	0.250	0.000	-	0.500	0.878
Lights	2	400	0	-	402	241	3	0	-	244	1	1	0	-	2	648
% Lights	100.0	98.8	-	-	98.8	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	99.2
Buses	0	5	0	-	5	0	0	0	-	0	0	0	0	-	0	5
% Buses	0.0	1.2	-	-	1.2	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.8
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	4.4	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	43	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	95.6	-	-

W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

Full Length (6:30 AM-9:30 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,

Coatesville, PA, 19320, US

Leg Direction	Church Dr Southbound								W. School House Ln Westbound								School Dr Northbound							
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*			
2022-09-29 6:30AM	0	0	0	0	0	0	5	0	0	26	1	0	27	0	0	0	0	1	0	1	2			
6:45AM	0	0	0	0	0	0	1	0	0	35	6	0	41	0	5	0	0	0	0	5	3			
Hourly Total	0	0	0	0	0	0	6	0	0	61	7	0	68	0	5	0	0	1	0	6	5			
7:00AM	0	0	0	0	0	0	14	0	0	26	17	0	43	0	6	0	0	4	0	10	3			
7:15AM	0	0	0	0	0	0	3	0	0	48	12	1	61	0	3	0	0	7	0	10	0			
7:30AM	0	0	0	0	0	0	0	1	0	55	21	0	77	0	14	0	0	7	0	21	2			
7:45AM	0	0	1	0	0	1	17	0	0	65	33	0	98	0	42	1	0	25	0	68	3			
Hourly Total	0	0	1	0	0	1	34	1	0	194	83	1	279	0	65	1	0	43	0	109	8			
8:00AM	0	0	0	0	0	0	6	0	0	68	38	0	106	0	57	0	0	48	0	105	5			
8:15AM	0	0	0	0	0	0	1	0	0	61	10	0	71	0	11	0	0	17	0	28	3			
8:30AM	0	0	0	0	0	0	4	0	0	58	1	0	59	0	5	0	0	2	0	7	10			
8:45AM	0	0	0	0	0	0	10	0	0	64	4	1	69	4	5	0	0	3	0	8	9			
Hourly Total	0	0	0	0	0	0	21	0	0	251	53	1	305	4	78	0	0	70	0	148	27			
9:00AM	0	0	0	0	0	0	14	0	0	58	1	0	59	0	1	0	0	2	0	3	7			
9:15AM	0	1	0	1	0	2	20	0	0	45	2	0	47	0	4	0	0	2	0	6	7			
9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Hourly Total	0	1	0	1	0	2	34	0	0	103	3	0	106	0	5	0	0	4	0	9	14			
2:00PM	0	0	0	1	0	1	16	0	0	42	1	0	43	0	1	0	0	2	0	3	5			
2:15PM	0	0	0	0	0	0	18	0	0	39	2	0	41	1	4	0	0	1	0	5	4			
2:30PM	0	0	0	0	0	0	23	0	0	36	14	0	50	0	3	0	0	1	0	4	6			
2:45PM	0	0	0	0	0	0	15	0	0	43	9	0	52	0	21	0	0	11	0	32	4			
Hourly Total	0	0	0	1	0	1	72	0	0	160	26	0	186	1	29	0	0	15	0	44	19			
3:00PM	0	1	0	0	0	1	10	0	0	47	0	0	47	1	25	0	0	16	0	41	3			
3:15PM	0	0	0	0	0	0	10	0	0	45	6	0	51	0	14	0	0	23	0	37	5			
3:30PM	0	0	0	0	0	0	8	0	0	48	3	0	51	0	8	0	0	4	0	12	5			
3:45PM	0	1	0	0	0	1	14	0	0	44	3	0	47	0	7	0	0	2	0	9	4			
Hourly Total	0	2	0	0	0	2	42	0	0	184	12	0	196	1	54	0	0	45	0	99	17			
4:00PM	0	0	0	0	0	0	8	0	0	50	7	0	57	0	4	0	0	5	0	9	10			
4:15PM	0	0	0	0	0	0	9	0	0	45	11	0	56	0	19	0	0	12	0	31	4			
4:30PM	0	0	0	0	0	0	9	0	0	57	4	0	61	0	14	0	0	10	0	24	4			
4:45PM	0	0	0	0	0	0	5	0	0	42	4	0	46	0	16	0	0	13	0	29	12			
Hourly Total	0	0	0	0	0	0	31	0	0	194	26	0	220	0	53	0	0	40	0	93	30			
5:00PM	0	2	0	0	0	2	8	1	0	43	6	0	50	1	8	0	0	8	0	16	8			
5:15PM	0	1	0	0	0	1	11	0	0	46	10	0	56	2	5	0	0	8	0	13	3			
5:30PM	0	0	0	0	0	0	13	0	0	63	8	0	71	0	3	0	0	2	0	5	2			
5:45PM	0	0	0	0	0	0	12	0	0	58	10	0	68	0	16	0	0	2	0	18	7			
Hourly Total	0	3	0	0	0	3	44	1	0	210	34	0	245	3	32	0	0	20	0	52	20			
6:00PM	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			
Total	0	6	1	2	0	9	284	2	0	1357	244	2	1605	9	321	1	0	238	0	560	140			
% Approach	0%	66.7%	11.1%	22.2%	0%	-	-	0.1%	0%	84.5%	15.2%	0.1%	-	-	57.3%	0.2%	0%	42.5%	0%	-	-			
% Total	0%	0.1%	0%	0%	0%	0.2%	-	0%	0%	31.8%	5.7%	0%	37.6%	-	7.5%	0%	0%	5.6%	0%	13.1%	-			
Lights	0	6	1	2	0	9	-	2	0	1323	244	2	1571	-	315	1	0	237	0	553	-			
% Lights	0%	100%	100%	100%	0%	100%	-	100%	0%	97.5%	100%	100%	97.9%	-	98.1%	100%	0%	99.6%	0%	98.8%	-			
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	0	-	0	0	20	0	0	20	-	3	0	0	1	0	4	-			
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	1.5%	0%	0%	1.2%	-	0.9%	0%	0%	0.4%	0%	0.7%	-			
Buses	0	0	0	0	0	0	-	0	0	14	0	0	14	-	3	0	0	0	0	3	-			
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	1.0%	0%	0%	0.9%	-	0.9%	0%	0%	0%	0%	0.5%	-			
Pedestrians	-	-	-	-	-	-	275	-	-	-	-	-	-	9	-	-	-	-	-	-	137			
% Pedestrians	-	-	-	-	-	-	96.8%	-	-	-	-	-	-	100%	-	-	-	-	-	-	97.9%			

Leg Direction	Church Dr Southbound								W. School House Ln Westbound								School Dr Northbound							
	HR	R	T	L	U	App	Ped*		R	BR	T	L	U	App	Ped*		R	T	BL	L	U	App	Ped*	
Time																								
Bicycles on Crosswalk	-	-	-	-	-	-	9		-	-	-	-	-	-	0		-	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	3.2%		-	-	-	-	-	-	0%		-	-	-	-	-	-	2.1%	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

Full Length (6:30 AM-9:30 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road, Coatesville, PA, 19320, US

Leg Direction	W. School House Ln Eastbound								Cherry Ln Southeastbound								Int
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*			
2022-09-29 6:30AM	0	12	0	0	0	12	0	0	0	0	0	0	0	5	40		
6:45AM	4	20	0	0	0	24	0	0	0	0	0	0	0	1	70		
Hourly Total	4	32	0	0	0	36	0	0	0	0	0	0	0	6	110		
7:00AM	7	38	0	0	0	45	0	0	0	0	0	0	0	14	98		
7:15AM	24	32	0	2	0	58	0	1	0	0	0	0	1	2	130		
7:30AM	36	72	0	0	0	108	0	0	0	0	0	0	0	1	206		
7:45AM	84	73	0	0	0	157	0	0	0	0	0	0	0	12	324		
Hourly Total	151	215	0	2	0	368	0	1	0	0	0	0	1	29	758		
8:00AM	60	49	0	0	0	109	0	0	0	0	0	0	0	5	320		
8:15AM	7	46	0	0	0	53	0	0	0	0	0	0	0	1	152		
8:30AM	7	51	0	0	0	58	0	0	0	0	0	0	0	5	124		
8:45AM	4	53	0	1	0	58	1	0	0	0	0	0	0	13	135		
Hourly Total	78	199	0	1	0	278	1	0	0	0	0	0	0	24	731		
9:00AM	2	39	0	0	0	41	0	0	0	0	0	0	0	13	103		
9:15AM	1	35	0	0	0	36	1	0	0	0	0	0	0	20	91		
9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	3	74	0	0	0	77	1	0	0	0	0	0	0	33	194		
2:00PM	1	50	0	2	1	54	0	2	0	0	0	0	2	8	103		
2:15PM	8	46	0	0	1	55	0	2	0	0	0	0	2	17	103		
2:30PM	11	60	0	0	1	72	0	0	0	0	0	0	0	23	126		
2:45PM	25	70	0	0	0	95	0	0	0	0	0	0	0	17	179		
Hourly Total	45	226	0	2	3	276	0	4	0	0	0	0	4	65	511		
3:00PM	9	62	0	0	0	71	0	0	0	0	0	0	0	6	160		
3:15PM	6	49	0	0	0	55	0	0	0	0	0	0	0	11	143		
3:30PM	2	72	0	1	1	76	0	0	0	0	0	0	0	7	139		
3:45PM	1	82	1	0	1	85	0	0	0	0	0	0	0	15	142		
Hourly Total	18	265	1	1	2	287	0	0	0	0	0	0	0	39	584		
4:00PM	9	92	0	1	0	102	0	0	0	0	0	0	0	8	168		
4:15PM	11	78	0	0	0	89	0	0	0	0	0	0	0	9	176		
4:30PM	3	73	0	0	0	76	0	0	0	0	0	0	0	8	161		
4:45PM	7	87	0	0	0	94	0	0	0	0	0	0	0	6	169		
Hourly Total	30	330	0	1	0	361	0	0	0	0	0	0	0	31	674		
5:00PM	4	83	2	0	0	89	0	2	0	0	0	0	2	8	159		
5:15PM	7	94	0	0	0	101	0	0	0	0	0	0	0	11	171		
5:30PM	9	95	0	0	0	104	0	0	0	0	0	0	0	13	180		
5:45PM	7	98	0	0	0	105	0	0	0	0	0	0	0	11	191		
Hourly Total	27	370	2	0	0	399	0	2	0	0	0	0	2	43	701		
6:00PM	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		
Total	356	1711	3	7	5	2082	2	7	0	0	0	0	7	270	4263		
% Approach	17.1%	82.2%	0.1%	0.3%	0.2%	-	-	100%	0%	0%	0%	0%	-	-	-		
% Total	8.4%	40.1%	0.1%	0.2%	0.1%	48.8%	-	0.2%	0%	0%	0%	0%	0.2%	-	-		
Lights	353	1657	3	7	5	2025	-	7	0	0	0	0	7	-	4165		
% Lights	99.2%	96.8%	100%	100%	100%	97.3%	-	100%	0%	0%	0%	0%	100%	-	97.7%		
Articulated Trucks and Single-Unit Trucks	1	17	0	0	0	18	-	0	0	0	0	0	0	-	42		
% Articulated Trucks and Single-Unit Trucks	0.3%	1.0%	0%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	0%	-	1.0%		
Buses	2	37	0	0	0	39	-	0	0	0	0	0	0	-	56		
% Buses	0.6%	2.2%	0%	0%	0%	1.9%	-	0%	0%	0%	0%	0%	0%	-	1.3%		
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	261	-		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	96.7%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	9	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	3.3%	-		

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

Full Length (6:30 AM-9:30 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

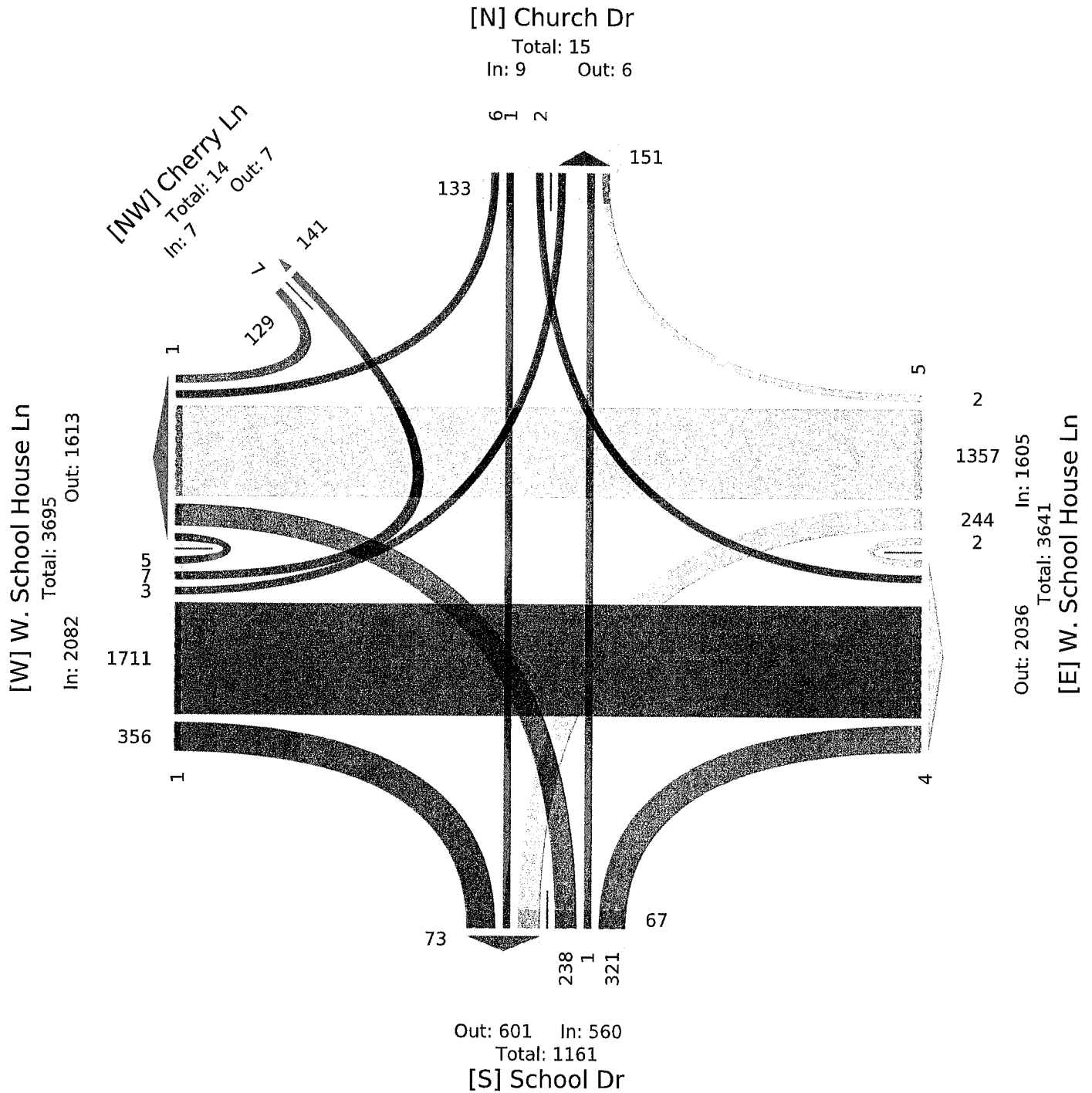
All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US



W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Church Dr Southbound							W. School House Ln Westbound							School Dr Northbound						
	HR	R	T	L	U	App	Ped*	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*
2022-09-29 7:30AM	0	0	0	0	0	0	0	1	0	55	21	0	77	0	14	0	0	7	0	21	2
7:45AM	0	0	1	0	0	1	17	0	0	65	33	0	98	0	42	1	0	25	0	68	3
8:00AM	0	0	0	0	0	0	6	0	0	68	38	0	106	0	57	0	0	48	0	105	5
8:15AM	0	0	0	0	0	0	1	0	0	61	10	0	71	0	11	0	0	17	0	28	3
Total	0	0	1	0	0	1	24	1	0	249	102	0	352	0	124	1	0	97	0	222	13
% Approach	0%	0%	100%	0%	0%	-	-	0.3%	0%	70.7%	29.0%	0%	-	-	55.9%	0.5%	0%	43.7%	0%	-	-
% Total	0%	0%	0.1%	0%	0%	0.1%	-	0.1%	0%	24.9%	10.2%	0%	35.1%	-	12.4%	0.1%	0%	9.7%	0%	22.2%	-
PHF	-	-	0.250	-	-	0.250	-	0.250	-	0.915	0.671	-	0.830	-	0.544	0.250	-	0.505	-	0.529	-
Lights	0	0	1	0	0	1	-	1	0	244	102	0	347	-	124	1	0	97	0	222	-
% Lights	0%	0%	100%	0%	0%	100%	-	100%	0%	98.0%	100%	0%	98.6%	-	100%	100%	0%	100%	0%	100%	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	0	-	0	0	3	0	0	3	-	0	0	0	0	0	0	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	1.2%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	-	0	0	2	0	0	2	-	0	0	0	0	0	0	-
% Buses	0%	0%	0%	0%	0%	0%	-	0%	0%	0.8%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	-	-	22	-	-	-	-	-	0	-	-	-	-	-	-	-	13
% Pedestrians	-	-	-	-	-	-	91.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	8.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	W. School House Ln Eastbound								Cherry Ln Southeastbound								Int
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*			
2022-09-29 7:30AM	36	72	0	0	0	108	0	0	0	0	0	0	0	0	1	206	
7:45AM	84	73	0	0	0	157	0	0	0	0	0	0	0	0	12	324	
8:00AM	60	49	0	0	0	109	0	0	0	0	0	0	0	0	5	320	
8:15AM	7	46	0	0	0	53	0	0	0	0	0	0	0	0	1	152	
Total	187	240	0	0	0	427	0	0	0	0	0	0	0	0	19	1002	
% Approach	43.8%	56.2%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	0%	0%	-	-	
% Total	18.7%	24.0%	0%	0%	0%	42.6%	-	0%	0%	0%	0%	0%	0%	0%	-	-	
PHF	0.557	0.822	-	-	-	0.680	-	-	-	-	-	-	-	-	-	0.773	
Lights	186	227	0	0	0	413	-	0	0	0	0	0	0	0	-	983	
% Lights	99.5%	94.6%	0%	0%	0%	96.7%	-	0%	0%	0%	0%	0%	0%	0%	-	98.1%	
Articulated Trucks and Single-Unit Trucks	1	2	0	0	0	3	-	0	0	0	0	0	0	0	-	6	
% Articulated Trucks and Single-Unit Trucks	0.5%	0.8%	0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	0%	0%	-	0.6%	
Buses	0	11	0	0	0	11	-	0	0	0	0	0	0	0	-	13	
% Buses	0%	4.6%	0%	0%	0%	2.6%	-	0%	0%	0%	0%	0%	0%	0%	-	1.3%	
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	-	19	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

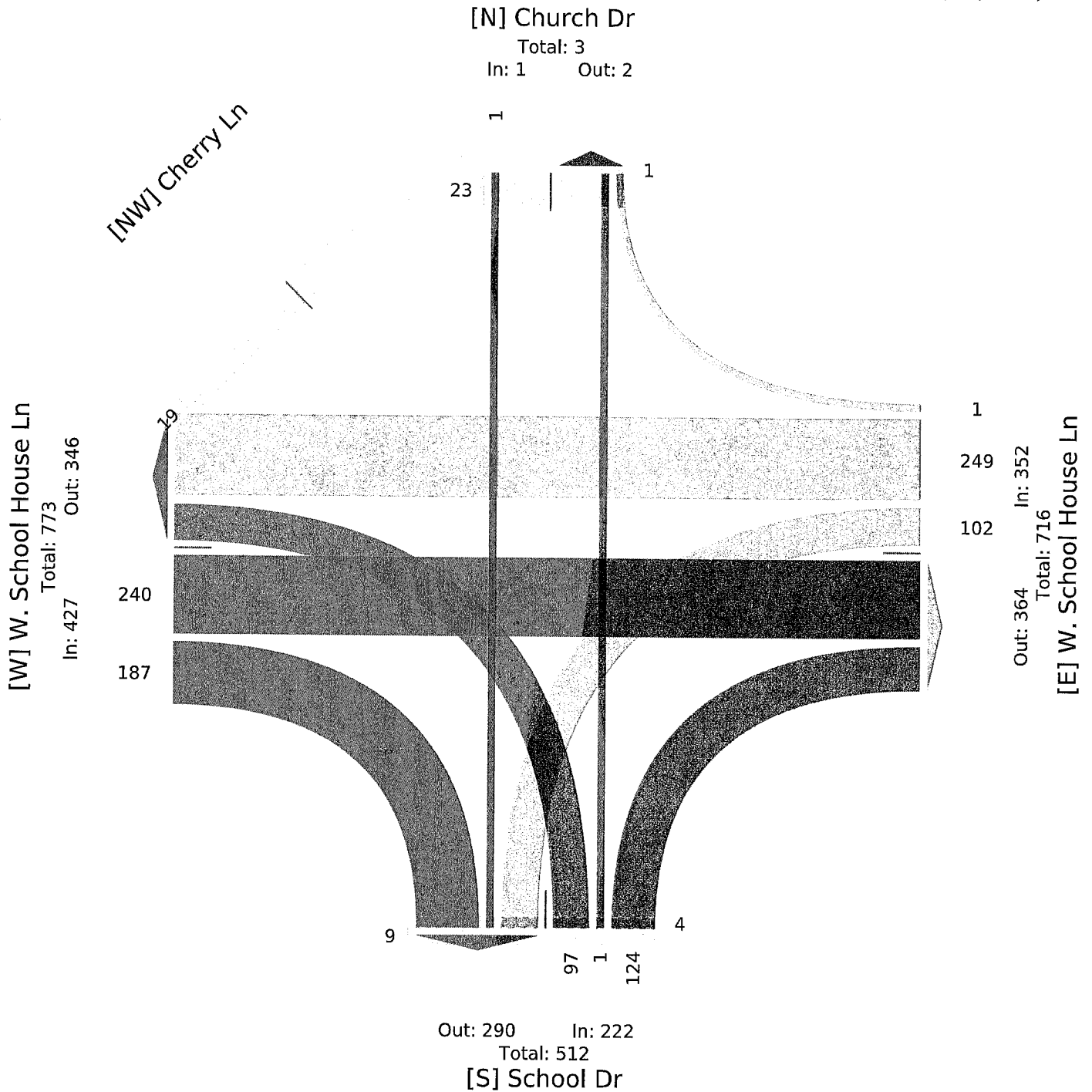
All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US



W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

PM Peak (5 PM - 6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.

184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Church Dr Southbound								W. School House Ln Westbound								School Dr Northbound							
	HR	R	T	L	U	App	Ped*		R	BR	T	L	U	App	Ped*		R	T	BL	L	U	App	Ped*	
2022-09-29 5:00PM	0	2	0	0	0	2	8		1	0	43	6	0	50	1		8	0	0	8	0	16	8	
5:15PM	0	1	0	0	0	1	11		0	0	46	10	0	56	2		5	0	0	8	0	13	3	
5:30PM	0	0	0	0	0	0	13		0	0	63	8	0	71	0		3	0	0	2	0	5	2	
5:45PM	0	0	0	0	0	0	12		0	0	58	10	0	68	0		16	0	0	2	0	18	7	
Total	0	3	0	0	0	3	44		1	0	210	34	0	245	3		32	0	0	20	0	52	20	
% Approach	0%	100%	0%	0%	0%	-	-		0.4%	0%	85.7%	13.9%	0%	-	-		61.5%	0%	0%	38.5%	0%	-	-	
% Total	0%	0.4%	0%	0%	0%	0.4%	-		0.1%	0%	30.0%	4.9%	0%	35.0%	-		4.6%	0%	0%	2.9%	0%	7.4%	-	
PHF	-0.375	-	-	-	-	-0.375	-		0.250	-	0.833	0.850	-	0.863	-		0.500	-	-	0.625	-	0.722	-	
Lights	0	3	0	0	0	3	-		1	0	210	34	0	245	-		31	0	0	20	0	51	-	
% Lights	0%	100%	0%	0%	0%	100%	-		100%	0%	100%	100%	0%	100%	-		96.9%	0%	0%	100%	0%	98.1%	-	
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	0	-		0	0	0	0	0	0	-		0	0	0	0	0	0	-	
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	0%	-	
Buses	0	0	0	0	0	0	-		0	0	0	0	0	0	-		1	0	0	0	0	1	-	
% Buses	0%	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	0%	-		3.1%	0%	0%	0%	0%	1.9%	-	
Pedestrians	-	-	-	-	-	-	42		-	-	-	-	-	-	3		-	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	-	95.5%		-	-	-	-	-	-	100%		-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	-	2		-	-	-	-	-	0		-	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	4.5%		-	-	-	-	-	0%		-	-	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

PM Peak (5 PM - 6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	W. School House Ln Eastbound								Cherry Ln Southeastbound								Int
	R	T	L	HL	U	App	Ped*	HR	BR	BL	HL	U	App	Ped*			
2022-09-29 5:00PM	4	83	2	0	0	89	0	2	0	0	0	0	2	8	159		
5:15PM	7	94	0	0	0	101	0	0	0	0	0	0	0	11	171		
5:30PM	9	95	0	0	0	104	0	0	0	0	0	0	0	13	180		
5:45PM	7	98	0	0	0	105	0	0	0	0	0	0	0	11	191		
Total	27	370	2	0	0	399	0	2	0	0	0	0	2	43	701		
% Approach	6.8%	92.7%	0.5%	0%	0%	-	-	100%	0%	0%	0%	0%	-	-	-		
% Total	3.9%	52.8%	0.3%	0%	0%	56.9%	-	0.3%	0%	0%	0%	0%	0.3%	-	-		
PHF	0.750	0.944	0.250	-	-	0.950	-	0.250	-	-	-	-	0.250	-	0.918		
Lights	27	366	2	0	0	395	-	2	0	0	0	0	2	-	696		
% Lights	100%	98.9%	100%	0%	0%	99.0%	-	100%	0%	0%	0%	0%	100%	-	99.3%		
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0		
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%		
Buses	0	4	0	0	0	4	-	0	0	0	0	0	0	-	5		
% Buses	0%	1.1%	0%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	0%	-	0.7%		
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	41	-		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	95.3%	-		
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-		
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	4.7%	-		

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

W. School House Ln & Cherry Ln/School Dr - TMC

Thu Sep 29, 2022

PM Peak (5 PM - 6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

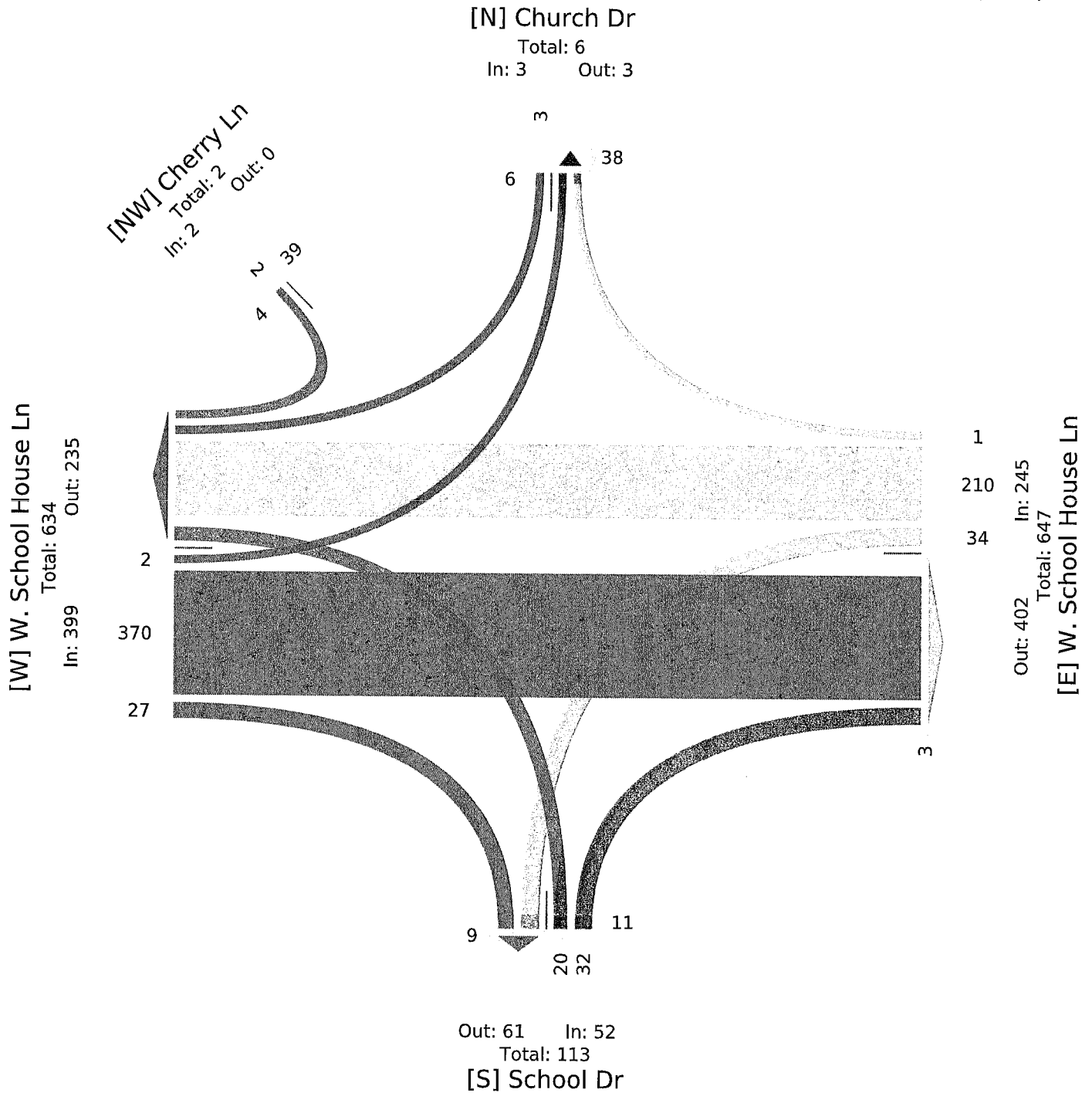
All Movements

ID: 995154, Location: 40.023114, -75.188462



Provided by: Tri-State Traffic Data, Inc.

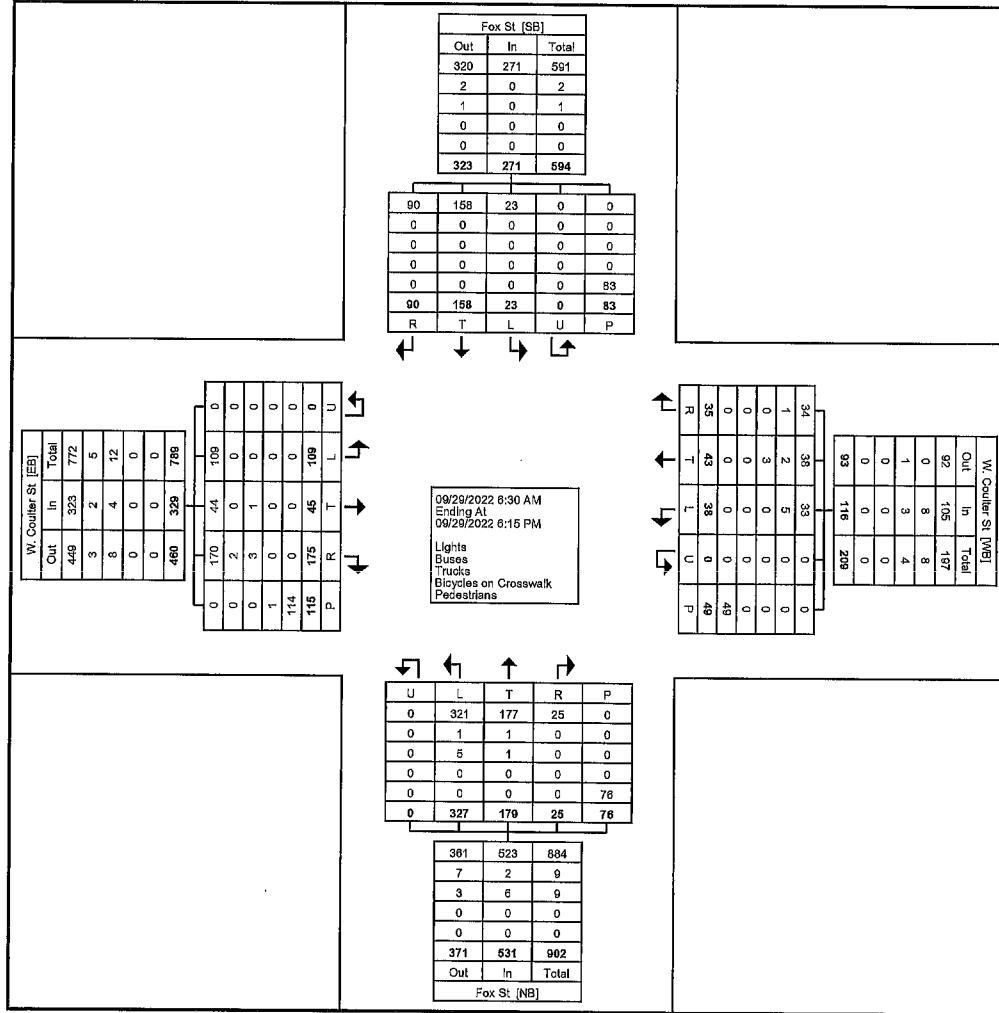
184 Baker Road,
Coatesville, PA, 19320, US



Turning Movement Data

Start Time	W. Coulter St Eastbound						W. Coulter St Westbound						Fox St Northbound						Fox St Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	10	1	0	0	1	11	0	0	0	0	0	0	16
6:45 AM	4	1	2	0	6	7	0	0	1	0	0	1	9	7	0	0	1	16	1	2	3	0	1	6	30
Hourly Total	4	1	6	0	6	11	0	0	1	0	0	1	19	8	0	0	2	27	1	2	3	0	1	6	46
7:00 AM	15	2	5	0	2	22	6	1	1	0	2	8	2	16	2	0	1	20	0	22	9	0	3	31	81
7:15 AM	3	1	4	0	1	8	3	0	3	0	0	6	14	10	1	0	3	25	1	5	0	0	0	6	45
7:30 AM	13	1	14	0	1	28	1	0	2	0	1	3	15	4	2	0	0	21	3	5	4	0	1	12	64
7:45 AM	27	1	10	0	11	38	2	1	4	0	13	7	10	27	1	0	4	38	2	17	8	0	11	27	110
Hourly Total	58	5	33	0	15	96	12	2	10	0	16	24	41	57	6	0	8	104	6	49	21	0	15	76	300
8:00 AM	7	5	9	0	21	21	4	6	1	0	4	11	6	9	3	0	5	18	1	8	4	0	10	13	63
8:15 AM	4	0	10	0	1	14	1	3	2	0	2	6	8	2	0	0	2	10	0	4	2	0	4	6	36
8:30 AM	1	1	4	0	0	6	2	1	0	0	0	3	6	3	0	0	4	9	0	0	0	0	0	0	18
8:45 AM	1	0	2	0	0	3	1	0	0	0	0	1	8	1	0	0	1	9	0	0	0	0	0	0	13
Hourly Total	13	6	25	0	22	44	8	10	3	0	6	21	28	15	3	0	12	46	1	12	6	0	14	19	130
9:00 AM	0	1	8	0	0	9	1	0	1	0	2	2	6	0	0	0	3	6	0	0	1	0	3	1	18
9:15 AM	0	3	2	0	4	5	0	1	0	0	2	1	11	6	0	0	0	17	1	0	1	0	3	2	25
9:30 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
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	4	10	0	4	14	1	1	1	0	4	3	17	6	0	0	3	23	1	0	2	0	6	3	43
2:00 PM	0	0	2	0	4	2	0	0	0	0	0	0	8	2	2	0	3	12	0	1	2	0	0	3	17
2:15 PM	0	0	6	0	0	6	1	2	0	0	1	3	11	2	0	0	2	13	2	3	0	0	0	5	27
2:30 PM	2	1	3	0	1	6	1	2	2	0	0	5	8	5	1	0	1	14	0	0	0	0	4	0	25
2:45 PM	5	6	6	0	16	17	0	2	2	0	8	4	19	9	3	0	1	31	2	4	7	0	8	13	65
Hourly Total	7	7	17	0	21	31	2	6	4	0	9	12	46	18	6	0	7	70	4	8	9	0	12	21	134
3:00 PM	2	1	12	0	14	15	5	7	3	0	0	15	19	9	0	0	4	28	0	6	8	0	5	14	72
3:15 PM	1	0	15	0	6	16	1	2	0	0	0	3	13	6	1	0	5	20	0	5	7	0	2	12	51
3:30 PM	2	0	6	0	3	8	0	1	0	0	1	1	15	2	0	0	11	17	0	7	2	0	0	9	35
3:45 PM	1	0	8	0	1	9	2	1	1	0	0	4	12	2	2	0	4	16	1	5	4	0	3	10	39
Hourly Total	6	1	41	0	24	48	8	11	4	0	1	23	59	19	3	0	24	81	1	23	21	0	10	45	197
4:00 PM	2	2	6	0	0	10	1	0	2	0	0	3	25	3	1	0	0	29	2	7	1	0	0	10	52
4:15 PM	6	3	5	0	3	14	0	3	4	0	0	7	17	11	0	0	0	28	3	8	7	0	1	18	67
4:30 PM	6	2	6	0	4	14	2	2	3	0	3	7	11	3	1	0	2	15	3	7	7	0	3	17	53
4:45 PM	1	3	6	0	1	10	1	1	1	0	1	3	18	4	1	0	3	23	0	8	3	0	3	11	47
Hourly Total	15	10	23	0	8	48	4	6	10	0	4	20	71	21	3	0	6	95	8	30	18	0	7	56	219
5:00 PM	1	3	4	0	3	8	0	3	1	0	0	4	17	9	0	0	0	26	0	9	4	0	2	13	51
5:15 PM	0	3	6	0	2	9	2	2	0	0	3	4	8	12	2	0	1	22	0	12	1	0	6	13	48
5:30 PM	1	2	6	0	5	9	1	1	0	0	1	2	8	1	1	0	5	10	0	7	2	0	2	9	30
5:45 PM	4	3	4	0	5	11	0	1	1	0	5	2	13	13	1	0	9	27	1	6	3	0	8	10	50
Hourly Total	6	11	20	0	15	37	3	7	2	0	9	12	46	35	4	0	15	85	1	34	10	0	18	45	179
6:00 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
Grand Total	109	45	175	0	115	329	38	43	35	0	49	116	327	179	25	0	76	531	23	158	90	0	83	271	1247
Approach %	33.1	13.7	53.2	0.0	-	-	32.8	37.1	30.2	0.0	-	-	61.6	33.7	4.7	0.0	-	-	8.5	58.3	33.2	0.0	-	-	-
Total %	8.7	3.6	14.0	0.0	-	26.4	3.0	3.4	2.8	0.0	-	9.3	26.2	14.4	2.0	0.0	-	42.6	1.8	12.7	7.2	0.0	-	21.7	-
Lights	109	44	170	0	-	323	33	38	34	0	-	105	321	177	25	0	-	523	23	158	90	0	-	271	1222
% Lights	100.0	97.8	97.1	-	-	98.2	86.8	88.4	97.1	-	-	90.5	98.2	98.9	100.0	-	-	98.5	100.0	100.0	100.0	-	-	100.0	98.0
Buses	0	0	2	0	-	2	5	2	1	0	-	8	1	1	0	0	-	2	0	0	0	0	-	0	12
% Buses	0.0	0.0	1.1	-	-	0.6	13.2	4.7	2.9	-	-	6.9	0.3	0.6	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	1.0
Trucks	0	1	3	0	-	4	0	3	0	0	-	3	5	1	0	0	-	6	0	0	0	0	-	0	13
% Trucks	0.0	2.2	1.7	-	-	1.2	0.0	7.0	0.0	-	-	2.6	1.5	0.6	0.0	-	-	1.1	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	114	-	-	-	-	-	49	-	-	-	-	-	76	-	-	-	-	-	83	-	-
% Pedestrians	-	-	-	-	99.1	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Philadelphia, PA
W Coulter St & Fox St
Thursday, September 29, 2022
Location: 40.020448, -
75.185255



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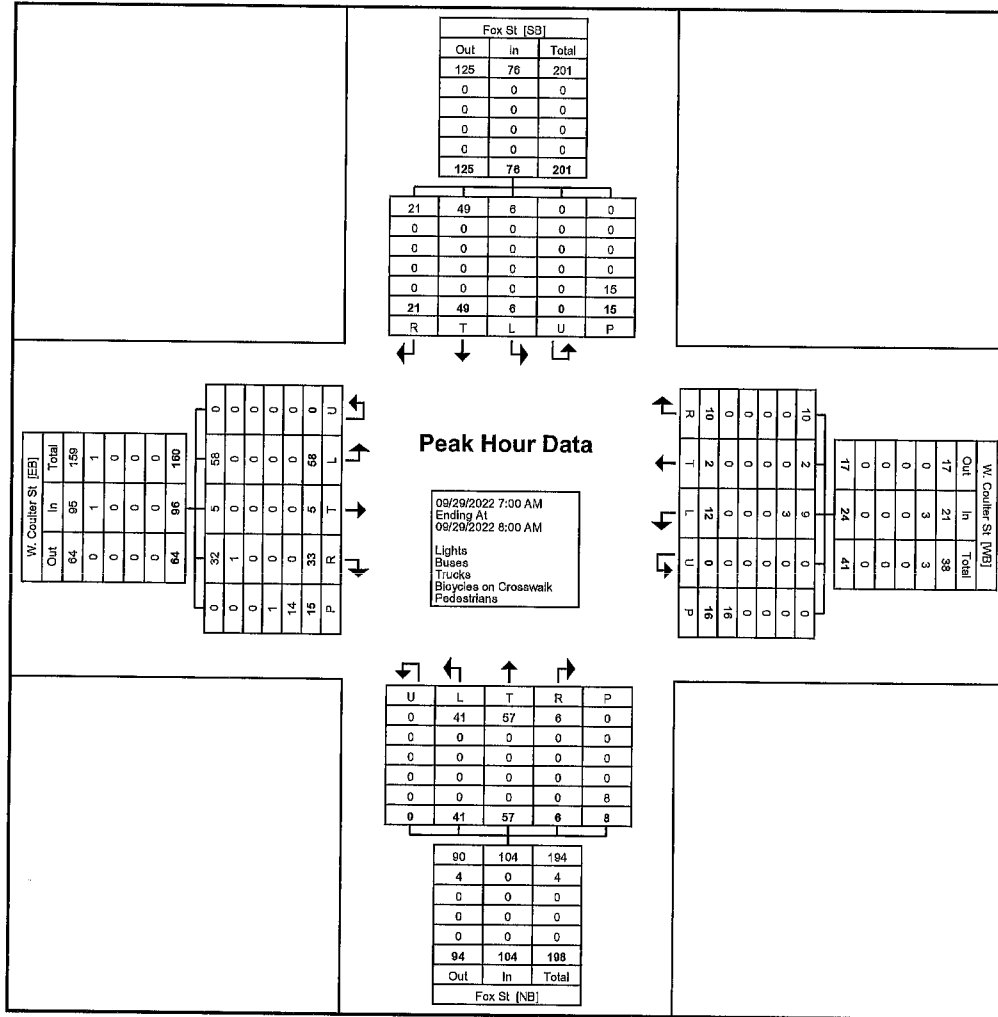
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Philadelphia, PA
W Coulter St & Fox St
Thursday, September 29, 2022
Location: 40.020448, -
75.185255

Count Name: W. Coulter St &
Fox St
Site Code:
Start Date: 09/29/2022
Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

Start Time	W. Coulter St Eastbound						W. Coulter St Westbound						Fox St Northbound						Fox St Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	15	2	5	0	2	22	6	1	1	0	2	8	2	16	2	0	1	20	0	22	9	0	3	31	81
7:15 AM	3	1	4	0	1	8	3	0	3	0	0	6	14	10	1	0	3	25	1	5	0	0	0	6	45
7:30 AM	13	1	14	0	1	28	1	0	2	0	1	3	15	4	2	0	0	21	3	5	4	0	1	12	64
7:45 AM	27	1	10	0	11	38	2	1	4	0	13	7	10	27	1	0	4	38	2	17	8	0	11	27	110
Total	58	5	33	0	15	98	12	2	10	0	16	24	41	57	6	0	8	104	6	49	21	0	15	76	300
Approach %	60.4	5.2	34.4	0.0	-	-	50.0	8.3	41.7	0.0	-	-	39.4	54.8	5.8	0.0	-	-	7.9	64.5	27.6	0.0	-	-	-
Total %	19.3	1.7	11.0	0.0	-	32.0	4.0	0.7	3.3	0.0	-	8.0	13.7	19.0	2.0	0.0	-	34.7	2.0	16.3	7.0	0.0	-	25.3	-
PHF	0.537	0.625	0.589	0.000	-	0.632	0.500	0.500	0.625	0.000	-	0.750	0.683	0.528	0.750	0.000	-	0.684	0.500	0.557	0.583	0.000	-	0.613	0.682
Lights	58	5	32	0	-	95	9	2	10	0	-	21	41	57	6	0	-	104	6	49	21	0	-	76	296
% Lights	100.0	100.0	97.0	-	-	99.0	75.0	100.0	100.0	-	-	87.5	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	98.7
Buses	0	0	1	0	-	1	3	0	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	0.0	0.0	3.0	-	-	1.0	25.0	0.0	0.0	-	-	12.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.3
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	6.7	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	16	-	-	-	-	-	-	8	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	93.3	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:00 AM)

Turning Movement Peak Hour Data (2:45 PM)

Start Time	W. Coultter St Eastbound						W. Coultter St Westbound						Fox St Northbound						Fox St Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
2:45 PM	5	6	6	0	16	17	0	2	2	0	8	4	19	9	3	0	1	31	2	4	7	0	8	13	65
3:00 PM	2	1	12	0	14	15	5	7	3	0	0	15	19	9	0	0	4	28	0	6	8	0	5	14	72
3:15 PM	1	0	15	0	6	16	1	2	0	0	0	3	13	6	1	0	5	20	0	5	7	0	2	12	51
3:30 PM	2	0	6	0	3	8	0	1	0	0	1	1	15	2	0	0	11	17	0	7	2	0	0	9	35
Total	10	7	39	0	39	56	6	12	5	0	9	23	66	26	4	0	21	96	2	22	24	0	15	48	223
Approach %	17.9	12.5	69.6	0.0	-	-	26.1	52.2	21.7	0.0	-	-	68.8	27.1	4.2	0.0	-	-	4.2	45.8	50.0	0.0	-	-	-
Total %	4.5	3.1	17.5	0.0	-	25.1	2.7	5.4	2.2	0.0	-	10.3	29.6	11.7	1.8	0.0	-	43.0	0.9	9.9	10.8	0.0	-	21.5	-
PHF	0.500	0.292	0.650	0.000	-	0.824	0.300	0.429	0.417	0.000	-	0.383	0.868	0.722	0.333	0.000	-	0.774	0.250	0.786	0.750	0.000	-	0.857	0.774
Lights	10	7	39	0	-	56	4	10	5	0	-	19	66	26	4	0	-	96	2	22	24	0	-	48	219
% Lights	100.0	100.0	100.0	-	-	100.0	66.7	83.3	100.0	-	-	82.6	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	99.2
Buses	0	0	0	0	-	0	2	2	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	0.0	0.0	0.0	-	-	0.0	33.3	16.7	0.0	-	-	17.4	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.8
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	39	-	-	-	-	-	9	-	-	-	-	-	21	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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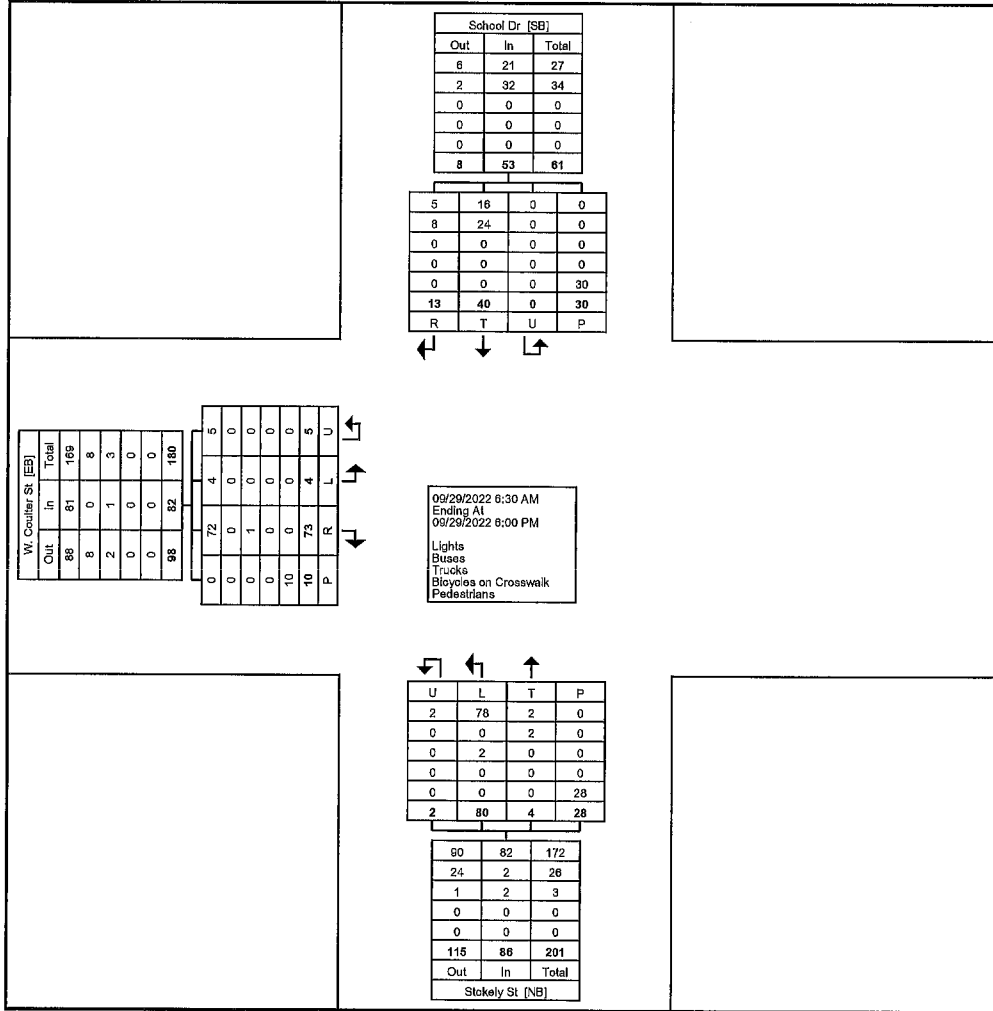
Philadelphia, PA
W Coulter St & Stokley St
Thursday, September 29, 2022
Location: 40.021675, -
75.183477

Coatesville, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Count Name: W. Coulter St &
Stokley St
Site Code:
Start Date: 09/29/2022
Page No: 1

Turning Movement Data

Start Time	W. Coulter St Eastbound					Stokely St Northbound					School Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
6:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
6:45 AM	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	3	1	0	0	0	1	0	0	0	0	0	0	1
7:00 AM	0	2	1	0	3	5	0	0	0	5	4	3	0	2	7	15
7:15 AM	0	1	1	0	2	3	1	0	0	4	2	2	0	4	4	10
7:30 AM	0	3	0	0	3	3	0	0	5	3	2	0	0	3	2	8
7:45 AM	0	5	0	1	5	8	0	0	2	8	3	0	0	1	3	16
Hourly Total	0	11	2	1	13	19	1	0	7	20	11	5	0	10	16	49
8:00 AM	0	1	0	2	1	8	0	0	2	8	5	0	0	4	5	14
8:15 AM	0	2	0	0	2	10	1	0	1	11	2	0	0	0	2	15
8:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8:45 AM	0	2	0	0	2	1	1	0	0	2	1	0	0	0	1	5
Hourly Total	0	6	0	2	6	20	2	0	3	22	8	0	0	4	8	36
9:00 AM	0	1	0	0	1	1	0	0	1	1	1	0	0	0	1	3
9:15 AM	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	4	0	1	4	1	0	0	1	1	1	0	0	0	1	6
2:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
2:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
2:30 PM	1	4	0	0	5	5	0	0	0	5	0	0	0	1	0	10
2:45 PM	0	6	0	0	6	5	1	0	2	6	2	0	0	1	2	14
Hourly Total	1	13	0	0	14	11	1	0	2	12	3	0	0	2	3	29
3:00 PM	0	2	2	3	4	5	0	0	0	5	10	3	0	2	13	22
3:15 PM	0	3	0	0	3	1	0	0	2	1	0	1	0	1	1	5
3:30 PM	0	0	0	0	0	1	0	1	1	2	2	0	0	0	2	4
3:45 PM	1	1	0	0	2	4	0	0	3	4	0	0	0	0	0	6
Hourly Total	1	6	2	3	9	11	0	1	6	12	12	4	0	3	16	37
4:00 PM	0	4	0	0	4	3	0	0	0	3	0	0	0	0	0	7
4:15 PM	1	6	0	0	7	4	0	0	0	4	1	1	0	0	2	13
4:30 PM	0	6	1	0	7	5	0	0	0	5	0	0	0	1	0	12
4:45 PM	0	4	0	0	4	2	0	0	1	2	1	1	0	4	2	8
Hourly Total	1	20	1	0	22	14	0	0	1	14	2	2	0	5	4	40
5:00 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
5:15 PM	0	2	0	0	2	2	0	0	1	2	0	1	0	2	1	5
5:30 PM	0	1	0	0	1	2	0	1	1	3	2	0	0	1	2	6
5:45 PM	0	7	0	0	7	0	0	0	5	0	0	0	0	3	0	7
Hourly Total	0	13	0	0	13	4	0	1	7	5	3	2	0	6	5	23
Grand Total	4	73	5	10	82	80	4	2	28	86	40	13	0	30	53	221
Approach %	4.9	89.0	6.1	-	-	93.0	4.7	2.3	-	-	75.5	24.5	0.0	-	-	-
Total %	1.8	33.0	2.3	-	37.1	36.2	1.8	0.9	-	38.9	18.1	5.9	0.0	-	24.0	-
Lights	4	72	5	-	81	78	2	2	-	82	16	5	0	-	21	184
% Lights	100.0	98.6	100.0	-	98.8	97.5	50.0	100.0	-	95.3	40.0	38.5	-	-	39.6	83.3
Buses	0	0	0	-	0	0	2	0	-	2	24	8	0	-	32	34
% Buses	0.0	0.0	0.0	-	0.0	0.0	50.0	0.0	-	2.3	60.0	61.5	-	-	60.4	15.4
Trucks	0	1	0	-	1	2	0	0	-	2	0	0	0	-	0	3
% Trucks	0.0	1.4	0.0	-	1.2	2.5	0.0	0.0	-	2.3	0.0	0.0	-	-	0.0	1.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	10	-	-	-	-	28	-	-	-	-	30	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Philadelphia, PA
W Coulter St & Stokley St
Thursday, September 29, 2022
Location: 40.021675, -
75.183477

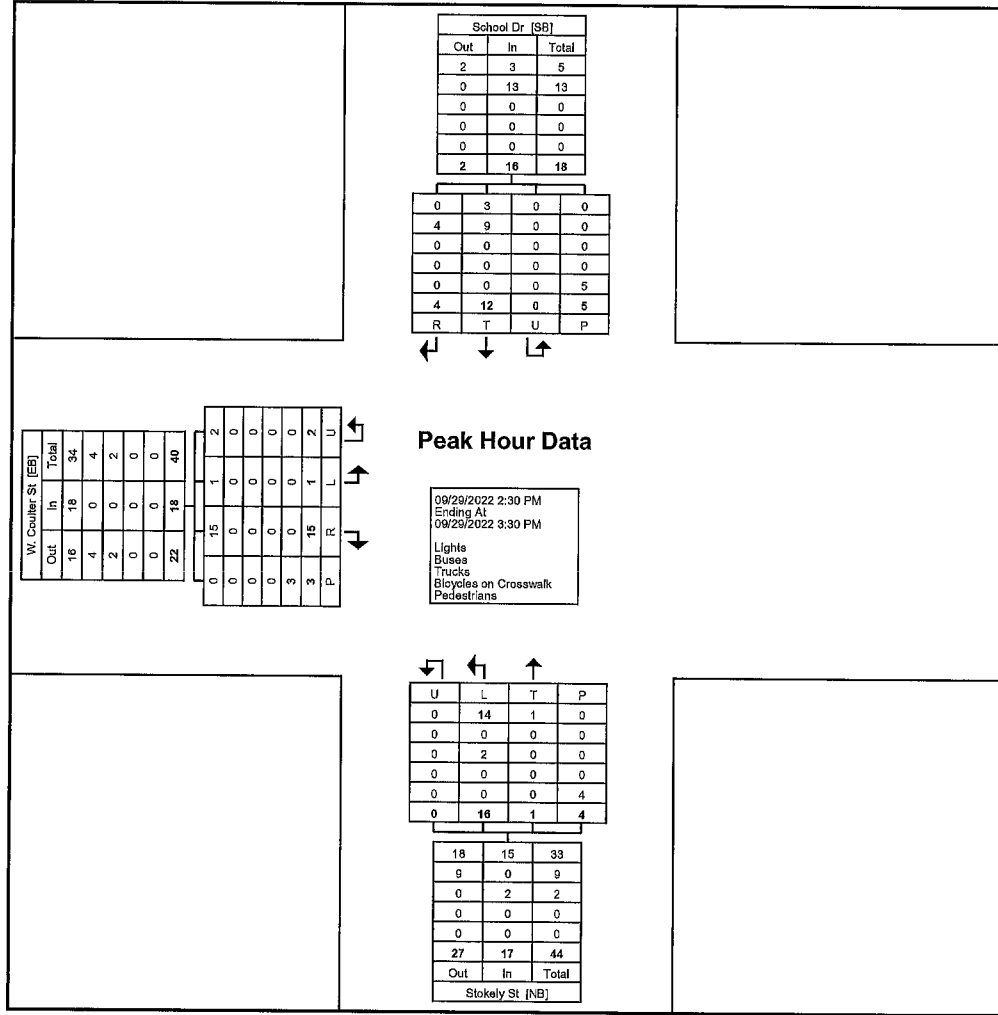
Count Name: W. Coulter St &
Stokley St
Site Code:
Start Date: 09/29/2022
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	W. Coulter St Eastbound					Stokely St Northbound					School Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	0	3	0	0	3	3	0	0	5	3	2	0	0	3	2	8
7:45 AM	0	5	0	1	5	8	0	0	2	8	3	0	0	1	3	16
8:00 AM	0	1	0	2	1	8	0	0	2	8	5	0	0	4	5	14
8:15 AM	0	2	0	0	2	10	1	0	1	11	2	0	0	0	2	15
Total	0	11	0	3	11	29	1	0	10	30	12	0	0	8	12	53
Approach %	0.0	100.0	0.0	-	-	96.7	3.3	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	20.8	0.0	-	20.8	54.7	1.9	0.0	-	56.6	22.6	0.0	0.0	-	22.6	-
PHF	0.000	0.550	0.000	-	0.550	0.725	0.250	0.000	-	0.682	0.600	0.000	0.000	-	0.600	0.828
Lights	0	11	0	-	11	29	0	0	-	29	3	0	0	-	3	43
% Lights	-	100.0	-	-	100.0	100.0	0.0	-	-	96.7	25.0	-	-	-	25.0	81.1
Buses	0	0	0	-	0	0	1	0	-	1	9	0	0	-	9	10
% Buses	-	0.0	-	-	0.0	0.0	100.0	-	-	3.3	75.0	-	-	-	75.0	18.9
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	10	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (2:30 PM)

Start Time	W. Coulter St Eastbound					Stokely St Northbound					School Dr Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
2:30 PM	1	4	0	0	5	5	0	0	0	5	0	0	0	1	0	10
2:45 PM	0	6	0	0	6	5	1	0	2	6	2	0	0	1	2	14
3:00 PM	0	2	2	3	4	5	0	0	0	5	10	3	0	2	13	22
3:15 PM	0	3	0	0	3	1	0	0	2	1	0	1	0	1	1	5
Total	1	15	2	3	18	16	1	0	4	17	12	4	0	5	16	51
Approach %	5.6	83.3	11.1	-	-	94.1	5.9	0.0	-	-	75.0	25.0	0.0	-	-	-
Total %	2.0	29.4	3.9	-	35.3	31.4	2.0	0.0	-	33.3	23.5	7.8	0.0	-	31.4	-
PHF	0.250	0.625	0.250	-	0.750	0.800	0.250	0.000	-	0.708	0.300	0.333	0.000	-	0.308	0.580
Lights	1	15	2	-	18	14	1	0	-	15	3	0	0	-	3	36
% Lights	100.0	100.0	100.0	-	100.0	87.5	100.0	-	-	88.2	25.0	0.0	-	-	18.8	70.6
Buses	0	0	0	-	0	0	0	0	-	0	9	4	0	-	13	13
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	75.0	100.0	-	-	81.3	25.5
Trucks	0	0	0	-	0	2	0	0	-	2	0	0	0	-	0	2
% Trucks	0.0	0.0	0.0	-	0.0	12.5	0.0	-	-	11.8	0.0	0.0	-	-	0.0	3.9
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	3	-	-	-	-	4	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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

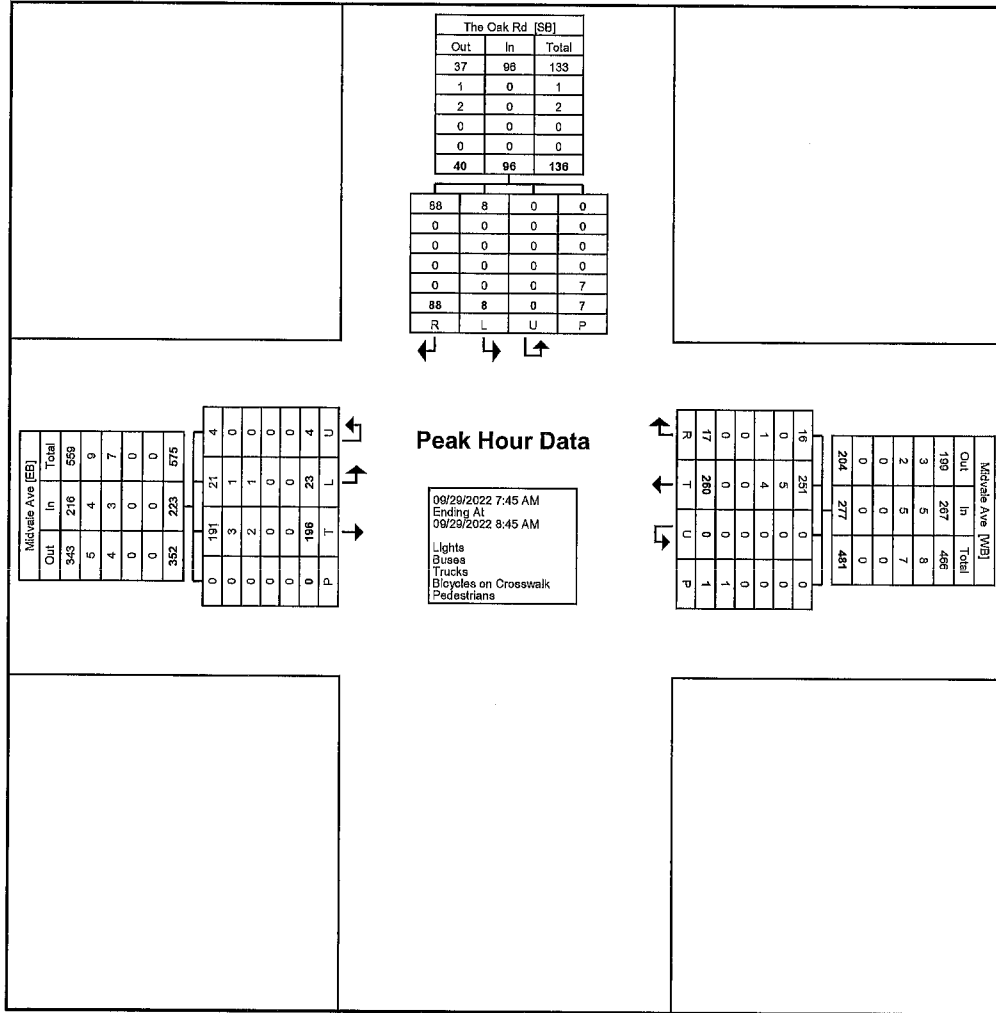
Turning Movement Data

Start Time	Midvale Ave Eastbound					Midvale Ave Westbound					The Oak Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:30 AM	0	18	0	0	18	29	1	0	0	30	0	4	0	1	4	52
6:45 AM	0	15	0	0	15	43	0	0	0	43	0	4	0	6	4	62
Hourly Total	0	33	0	0	33	72	1	0	0	73	0	8	0	7	8	114
7:00 AM	3	33	0	0	36	46	0	0	0	46	1	9	0	3	10	92
7:15 AM	0	33	0	0	33	69	2	0	0	71	0	7	0	0	7	111
7:30 AM	3	37	2	0	42	55	2	0	1	57	3	17	0	0	20	119
7:45 AM	6	68	1	0	75	63	7	0	0	70	4	25	0	2	29	174
Hourly Total	12	171	3	0	186	233	11	0	1	244	8	58	0	5	66	496
8:00 AM	7	46	0	0	53	69	3	0	0	72	0	35	0	3	35	160
8:15 AM	4	44	0	0	48	68	2	0	1	70	0	17	0	2	17	135
8:30 AM	6	38	3	0	47	60	5	0	0	65	4	11	0	0	15	127
8:45 AM	4	30	2	0	36	63	0	0	0	63	1	7	1	1	9	108
Hourly Total	21	168	5	0	184	260	10	0	1	270	5	70	1	6	76	530
9:00 AM	3	38	0	0	41	42	0	0	0	42	1	6	0	1	7	90
9:15 AM	3	23	0	0	26	43	2	0	0	45	3	2	0	0	5	76
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	6	61	0	0	67	85	2	0	0	87	4	8	0	1	12	166
2:00 PM	3	50	0	2	53	34	0	0	0	34	0	4	0	2	4	91
2:15 PM	3	43	0	1	46	41	2	0	0	43	0	9	0	3	9	98
2:30 PM	9	51	1	0	61	33	2	0	2	35	0	9	0	2	9	105
2:45 PM	7	78	0	0	85	54	2	0	0	56	4	14	0	4	18	159
Hourly Total	22	222	1	3	245	162	6	0	2	188	4	36	0	11	40	453
3:00 PM	4	84	1	0	89	47	1	0	2	48	3	9	0	4	12	149
3:15 PM	10	66	2	0	78	54	16	0	0	70	5	8	0	13	13	161
3:30 PM	3	91	1	0	95	60	13	0	0	73	3	12	0	24	15	183
3:45 PM	7	70	2	0	79	62	8	1	0	71	3	14	0	5	17	167
Hourly Total	24	311	6	0	341	223	38	1	2	262	14	43	0	46	57	660
4:00 PM	9	78	2	0	89	46	3	0	0	49	3	7	0	9	10	148
4:15 PM	3	81	0	1	84	56	2	0	0	58	1	12	0	1	13	155
4:30 PM	1	93	2	0	96	56	10	0	0	66	5	13	0	8	18	180
4:45 PM	9	76	0	1	85	46	7	0	0	53	3	8	0	3	11	149
Hourly Total	22	328	4	2	354	204	22	0	0	226	12	40	0	21	52	632
5:00 PM	12	59	0	0	71	47	4	0	0	51	2	11	0	5	13	135
5:15 PM	8	89	2	0	99	51	6	0	0	57	3	14	0	3	17	173
5:30 PM	6	78	0	1	84	50	12	0	0	62	4	9	0	8	13	159
5:45 PM	5	78	1	0	84	57	12	0	0	69	3	8	0	8	11	164
Hourly Total	31	304	3	1	338	205	34	0	0	239	12	42	0	24	54	631
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	138	1588	22	6	1748	1444	124	1	6	1569	59	305	1	121	365	3682
Approach %	7.9	90.8	1.3	-	-	92.0	7.9	0.1	-	-	16.2	83.6	0.3	-	-	-
Total %	3.7	43.1	0.6	-	47.5	39.2	3.4	0.0	-	42.6	1.6	8.3	0.0	-	9.9	-
Lights	133	1544	22	-	1699	1392	123	1	-	1516	58	304	1	-	363	3578
% Lights	96.4	97.2	100.0	-	97.2	96.4	99.2	100.0	-	96.6	98.3	99.7	100.0	-	99.5	97.2
Buses	2	28	0	-	30	34	0	0	-	34	0	1	0	-	1	65
% Buses	1.4	1.8	0.0	-	1.7	2.4	0.0	0.0	-	2.2	0.0	0.3	0.0	-	0.3	1.8
Trucks	3	16	0	-	19	18	1	0	-	19	1	0	0	-	1	39
% Trucks	2.2	1.0	0.0	-	1.1	1.2	0.8	0.0	-	1.2	1.7	0.0	0.0	-	0.3	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	6	-	-	-	-	6	-	-	-	-	121	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Midvale Ave Eastbound					Midvale Ave Westbound					The Oak Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:45 AM	6	68	1	0	75	63	7	0	0	70	4	25	0	2	29	174
8:00 AM	7	46	0	0	53	69	3	0	0	72	0	35	0	3	35	160
8:15 AM	4	44	0	0	48	68	2	0	1	70	0	17	0	2	17	135
8:30 AM	6	38	3	0	47	60	5	0	0	65	4	11	0	0	15	127
Total	23	196	4	0	223	260	17	0	1	277	8	88	0	7	96	596
Approach %	10.3	87.9	1.8	-	-	93.9	6.1	0.0	-	-	8.3	91.7	0.0	-	-	-
Total %	3.9	32.9	0.7	-	37.4	43.6	2.9	0.0	-	46.5	1.3	14.8	0.0	-	18.1	-
PHF	0.821	0.721	0.333	-	0.743	0.942	0.607	0.000	-	0.962	0.500	0.629	0.000	-	0.686	0.856
Lights	21	191	4	-	216	251	16	0	-	267	8	88	0	-	96	579
% Lights	91.3	97.4	100.0	-	96.9	96.5	94.1	-	-	96.4	100.0	100.0	-	-	100.0	97.1
Buses	1	3	0	-	4	5	0	0	-	5	0	0	0	-	0	9
% Buses	4.3	1.5	0.0	-	1.8	1.9	0.0	-	-	1.8	0.0	0.0	-	-	0.0	1.5
Trucks	1	2	0	-	3	4	1	0	-	5	0	0	0	-	0	8
% Trucks	4.3	1.0	0.0	-	1.3	1.5	5.9	-	-	1.8	0.0	0.0	-	-	0.0	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Philadelphia, PA
Midvale Ave & The Oak Rd
Thursday, September 29, 2022
Location: 40.021743, -
75.181429

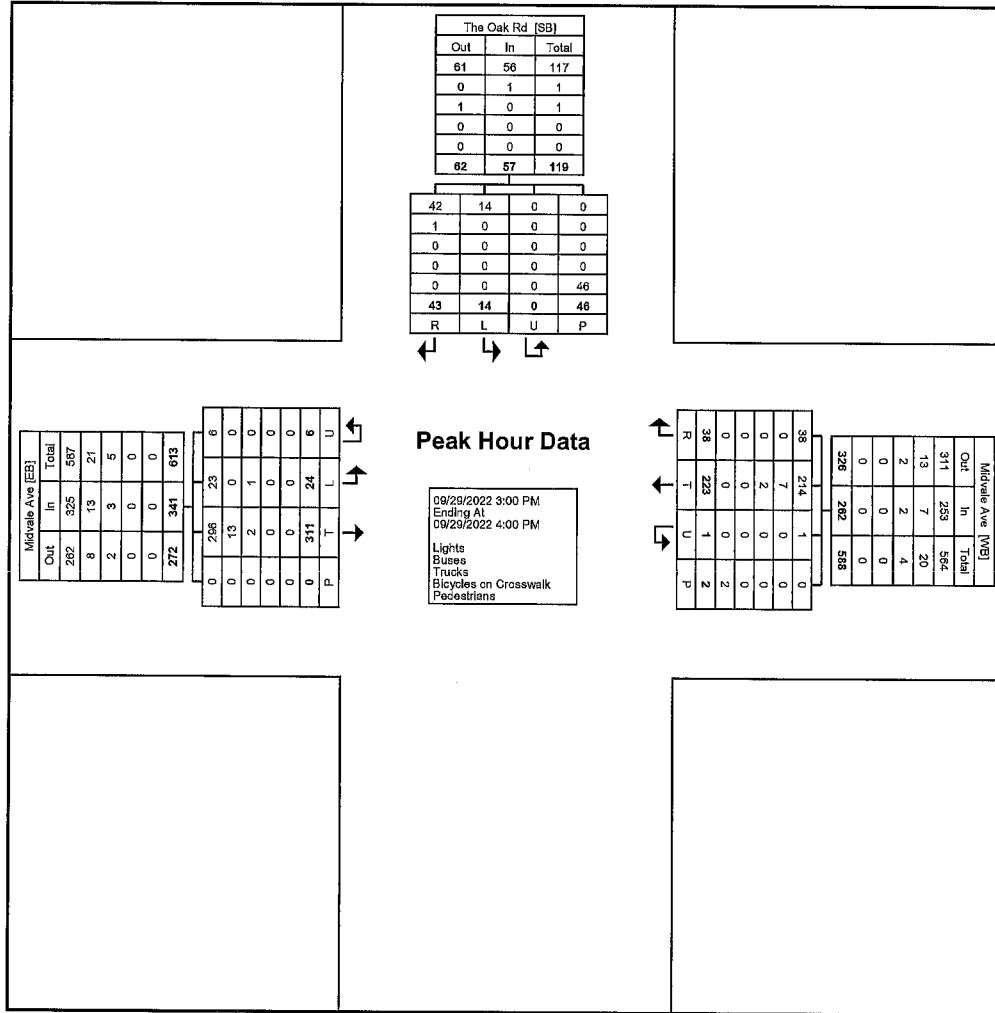


Turning Movement Peak Hour Data Plot (7:45 AM)

Philadelphia, PA
Midvale Ave & The Oak Rd
Thursday, September 29, 2022
Location: 40.021743, -
75.181429

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Midvale Ave Eastbound					Midvale Ave Westbound					The Oak Rd Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
3:00 PM	4	84	1	0	89	47	1	0	2	48	3	9	0	4	12	149
3:15 PM	10	66	2	0	78	54	16	0	0	70	5	8	0	13	13	161
3:30 PM	3	91	1	0	95	60	13	0	0	73	3	12	0	24	15	183
3:45 PM	7	70	2	0	79	62	8	1	0	71	3	14	0	5	17	167
Total	24	311	6	0	341	223	38	1	2	262	14	43	0	46	57	660
Approach %	7.0	91.2	1.8	-	-	85.1	14.5	0.4	-	-	24.6	75.4	0.0	-	-	-
Total %	3.6	47.1	0.9	-	51.7	33.8	5.8	0.2	-	39.7	2.1	6.5	0.0	-	8.6	-
PHF	0.600	0.854	0.750	-	0.897	0.899	0.594	0.250	-	0.897	0.700	0.768	0.000	-	0.838	0.902
Lights	23	296	6	-	325	214	38	1	-	253	14	42	0	-	56	634
% Lights	95.8	95.2	100.0	-	95.3	96.0	100.0	100.0	-	96.6	100.0	97.7	-	-	98.2	98.1
Buses	0	13	0	-	13	7	0	0	-	7	0	1	0	-	1	21
% Buses	0.0	4.2	0.0	-	3.8	3.1	0.0	0.0	-	2.7	0.0	2.3	-	-	1.8	3.2
Trucks	1	2	0	-	3	2	0	0	-	2	0	0	0	-	0	5
% Trucks	4.2	0.6	0.0	-	0.9	0.9	0.0	0.0	-	0.8	0.0	0.0	-	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	46	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (3:00 PM)

Intersection

Int Delay, s/veh 1.1

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	273	65	37	323	15	17
Future Vol, veh/h	273	65	37	323	15	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	0	0	3	9	0
Mvmt Flow	341	81	46	404	19	21

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	422
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	860
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	860
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach EB WB NB

Approach	EB	WB	NB
HCM Control Delay, s	0	1	14.7
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	410	-	-	860	-
HCM Lane V/C Ratio	0.098	-	-	0.054	-
HCM Control Delay (s)	14.7	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection

Int Delay, s/veh 1.2

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	271	31	23	190	20	18
Future Vol, veh/h	271	31	23	190	20	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	304	35	26	213	22	20

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	339	0	587
Stage 1	-	-	-	-	322
Stage 2	-	-	-	-	265
Critical Hdwy	-	-	4.3	-	7.1
Critical Hdwy Stg 1	-	-	-	-	5.2
Critical Hdwy Stg 2	-	-	-	-	5.2
Follow-up Hdwy	-	-	3	-	3
Pot Cap-1 Maneuver	-	-	919	-	477
Stage 1	-	-	-	-	859
Stage 2	-	-	-	-	912
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	919	-	462
Mov Cap-2 Maneuver	-	-	-	-	462
Stage 1	-	-	-	-	859
Stage 2	-	-	-	-	883

Approach EB WB NB

HCM Control Delay, s	0	1	11.9
HCM LOS			B

Minor Lane/Major Mvmt NBLm1 EBT EBR WBL WBT

Capacity (veh/h)	568	-	-	919	-
HCM Lane V/C Ratio	0.075	-	-	0.028	-
HCM Control Delay (s)	11.9	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	2	322	10	5	322	4	0	0	0	14	0	17
Future Vol, veh/h	2	322	10	5	322	4	0	0	0	14	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	2	86	67	2	0	0	0	0	0	0	0
Mvmt Flow	3	408	13	6	408	5	0	0	0	18	0	22

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	413	0	0	421
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	866	-	-	860
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	866	-	-	860
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	0	13.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	866	-	-	860	-	-	444
HCM Lane V/C Ratio	-	0.003	-	-	0.007	-	-	0.088
HCM Control Delay (s)	0	9.2	0	-	9.2	0	-	13.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	8	286	4	4	189	20	0	0	0	16	0	10
Future Vol, veh/h	8	286	4	4	189	20	0	0	0	16	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	60	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	318	4	4	210	22	0	0	0	18	0	11

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	232	0	0	322
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	1000	-	-	931
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1000	-	-	931
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	0	11.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1000	-	-	931	-	-	586
HCM Lane V/C Ratio	-	0.009	-	-	0.005	-	-	0.049
HCM Control Delay (s)	0	8.6	0	-	8.9	0	-	11.5
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	5	337	336	5	1	0
Future Vol, veh/h	5	337	336	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	5	421	420	6	1	0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	426	0	-	0	854	423
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	431	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	857	-	-	-	311	669
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	857	-	-	-	309	669
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	748	-

Approach EB WB SB

HCM Control Delay, s	0.1	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL SBR

Capacity (veh/h)	857	-	-	-	309
HCM Lane V/C Ratio	0.006	-	-	-	0.004
HCM Control Delay (s)	9.2	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	10	296	195	4	2	6
Future Vol, veh/h	10	296	195	4	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	9	336	222	5	2	7

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	227	0	-	0	579	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1004	-	-	-	483	867
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1004	-	-	-	478	867
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	815	-

Approach EB WB SB

HCM Control Delay, s	0.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1004	-	-	-	720
HCM Lane V/C Ratio	0.009	-	-	-	0.013
HCM Control Delay (s)	8.6	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
23: School House Lane & Foxx Lane

10/11/2022

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	2	339	338	0	2	4
Future Vol, veh/h	2	339	338	0	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	2	413	412	0	2	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	412	0	0 829 412
Stage 1	-	-	- 412 -
Stage 2	-	-	- 417 -
Critical Hdwy	4.3	-	- 7.1 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	3	-	- 3 3.1
Pot Cap-1 Maneuver	867	-	- 324 678
Stage 1	-	-	- 764 -
Stage 2	-	-	- 760 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	867	-	- 323 678
Mov Cap-2 Maneuver	-	-	- 323 -
Stage 1	-	-	- 762 -
Stage 2	-	-	- 760 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	867	-	-	-	496	
HCM Lane V/C Ratio	0.003	-	-	-	0.015	
HCM Control Delay (s)	9.2	0	-	-	12.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
 23: School House Lane & Foxx Lane

10/11/2022

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	1	304	200	0	2	0
Future Vol, veh/h	1	304	200	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	1	349	230	0	2	0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	230	0	-	0	581	230
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1002	-	-	-	481	861
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1002	-	-	-	481	861
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	818	-

Approach EB WB SB

HCM Control Delay, s 0 0 12.5
 HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL SBR

Capacity (veh/h)	1002	-	-	-	481	
HCM Lane V/C Ratio	0.001	-	-	-	0.005	
HCM Control Delay (s)	8.6	0	-	-	12.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	226	204	104	236	1	87	1	116	0	1	1
Future Vol, veh/h	2	226	204	104	236	1	87	1	116	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	11	0	0	2	0	0	0	0	1	5	0
Mvmt Flow	2	272	246	125	284	1	105	1	140	0	1	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	285	0	0	518
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	959	-	-	796
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	959	-	-	796
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.2	31.5	17.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	373	959	-	-	796	-	-	298
HCM Lane V/C Ratio	0.659	0.003	-	-	0.157	-	-	0.008
HCM Control Delay (s)	31.5	8.8	0	-	10.4	0	-	17.2
HCM Lane LOS	D	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	4.5	0	-	-	0.6	-	-	0

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	241	51	29	171	0	51	0	63	0	0	1
Future Vol, veh/h	1	241	51	29	171	0	51	0	63	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	0	0	0	0	3	0	0	0
Mvmt Flow	1	284	60	34	201	0	60	0	74	0	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	201	0	0	344
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	1025	-	-	915
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1025	-	-	915
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	12.8	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	1025	-	-	915	-	-	895
HCM Lane V/C Ratio	0.226	0.001	-	-	0.037	-	-	0.001
HCM Control Delay (s)	12.8	8.5	0	-	9.1	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0

HCM 6th AWSC
19: Fox Street & Coulter Street

10/11/2022

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	50	8	37	10	7	10	45	50	7	7	35	16
Future Vol, veh/h	50	8	37	10	7	10	45	50	7	7	35	16
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	0	0	3	25	0	0	0	0	0	0	0	0
Mvmt Flow	78	13	58	16	11	16	70	78	11	11	55	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.3	8.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	53%	37%	12%
Vol Thru, %	49%	8%	26%	60%
Vol Right, %	7%	39%	37%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	95	27	58
LT Vol	45	50	10	7
Through Vol	50	8	7	35
RT Vol	7	37	10	16
Lane Flow Rate	159	148	42	91
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.181	0.058	0.11
Departure Headway (Hd)	4.491	4.397	4.923	4.384
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	816	728	818
Service Time	2.513	2.419	2.948	2.407
HCM Lane V/C Ratio	0.199	0.181	0.058	0.111
HCM Control Delay	8.6	8.4	8.3	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	10	8	36	7	13	7	59	29	5	2	15	22
Future Vol, veh/h	10	8	36	7	13	7	59	29	5	2	15	22
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	0	0	0	33	17	0	0	0	0	0	0	0
Mvmt Flow	14	11	49	9	18	9	80	39	7	3	20	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	8.1	8	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	19%	26%	5%
Vol Thru, %	31%	15%	48%	38%
Vol Right, %	5%	67%	26%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	54	27	39
LT Vol	59	10	7	2
Through Vol	29	8	13	15
RT Vol	5	36	7	22
Lane Flow Rate	126	73	36	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.147	0.079	0.048	0.056
Departure Headway (Hd)	4.225	3.873	4.726	3.858
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	908	747	913
Service Time	2.291	1.972	2.825	1.948
HCM Lane V/C Ratio	0.15	0.08	0.048	0.058
HCM Control Delay	8	7.3	8.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.2	0.2

Intersection

Int Delay, s/veh 2.4

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	11	22	1	12	2
Future Vol, veh/h	0	11	22	1	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	100	75	0
Mvmt Flow	0	15	29	1	16	3

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	45
Stage 1	-	-	30
Stage 2	-	-	15
Critical Hdwy	-	-	6.95
Critical Hdwy Stg 1	-	-	5.95
Critical Hdwy Stg 2	-	-	5.95
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	0	-	1121
Stage 1	0	-	1156
Stage 2	0	-	1178
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1121
Mov Cap-2 Maneuver	-	-	1121
Stage 1	-	-	1156
Stage 2	-	-	1178

Approach EB WB SB

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt EBT WBT WBR SBLn1

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1120
HCM Lane V/C Ratio	-	-	-	0.017
HCM Control Delay (s)	-	-	-	8.3
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection

Int Delay, s/veh 2.6

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑↑	
Traffic Vol, veh/h	1	17	16	1	12	4
Future Vol, veh/h	1	17	16	1	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	13	0	75	100
Mvmt Flow	2	29	28	2	21	7

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	30	0	62
Stage 1	-	-	29
Stage 2	-	-	33
Critical Hdwy	-	-	6.95
Critical Hdwy Stg 1	-	-	5.95
Critical Hdwy Stg 2	-	-	5.95
Follow-up Hdwy	-	-	3
Pot Cap-1 Maneuver	-	-	1092
Stage 1	-	-	1158
Stage 2	-	-	1152
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1092
Mov Cap-2 Maneuver	-	-	1092
Stage 1	-	-	1158
Stage 2	-	-	1152

Approach EB WB SB

HCM Control Delay, s		0	8.4
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL SBR

Capacity (veh/h)	-	-	-	-	1099
HCM Lane V/C Ratio	-	-	-	-	0.025
HCM Control Delay (s)	-	-	-	-	8.4
HCM Lane LOS	-	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0.1

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	19	184	256	14	7	84
Future Vol, veh/h	19	184	256	14	7	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	7	3	3	6	0	0
Mvmt Flow	23	227	316	17	9	104

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	333	0	-	0	598 325
Stage 1	-	-	-	-	325 -
Stage 2	-	-	-	-	273 -
Critical Hdwy	4.3	-	-	-	7.1 6.2
Critical Hdwy Stg 1	-	-	-	-	5.2 -
Critical Hdwy Stg 2	-	-	-	-	5.2 -
Follow-up Hdwy	3	-	-	-	3 3.1
Pot Cap-1 Maneuver	923	-	-	-	468 761
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	904 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	923	-	-	-	454 761
Mov Cap-2 Maneuver	-	-	-	-	454 -
Stage 1	-	-	-	-	832 -
Stage 2	-	-	-	-	904 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	923	-	-	-	-	723
HCM Lane V/C Ratio	0.025	-	-	-	-	0.155
HCM Control Delay (s)	9	0	-	-	-	10.9
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	34	279	188	21	12	40
Future Vol, veh/h	34	279	188	21	12	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	5	4	0	0	2
Mvmt Flow	38	313	211	24	13	45

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	235	0	-	0	612 223
Stage 1	-	-	-	-	223 -
Stage 2	-	-	-	-	389 -
Critical Hdwy	4.3	-	-	-	7.1 6.2
Critical Hdwy Stg 1	-	-	-	-	5.2 -
Critical Hdwy Stg 2	-	-	-	-	5.2 -
Follow-up Hdwy	3	-	-	-	3 3.1
Pot Cap-1 Maneuver	998	-	-	-	458 869
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	801 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	998	-	-	-	437 869
Mov Cap-2 Maneuver	-	-	-	-	437 -
Stage 1	-	-	-	-	909 -
Stage 2	-	-	-	-	801 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	998	-	-	-	-	708
HCM Lane V/C Ratio	0.038	-	-	-	-	0.083
HCM Control Delay (s)	8.8	0	-	-	-	10.5
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

HCM 6th TWSC
 13: The Oak Road & School House Lane

10/11/2022

Intersection

Int Delay, s/veh 1

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	286	71	44	332	11	9
Future Vol, veh/h	286	71	44	332	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	3	9	0
Mvmt Flow	340	85	52	395	13	11

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	425	0	882
Stage 1	-	-	-	-	383
Stage 2	-	-	-	-	499
Critical Hdwy	-	-	4.3	-	7.1
Critical Hdwy Stg 1	-	-	-	-	5.29
Critical Hdwy Stg 2	-	-	-	-	5.29
Follow-up Hdwy	-	-	3	-	3
Pot Cap-1 Maneuver	-	-	858	-	298
Stage 1	-	-	-	-	798
Stage 2	-	-	-	-	705
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	858	-	275
Mov Cap-2 Maneuver	-	-	-	-	275
Stage 1	-	-	-	-	798
Stage 2	-	-	-	-	650

Approach EB WB NB

HCM Control Delay, s 0 1.1 15.1
 HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	-	-	858	-
HCM Lane V/C Ratio	0.063	-	-	0.061	-
HCM Control Delay (s)	15.1	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection

Int Delay, s/veh 1.6

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	361	31	20	220	22	49
Future Vol, veh/h	361	31	20	220	22	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	401	34	22	244	24	54

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	435	0	706	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.2	-
Critical Hdwy Stg 2	-	-	-	-	5.2	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	851	-	394	673
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	851	-	382	673
Mov Cap-2 Maneuver	-	-	-	-	382	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	863	-

Approach EB WB NB

HCM Control Delay, s	0	0.8	12.7
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	544	-	-	851	-
HCM Lane V/C Ratio	0.145	-	-	0.026	-
HCM Control Delay (s)	12.7	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection

Int Delay, s/veh 0.8

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	2	346	7	6	327	5	1	0	0	14	0	21
Future Vol, veh/h	2	346	7	6	327	5	1	0	0	14	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	86	67	2	0	0	0	0	0	0	0
Mvmt Flow	2	417	8	7	394	6	1	0	0	17	0	25

Major/Minor Major1 Major2 Minor1 Minor2

Conflicting Flow All	400	0	0	425	0	0	849	839	421	836	840	397
Stage 1	-	-	-	-	-	-	425	425	-	411	411	-
Stage 2	-	-	-	-	-	-	424	414	-	425	429	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	875	-	-	858	-	-	314	304	671	320	304	692
Stage 1	-	-	-	-	-	-	710	604	-	690	585	-
Stage 2	-	-	-	-	-	-	711	610	-	677	574	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	875	-	-	858	-	-	300	300	671	317	300	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	300	-	317	300	-
Stage 1	-	-	-	-	-	-	708	602	-	688	579	-
Stage 2	-	-	-	-	-	-	678	604	-	675	572	-

Approach EB WB NB SB

HCM Control Delay, s	0.1	0.2	17	13.4
HCM LOS			C	B

Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1

Capacity (veh/h)	300	875	-	-	858	-	-	470
HCM Lane V/C Ratio	0.004	0.003	-	-	0.008	-	-	0.09
HCM Control Delay (s)	17	9.1	0	-	9.2	0	-	13.4
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection:

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	23	384	5	0	227	12	0	0	0	8	0	16
Future Vol, veh/h	23	384	5	0	227	12	0	0	0	8	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	60	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	422	5	0	249	13	0	0	0	9	0	18

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	262	0	0	427
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	977	-	-	856
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	856
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	11.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	977	-	-	856	-	-	587
HCM Lane V/C Ratio	-	0.026	-	-	-	-	-	0.045
HCM Control Delay (s)	0	8.8	0	-	0	-	-	11.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	6	357	343	7	1	0
Future Vol, veh/h	6	357	343	7	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	430	413	8	1	0

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	421	0	859
Stage 1	-	-	417
Stage 2	-	-	442
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	860	-	309
Stage 1	-	-	760
Stage 2	-	-	739
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	860	-	306
Mov Cap-2 Maneuver	-	-	306
Stage 1	-	-	753
Stage 2	-	-	739

Approach EB WB SB

HCM Control Delay, s	0.1	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLm1

Capacity (veh/h)	860	-	-	306
HCM Lane V/C Ratio	0.007	-	-	0.004
HCM Control Delay (s)	9.2	0	-	16.8
HCM Lane LOS	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	2	401	238	4	4	8
Future Vol, veh/h	2	401	238	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	2	446	264	4	4	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	268	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.3	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3	-	-
Pot Cap-1 Maneuver	972	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	972	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	972	-	-	-	-	598
HCM Lane V/C Ratio	0.002	-	-	-	-	0.022
HCM Control Delay (s)	8.7	0	-	-	-	11.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

HCM 6th TWSC
 23: School House Lane & Foxx Lane

10/11/2022

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	2	362	343	1	2	3
Future Vol, veh/h	2	362	343	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	2	426	404	1	2	4

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	405	0	-	0	835	405
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	872	-	-	-	321	685
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	872	-	-	-	320	685
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	749	-

Approach EB WB SB

HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL SBR

Capacity (veh/h)	872	-	-	-	470
HCM Lane V/C Ratio	0.003	-	-	-	0.013
HCM Control Delay (s)	9.1	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	2	405	241	3	1	1
Future Vol, veh/h	2	405	241	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	2	460	274	3	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	277	0	-	0	740 276
Stage 1	-	-	-	-	276 -
Stage 2	-	-	-	-	464 -
Critical Hdwy	4.3	-	-	-	7.1 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3	-	-	-	3 3.1
Pot Cap-1 Maneuver	965	-	-	-	374 811
Stage 1	-	-	-	-	888 -
Stage 2	-	-	-	-	721 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	965	-	-	-	373 811
Mov Cap-2 Maneuver	-	-	-	-	373 -
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	721 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	965	-	-	-	-	511
HCM Lane V/C Ratio	0.002	-	-	-	-	0.004
HCM Control Delay (s)	8.7	0	-	-	-	12.1
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection

Int Delay, s/veh 8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	0	240	187	102	249	1	97	1	124	0	1	0
Future Vol, veh/h	0	240	187	102	249	1	97	1	124	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	11	0	0	2	0	0	0	0	1	5	0
Mvmt Flow	0	282	220	120	293	1	114	1	146	0	1	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	294	0	0	502
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	952	-	-	806
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	952	-	-	806
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3	33.7	24
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	376	952	-	-	806	-	-	191
HCM Lane V/C Ratio	0.695	-	-	-	0.149	-	-	0.006
HCM Control Delay (s)	33.7	0	-	-	10.2	0	-	24
HCM Lane LOS	D	A	-	-	B	A	-	C
HCM 95th %tile Q(veh)	5	0	-	-	0.5	-	-	0

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	370	27	34	210	1	20	0	32	0	0	5
Future Vol, veh/h	2	370	27	34	210	1	20	0	32	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	3	0	0	0
Mvmt Flow	2	402	29	37	228	1	22	0	35	0	0	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	229	0	0	431
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	1003	-	-	854
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1003	-	-	854
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	13	9.2
HCM LOS			B	A

Minor Lane/Major Mvmt	NBL	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR
Capacity (veh/h)	508	1003	-	-	854	-	-	863		
HCM Lane V/C Ratio	0.111	0.002	-	-	0.043	-	-	0.006		
HCM Control Delay (s)	13	8.6	0	-	9.4	0	-	9.2		
HCM Lane LOS	B	A	A	-	A	A	-	A		
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0		

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	7	43	8	10	9	39	42	6	6	34	18
Future Vol, veh/h	51	7	43	8	10	9	39	42	6	6	34	18
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	1.00	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	0	0	3	25	0	0	0	0	0	0	0	0
Mvmt Flow	82	11	69	13	16	9	63	68	10	10	55	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.2	8.5	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	50%	30%	10%
Vol Thru, %	48%	7%	37%	59%
Vol Right, %	7%	43%	33%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	101	27	58
LT Vol	39	51	8	6
Through Vol	42	7	10	34
RT Vol	6	43	9	18
Lane Flow Rate	140	163	38	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.196	0.052	0.113
Departure Headway (Hd)	4.514	4.327	4.904	4.356
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	831	731	823
Service Time	2.535	2.348	2.931	2.38
HCM Lane V/C Ratio	0.176	0.196	0.052	0.114
HCM Control Delay	8.5	8.4	8.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.7	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	11	20	3	7	2	46	35	4	1	34	10
Future Vol, veh/h	6	11	20	3	7	2	46	35	4	1	34	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	33	17	0	0	0	0	0	0	0
Mvmt Flow	7	13	23	3	8	2	52	40	5	1	39	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.9	7.7	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	54%	16%	25%	2%
Vol Thru, %	41%	30%	58%	76%
Vol Right, %	5%	54%	17%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	37	12	45
LT Vol	46	6	3	1
Through Vol	35	11	7	34
RT Vol	4	20	2	10
Lane Flow Rate	97	42	14	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.11	0.045	0.018	0.056
Departure Headway (Hd)	4.114	3.872	4.699	3.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	868	913	754	904
Service Time	2.151	1.945	2.775	1.988
HCM Lane V/C Ratio	0.112	0.046	0.019	0.056
HCM Control Delay	7.7	7.1	7.9	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.2

Intersection

Int Delay, s/veh 1.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	11	29	1	12	0
Future Vol, veh/h	0	11	29	1	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	100	75	0
Mvmt Flow	0	13	35	1	14	0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	49	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	-	-	6.95	6.2
Critical Hdwy Stg 1	-	-	-	-	5.95	-
Critical Hdwy Stg 2	-	-	-	-	5.95	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	-	1114	1108
Stage 1	0	-	-	-	1148	-
Stage 2	0	-	-	-	1181	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1114	1108
Mov Cap-2 Maneuver	-	-	-	-	1114	-
Stage 1	-	-	-	-	1148	-
Stage 2	-	-	-	-	1181	-

Approach EB WB SB

HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt EBT WBT WBR/SBLn1

Capacity (veh/h)	-	-	-	1114
HCM Lane V/C Ratio	-	-	-	0.013
HCM Control Delay (s)	-	-	-	8.3
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 1.8

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	13	5	0	3	2
Future Vol, veh/h	0	13	5	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	13	0	75	100
Mvmt Flow	0	16	6	0	4	2

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	22	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	-	-	6.95	6.2
Critical Hdwy Stg 1	-	-	-	-	5.95	-
Critical Hdwy Stg 2	-	-	-	-	5.95	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	1161	1152
Stage 1	0	-	-	0	1191	-
Stage 2	0	-	-	0	1176	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1161	1152
Mov Cap-2 Maneuver	-	-	-	-	1161	-
Stage 1	-	-	-	-	1191	-
Stage 2	-	-	-	-	1176	-

Approach EBL WB SB

HCM Control Delay, s	0	0	8.1
HCM LOS			A

Minor Lane/Major Mvmt EBT WBT SBLm

Capacity (veh/h)	-	-	1157
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	8.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	23	195	255	14	7	94
Future Vol, veh/h	23	195	255	14	7	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	3	3	6	0	0
Mvmt Flow	27	232	304	17	8	112

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	321	0	-	0	599 313
Stage 1	-	-	-	-	313 -
Stage 2	-	-	-	-	286 -
Critical Hdwy	4.3	-	-	-	7.1 6.2
Critical Hdwy Stg 1	-	-	-	-	5.2 -
Critical Hdwy Stg 2	-	-	-	-	5.2 -
Follow-up Hdwy	3	-	-	-	3 3.1
Pot Cap-1 Maneuver	932	-	-	-	468 773
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	892 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	932	-	-	-	453 773
Mov Cap-2 Maneuver	-	-	-	-	453 -
Stage 1	-	-	-	-	838 -
Stage 2	-	-	-	-	892 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	932	-	-	-	-	737
HCM Lane V/C Ratio	0.029	-	-	-	-	0.163
HCM Control Delay (s)	9	0	-	-	-	10.8
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.6

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	34	304	205	34	12	42
Future Vol, veh/h	34	304	205	34	12	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	5	4	0	0	2
Mvmt Flow	37	334	225	37	13	46

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	262	0	0
Stage 1	-	-	244
Stage 2	-	-	408
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.2
Critical Hdwy Stg 2	-	-	5.2
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	977	-	430
Stage 1	-	-	932
Stage 2	-	-	785
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	977	-	410
Mov Cap-2 Maneuver	-	-	410
Stage 1	-	-	888
Stage 2	-	-	785

Approach EB WB SB

HCM Control Delay, s	0.9	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL SBR

Capacity (veh/h)	977	-	-	-	684
HCM Lane V/C Ratio	0.038	-	-	-	0.087
HCM Control Delay (s)	8.8	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC
 13: The Oak Road & School House Lane

10/12/2022

Intersection

Int Delay, s/veh 1.1

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	271	65	37	339	15	17
Future Vol, veh/h	271	65	37	339	15	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	0	0	3	9	0
Mvmt Flow	339	81	46	424	19	21

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	420	0	896
Stage 1	-	-	-	-	380
Stage 2	-	-	-	-	516
Critical Hdwy	-	-	4.3	-	7.1
Critical Hdwy Stg 1	-	-	-	-	5.29
Critical Hdwy Stg 2	-	-	-	-	5.29
Follow-up Hdwy	-	-	3	-	3
Pot Cap-1 Maneuver	-	-	861	-	291
Stage 1	-	-	-	-	801
Stage 2	-	-	-	-	692
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	861	-	271
Mov Cap-2 Maneuver	-	-	-	-	271
Stage 1	-	-	-	-	801
Stage 2	-	-	-	-	644

Approach EB WB NB

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	14.9
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	-	-	861	-
HCM Lane V/C Ratio	0.099	-	-	0.054	-
HCM Control Delay (s)	14.9	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection

Int Delay, s/veh 1.2

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	261	31	23	201	20	18
Future Vol, veh/h	261	31	23	201	20	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	293	35	26	226	22	20

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	328	589
Stage 1	-	-	-	311
Stage 2	-	-	-	278
Critical Hdwy	-	4.3	-	7.1
Critical Hdwy Stg 1	-	-	-	5.2
Critical Hdwy Stg 2	-	-	-	5.2
Follow-up Hdwy	-	3	-	3
Pot Cap-1 Maneuver	-	927	-	475
Stage 1	-	-	-	869
Stage 2	-	-	-	900
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	927	-	460
Mov Cap-2 Maneuver	-	-	-	460
Stage 1	-	-	-	869
Stage 2	-	-	-	871

Approach EB WB NB

HCM Control Delay, s	0	0.9	11.8
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	570	-	-	927	-
HCM Lane V/C Ratio	0.075	-	-	0.028	-
HCM Control Delay (s)	11.8	-	-	9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 0.9

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	322	44	23	322	4	0	0	0	14	0	17
Future Vol, veh/h	2	322	44	23	322	4	0	0	0	14	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	2	86	67	2	0	0	0	0	0	0	0
Mvmt Flow	3	408	56	29	408	5	0	0	0	18	0	22

Major/Minor Major1 Major2 Minor1 Minor2

Conflicting Flow All	413	0	0	464	0	0	922	913	436	911	939	411
Stage 1	-	-	-	-	-	-	442	442	-	469	469	-
Stage 2	-	-	-	-	-	-	480	471	-	442	470	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	866	-	-	831	-	-	279	276	657	284	266	679
Stage 1	-	-	-	-	-	-	695	594	-	638	550	-
Stage 2	-	-	-	-	-	-	663	578	-	662	549	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	866	-	-	831	-	-	260	262	657	273	253	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	262	-	273	253	-
Stage 1	-	-	-	-	-	-	692	591	-	635	525	-
Stage 2	-	-	-	-	-	-	613	552	-	659	546	-

Approach EB WB NB SB

HCM Control Delay, s	0	0.6	0	14.8
HCM LOS			A	B

Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1

Capacity (veh/h)	-	866	-	-	831	-	-	406
HCM Lane V/C Ratio	-	0.003	-	-	0.035	-	-	0.097
HCM Control Delay (s)	0	9.2	0	-	9.5	0	-	14.8
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	8	276	14	10	191	20	0	0	0	16	0	10
Future Vol, veh/h	8	276	14	10	191	20	0	0	0	16	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	60	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	307	16	11	212	22	0	0	0	18	0	11

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	234	0	0	323
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	999	-	-	931
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	999	-	-	931
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	0	11.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	999	-	-	931	-	-	575
HCM Lane V/C Ratio	-	0.009	-	-	0.012	-	-	0.05
HCM Control Delay (s)	0	8.6	0	-	8.9	0	-	11.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	5	367	334	5	1	0
Future Vol, veh/h	5	367	334	5	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	5	459	418	6	1	0

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	424	0	0 890 421
Stage 1	-	-	- 421 -
Stage 2	-	-	- 469 -
Critical Hdwy	4.3	-	- 7.1 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	3	-	- 3 3.1
Pot Cap-1 Maneuver	858	-	- 294 671
Stage 1	-	-	- 757 -
Stage 2	-	-	- 717 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	858	-	- 292 671
Mov Cap-2 Maneuver	-	-	- 292 -
Stage 1	-	-	- 751 -
Stage 2	-	-	- 717 -

Approach EB WB SB

HCM Control Delay, s 0.1 0 17.4
 HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	858	-	-	-	292
HCM Lane V/C Ratio	0.006	-	-	-	0.004
HCM Control Delay (s)	9.2	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	10	296	197	4	2	6
Future Vol, veh/h	10	296	197	4	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	9	336	224	5	2	7

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	229	0	0
Stage 1	-	-	227
Stage 2	-	-	354
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	1003	-	481
Stage 1	-	-	937
Stage 2	-	-	815
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1003	-	476
Mov Cap-2 Maneuver	-	-	476
Stage 1	-	-	927
Stage 2	-	-	815

Approach EB WB SB

HCM Control Delay, s	0.2	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL
Capacity (veh/h)	1003	-	-	-	718
HCM Lane V/C Ratio	0.009	-	-	-	0.013
HCM Control Delay (s)	8.6	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
 23: School House Lane & Foxx Lane

10/12/2022

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	2	370	334	0	2	4
Future Vol, veh/h	2	370	334	0	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	2	451	407	0	2	5

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	407	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.3	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3	-	-
Pot Cap-1 Maneuver	870	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	870	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach EB WB SB

HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL
Capacity (veh/h)	870	-	-	-	484
HCM Lane V/C Ratio	0.003	-	-	-	0.015
HCM Control Delay (s)	9.2	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
 23: School House Lane & Foxx Lane

10/12/2022

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	1	304	203	0	2	0
Future Vol, veh/h	1	304	203	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	1	349	233	0	2	0

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	233	0	584
Stage 1	-	-	233
Stage 2	-	-	351
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	1000	-	479
Stage 1	-	-	931
Stage 2	-	-	818
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1000	-	479
Mov Cap-2 Maneuver	-	-	479
Stage 1	-	-	930
Stage 2	-	-	818

Approach EB WB SB

HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL
Capacity (veh/h)	1000	-	-	-	479
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	8.6	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕		↕		↕	
Traffic Vol, veh/h	2	259	198	101	236	1	86	0	113	0	0	1
Future Vol, veh/h	2	259	198	101	236	1	86	0	113	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	11	0	0	2	0	0	0	0	1	5	0
Mvmt Flow	2	312	239	122	284	1	104	0	136	0	0	1

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	285	0	0	551
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	959	-	-	775
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	959	-	-	775
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach

	EB	WB	NB	SB
HCM Control Delay, s	0	3.1	21.8	9.5
HCM LOS			C	A

Minor Lane/Major Mvmt

	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	222	661	959	-	-	775	-	-	802
HCM Lane V/C Ratio	0.467	0.206	0.003	-	-	0.157	-	-	0.002
HCM Control Delay (s)	34.7	11.9	8.8	0	-	10.5	0	-	9.5
HCM Lane LOS	D	B	A	A	-	B	A	-	A
HCM 95th %tile Q(veh)	2.3	0.8	0	-	-	0.6	-	-	0

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↑		↑		↔	
Traffic Vol, veh/h	1	253	56	33	172	0	43	0	52	0	0	1
Future Vol, veh/h	1	253	56	33	172	0	43	0	52	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	1	0	0	0	0	0	0	3	0	0	0
Mvmt Flow	1	298	66	39	202	0	51	0	61	0	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	202	0	0	364
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	1024	-	-	901
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1024	-	-	901
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	12.1	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	439	755	1024	-	-	901	-	-	893
HCM Lane V/C Ratio	0.115	0.081	0.001	-	-	0.043	-	-	0.001
HCM Control Delay (s)	14.3	10.2	8.5	0	-	9.2	0	-	9
HCM Lane LOS	B	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.3	0	-	-	0.1	-	-	0

HCM 6th AWSC
19: Fox Street & Coulter Street

10/12/2022

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	35	8	37	10	10	7	45	35	7	6	29	13
Future Vol, veh/h	35	8	37	10	10	7	45	35	7	6	29	13
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles, %	0	0	3	25	0	0	0	0	0	0	0	0
Mvmt Flow	55	13	58	16	16	11	70	55	11	9	45	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.2	8.3	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	44%	37%	12%
Vol Thru, %	40%	10%	37%	60%
Vol Right, %	8%	46%	26%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	80	27	48
LT Vol	45	35	10	6
Through Vol	35	8	10	29
RT Vol	7	37	7	13
Lane Flow Rate	136	125	42	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.167	0.147	0.057	0.089
Departure Headway (Hd)	4.419	4.242	4.862	4.295
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	848	739	836
Service Time	2.432	2.255	2.878	2.311
HCM Lane V/C Ratio	0.167	0.147	0.057	0.09
HCM Control Delay	8.3	8	8.2	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	7	36	7	21	4	59	17	5	2	11	17
Future Vol, veh/h	5	7	36	7	21	4	59	17	5	2	11	17
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	0	0	0	33	17	0	0	0	0	0	0	0
Mvmt Flow	7	9	49	9	28	5	80	23	7	3	15	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	8.1	7.9	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	73%	10%	22%	7%
Vol Thru, %	21%	15%	66%	37%
Vol Right, %	6%	75%	12%	57%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	48	32	30
LT Vol	59	5	7	2
Through Vol	17	7	21	11
RT Vol	5	36	4	17
Lane Flow Rate	109	65	43	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.129	0.068	0.057	0.043
Departure Headway (Hd)	4.227	3.762	4.741	3.844
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	935	746	917
Service Time	2.29	1.855	2.827	1.929
HCM Lane V/C Ratio	0.13	0.07	0.058	0.045
HCM Control Delay	7.9	7.1	8.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2	0.1

Intersection

Int Delay, s/veh 3.4

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	10	41	0	29	5
Future Vol, veh/h	0	10	41	0	29	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	100	75	0
Mvmt Flow	0	13	55	0	39	7

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	0 68 55
Stage 1	-	-	- 55 -
Stage 2	-	-	- 13 -
Critical Hdwy	-	-	- 6.95 6.2
Critical Hdwy Stg 1	-	-	- 5.95 -
Critical Hdwy Stg 2	-	-	- 5.95 -
Follow-up Hdwy	-	-	- 3 3.1
Pot Cap-1 Maneuver	0	-	0 1082 1082
Stage 1	0	-	0 1121 -
Stage 2	0	-	0 1181 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- 1082 1082
Mov Cap-2 Maneuver	-	-	- 1082 -
Stage 1	-	-	- 1121 -
Stage 2	-	-	- 1181 -

Approach EB WB SB

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt EBT WBT SBLn1

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	1082
HCM Lane V/C Ratio	-	-	0.042
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection

Int Delay, s/veh 4.3

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	17	29	0	35	12
Future Vol, veh/h	0	17	29	0	35	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	13	0	75	100
Mvmt Flow	0	29	50	0	60	21

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	79	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	-	-	6.95	6.2
Critical Hdwy Stg 1	-	-	-	-	5.95	-
Critical Hdwy Stg 2	-	-	-	-	5.95	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	1065	1089
Stage 1	0	-	-	0	1128	-
Stage 2	0	-	-	0	1158	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1065	1089
Mov Cap-2 Maneuver	-	-	-	-	1065	-
Stage 1	-	-	-	-	1128	-
Stage 2	-	-	-	-	1158	-

Approach EB WB SB

HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt EBT WBT SBLn1

Capacity (veh/h)	-	-	1071
HCM Lane V/C Ratio	-	-	0.076
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

HCM 6th TWSC
 16: Midvale Avenue & The Oak Road

10/12/2022

Intersection

Int Delay, s/veh 2

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	19	188	253	14	7	84
Future Vol, veh/h	19	188	253	14	7	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	7	3	3	6	0	0
Mvmt Flow	23	232	312	17	9	104

Major/Minor Major:1 Major:2 Minor:2

Major/Minor	Major:1	Major:2	Minor:2
Conflicting Flow All	329	0	0
Stage 1	-	-	321
Stage 2	-	-	278
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.2
Critical Hdwy Stg 2	-	-	5.2
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	926	-	468
Stage 1	-	-	860
Stage 2	-	-	900
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	926	-	454
Mov Cap-2 Maneuver	-	-	454
Stage 1	-	-	835
Stage 2	-	-	900

Approach EB WB SB

HCM Control Delay, s	0.8	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL
Capacity (veh/h)	926	-	-	-	727
HCM Lane V/C Ratio	0.025	-	-	-	0.155
HCM Control Delay (s)	9	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	34	283	185	21	12	40
Future Vol, veh/h	34	283	185	21	12	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	5	4	0	0	2
Mvmt Flow	38	318	208	24	13	45

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	232	0	614
Stage 1	-	-	220
Stage 2	-	-	394
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.2
Critical Hdwy Stg 2	-	-	5.2
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	1000	-	457
Stage 1	-	-	956
Stage 2	-	-	797
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1000	-	436
Mov Cap-2 Maneuver	-	-	436
Stage 1	-	-	912
Stage 2	-	-	797

Approach EB WB SB

HCM Control Delay, s	0.9	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1000	-	-	709
HCM Lane V/C Ratio	0.038	-	-	0.082
HCM Control Delay (s)	8.7	0	-	10.5
HCM Lane LOS	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.3

HCM 6th TWSC
 13: The Oak Road & School House Lane

10/12/2022

Intersection

Int Delay, s/veh 1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	282	71	44	347	11	9
Future Vol, veh/h	282	71	44	347	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	3	9	0
Mvmt Flow	336	85	52	413	13	11

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	421	0	896	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	-	-	4.3	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.29	-
Critical Hdwy Stg 2	-	-	-	-	5.29	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	860	-	291	709
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	860	-	268	709
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	637	-

Approach EB WB NB

HCM Control Delay, s	0	1.1	15.3
HCM LOS			C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	372	-	-	860	-
HCM Lane V/C Ratio	0.064	-	-	0.061	-
HCM Control Delay (s)	15.3	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection

Int Delay, s/veh 1.5

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	367	31	20	236	22	49
Future Vol, veh/h	367	31	20	236	22	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	-1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	408	34	22	262	24	54

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	442
Stage 1	-	-	425
Stage 2	-	-	306
Critical Hdwy	-	4.3	7.1
Critical Hdwy Stg 1	-	-	5.2
Critical Hdwy Stg 2	-	-	5.2
Follow-up Hdwy	-	3	3
Pot Cap-1 Maneuver	-	846	379
Stage 1	-	-	771
Stage 2	-	-	874
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	846	368
Mov Cap-2 Maneuver	-	-	368
Stage 1	-	-	771
Stage 2	-	-	848

Approach EB WB NB

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	12.9
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	533	-	-	846	-
HCM Lane V/C Ratio	0.148	-	-	0.026	-
HCM Control Delay (s)	12.9	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection

Int Delay, s/veh 0.9

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

Lane Configurations	↕		↕		↕		↕		↕		↕	
Traffic Vol, veh/h	2	339	40	24	329	5	0	0	0	14	0	21
Future Vol, veh/h	2	339	40	24	329	5	0	0	0	14	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	2	86	67	2	0	0	0	0	0	0	0
Mvmt Flow	2	408	48	29	396	6	0	0	0	17	0	25

Major/Minor Major1 Major2 Minor1 Minor2

Conflicting Flow All	402	0	0	456	0	0	906	896	432	893	917	399
Stage 1	-	-	-	-	-	-	436	436	-	457	457	-
Stage 2	-	-	-	-	-	-	470	460	-	436	460	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	874	-	-	837	-	-	286	282	661	292	274	690
Stage 1	-	-	-	-	-	-	700	598	-	649	557	-
Stage 2	-	-	-	-	-	-	671	584	-	667	555	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	874	-	-	837	-	-	265	268	661	281	261	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	268	-	281	261	-
Stage 1	-	-	-	-	-	-	698	596	-	647	532	-
Stage 2	-	-	-	-	-	-	617	558	-	665	553	-

Approach EB WB NB SB

HCM Control Delay, s	0	0.6	0	14.1
HCM LOS			A	B

Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1

Capacity (veh/h)	-	874	-	-	837	-	-	436
HCM Lane V/C Ratio	-	0.003	-	-	0.035	-	-	0.097
HCM Control Delay (s)	0	9.1	0	-	9.5	0	-	14.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	23	390	5	0	240	12	0	0	0	8	0	16
Future Vol, veh/h	23	390	5	0	240	12	0	0	0	8	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	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, %	-	-1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	60	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	429	5	0	264	13	0	0	0	9	0	18

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	277	0	0	434
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	965	-	-	852
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	965	-	-	852
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	11.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	965	-	-	852	-	-	570
HCM Lane V/C Ratio	-	0.026	-	-	-	-	-	0.046
HCM Control Delay (s)	0	8.8	0	-	0	-	-	11.6
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	6	380	343	7	1	0
Future Vol, veh/h	6	380	343	7	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	6	458	413	8	1	0

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	421	0	0 887 417
Stage 1	-	-	- 417 -
Stage 2	-	-	- 470 -
Critical Hdwy	4.3	-	- 7.1 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	3	-	- 3 3.1
Pot Cap-1 Maneuver	860	-	- 295 674
Stage 1	-	-	- 760 -
Stage 2	-	-	- 717 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	860	-	- 292 674
Mov Cap-2 Maneuver	-	-	- 292 -
Stage 1	-	-	- 753 -
Stage 2	-	-	- 717 -

Approach EB WB SB

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLm1

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLm1
Capacity (veh/h)	860	-	-	-	292
HCM Lane V/C Ratio	0.007	-	-	-	0.004
HCM Control Delay (s)	9.2	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	2	418	252	4	4	8
Future Vol, veh/h	2	418	252	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	2	464	280	4	4	9

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	284	0	750
Stage 1	-	-	282
Stage 2	-	-	468
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	960	-	368
Stage 1	-	-	882
Stage 2	-	-	718
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	960	-	367
Mov Cap-2 Maneuver	-	-	367
Stage 1	-	-	879
Stage 2	-	-	718

Approach EB WB SB

HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	960	-	-	576
HCM Lane V/C Ratio	0.002	-	-	0.023
HCM Control Delay (s)	8.8	0	-	11.4
HCM Lane LOS	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Vol, veh/h	2	384	342	1	2	3
Future Vol, veh/h	2	384	342	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	2	452	402	1	2	4

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	403	0	0
Stage 1	-	-	403
Stage 2	-	-	456
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	873	-	309
Stage 1	-	-	772
Stage 2	-	-	728
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	873	-	308
Mov Cap-2 Maneuver	-	-	308
Stage 1	-	-	770
Stage 2	-	-	728

Approach EB WB SB

HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL
Capacity (veh/h)	873	-	-	-	460
HCM Lane V/C Ratio	0.003	-	-	-	0.013
HCM Control Delay (s)	9.1	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	2	419	257	3	1	1
Future Vol, veh/h	2	419	257	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	1	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	2	476	292	3	1	1

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	295	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.3	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3	-	-
Pot Cap-1 Maneuver	952	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	952	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach EB WB SB

HCM Control Delay, s 0 0 12.4
 HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	952	-	-	-	488
HCM Lane V/C Ratio	0.002	-	-	-	0.005
HCM Control Delay (s)	8.8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔		↔		↔	
Traffic Vol, veh/h	0	267	179	98	246	1	95	0	119	0	0	0
Future Vol, veh/h	0	267	179	98	246	1	95	0	119	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	11	0	0	2	0	0	0	0	1	5	0
Mvmt Flow	0	314	211	115	289	1	112	0	140	0	0	0

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	290	0	0	525
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.3	-	-	4.3
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3	-	-	3
Pot Cap-1 Maneuver	955	-	-	791
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	955	-	-	791
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach

	EB	WB	NB	SB
HCM Control Delay, s	0	2.9	21.4	0
HCM LOS			C	A

Minor Lane/Major Mvmt

	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	235	671	955	-	-	791	-	-	-
HCM Lane V/C Ratio	0.476	0.209	-	-	-	0.146	-	-	-
HCM Control Delay (s)	33.5	11.8	0	-	-	10.3	0	-	0
HCM Lane LOS	D	B	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	2.4	0.8	0	-	-	0.5	-	-	-

Intersection

Int Delay, s/veh 1.6

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR

Lane Configurations	↕		↕			↕		↕		↕		
Traffic Vol, veh/h	2	384	33	43	214	1	22	0	37	0	0	5
Future Vol, veh/h	2	384	33	43	214	1	22	0	37	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	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	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	1	-	-	-1	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	3	0	0	0
Mvmt Flow	2	417	36	47	233	1	24	0	40	0	0	5

Major/Minor Major1 Major2 Minor1 Minor2

Conflicting Flow All	234	0	0	453	0	0	769	767	435	787	785	234
Stage 1	-	-	-	-	-	-	439	439	-	328	328	-
Stage 2	-	-	-	-	-	-	330	328	-	459	457	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.3	-	6.3	5.7	-
Follow-up Hdwy	3	-	-	3	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	999	-	-	839	-	-	357	335	658	347	327	857
Stage 1	-	-	-	-	-	-	698	596	-	773	639	-
Stage 2	-	-	-	-	-	-	799	663	-	647	557	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	999	-	-	839	-	-	337	313	658	309	305	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	313	-	309	305	-
Stage 1	-	-	-	-	-	-	696	594	-	771	598	-
Stage 2	-	-	-	-	-	-	743	621	-	606	555	-

Approach EB WB NB SB

HCM Control Delay, s	0	1.6	12.9	9.2
HCM LOS			B	A

Minor Lane/Major Mvmt NBLn1 NBLn2 EBL EBT EBR WBL WBT WBR SBLn1

Capacity (veh/h)	337	658	999	-	-	839	-	-	857
HCM Lane V/C Ratio	0.071	0.061	0.002	-	-	0.056	-	-	0.006
HCM Control Delay (s)	16.5	10.8	8.6	0	-	9.5	0	-	9.2
HCM Lane LOS	C	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-	0.2	-	-	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	7	43	8	11	6	39	30	6	5	30	16
Future Vol, veh/h	36	7	43	8	11	6	39	30	6	5	30	16
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	1.00	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles, %	0	0	3	25	0	0	0	0	0	0	0	0
Mvmt Flow	58	11	69	13	18	6	63	48	10	8	48	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	8.2	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	42%	32%	10%
Vol Thru, %	40%	8%	44%	59%
Vol Right, %	8%	50%	24%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	86	25	51
LT Vol	39	36	8	5
Through Vol	30	7	11	30
RT Vol	6	43	6	16
Lane Flow Rate	121	139	37	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.149	0.161	0.049	0.097
Departure Headway (Hd)	4.44	4.187	4.855	4.262
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	859	739	843
Service Time	2.453	2.202	2.873	2.275
HCM Lane V/C Ratio	0.149	0.162	0.05	0.097
HCM Control Delay	8.2	8	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	11	20	3	15	1	46	16	4	1	15	4
Future Vol, veh/h	3	11	20	3	15	1	46	16	4	1	15	4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	33	17	0	0	0	0	0	0	0
Mvmt Flow	3	13	23	3	17	1	52	18	5	1	17	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.8	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	9%	16%	5%
Vol Thru, %	24%	32%	79%	75%
Vol Right, %	6%	59%	5%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	34	19	20
LT Vol	46	3	3	1
Through Vol	16	11	15	15
RT Vol	4	20	1	4
Lane Flow Rate	75	39	22	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.04	0.028	0.025
Departure Headway (Hd)	4.124	3.75	4.661	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	947	764	901
Service Time	2.157	1.805	2.714	1.997
HCM Lane V/C Ratio	0.087	0.041	0.029	0.026
HCM Control Delay	7.5	7	7.8	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.1

Intersection

Int Delay, s/veh 4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑		↑↑	
Traffic Vol, veh/h	0	10	26	0	32	1
Future Vol, veh/h	0	10	26	0	32	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	100	75	0
Mvmt Flow	0	12	31	0	39	1

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	43	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	-	-	-	-	6.95	6.2
Critical Hdwy Stg 1	-	-	-	-	5.95	-
Critical Hdwy Stg 2	-	-	-	-	5.95	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	1124	1116
Stage 1	0	-	-	0	1155	-
Stage 2	0	-	-	0	1182	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1124	1116
Mov Cap-2 Maneuver	-	-	-	-	1124	-
Stage 1	-	-	-	-	1155	-
Stage 2	-	-	-	-	1182	-

Approach EB WB SB

HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt EBT WBT SBLm1

Capacity (veh/h)	-	-	1124
HCM Lane V/C Ratio	-	-	0.035
HCM Control Delay (s)	-	-	8.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection

Int Delay, s/veh 4.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	13	4	0	15	10
Future Vol, veh/h	0	13	4	0	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-1	-	-1	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	13	0	75	100
Mvmt Flow	0	16	5	0	18	12

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	21	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	-	-	6.95	6.2
Critical Hdwy Stg 1	-	-	-	-	5.95	-
Critical Hdwy Stg 2	-	-	-	-	5.95	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	1162	1154
Stage 1	0	-	-	0	1193	-
Stage 2	0	-	-	0	1176	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1162	1154
Mov Cap-2 Maneuver	-	-	-	-	1162	-
Stage 1	-	-	-	-	1193	-
Stage 2	-	-	-	-	1176	-

Approach EB WB SB

HCM Control Delay, s	0	0	8.2
HCM LOS			A

Minor Lane/Major Mvmt EBT WBT SBLn1

Capacity (veh/h)	-	-	1159
HCM Lane V/C Ratio	-	-	0.026
HCM Control Delay (s)	-	-	8.2
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
 16: Midvale Avenue & The Oak Road

10/12/2022

Intersection

Int Delay, s/veh 2.2

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	23	199	252	14	7	94
Future Vol, veh/h	23	199	252	14	7	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	3	3	6	0	0
Mvmt Flow	27	237	300	17	8	112

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	317	0	0
Stage 1	-	-	309
Stage 2	-	-	291
Critical Hdwy	4.3	-	7.1
Critical Hdwy Stg 1	-	-	5.2
Critical Hdwy Stg 2	-	-	5.2
Follow-up Hdwy	3	-	3
Pot Cap-1 Maneuver	935	-	467
Stage 1	-	-	871
Stage 2	-	-	888
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	935	-	452
Mov Cap-2 Maneuver	-	-	452
Stage 1	-	-	842
Stage 2	-	-	888

Approach EB WB SB

HCM Control Delay, s	0.9	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	935	-	-	740
HCM Lane V/C Ratio	0.029	-	-	0.162
HCM Control Delay (s)	9	0	-	10.8
HCM Lane LOS	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.6

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	34	306	205	34	12	42
Future Vol, veh/h	34	306	205	34	12	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	2	-	-1	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	5	4	0	0	2
Mvmt Flow	37	336	225	37	13	46

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	262	0	-	0	654	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.3	-	-	-	7.1	6.2
Critical Hdwy Stg 1	-	-	-	-	5.2	-
Critical Hdwy Stg 2	-	-	-	-	5.2	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	977	-	-	-	429	846
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	-	409	846
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	784	-

Approach EB WB SB

HCM Control Delay, s	0.9	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	977	-	-	-	684
HCM Lane V/C Ratio	0.038	-	-	-	0.087
HCM Control Delay (s)	8.8	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3